

## Delegated Report

Date: 21<sup>st</sup> October 2022  
Agenda item: N/A  
Wards: Cannon Hill & Raynes Park  
Subject: Proposed change of 20mph to 30mph – Bushey Road (Grand Drive to Martin Way) - Statutory consultation result  
Lead officer: Adrian Ash, Interim Director of Environment & Regeneration  
Lead member: Councillor Stephen Alambritis, Cabinet Member for Transport  
Forward Plan reference number: N/A  
Contact Officer: Mitra Dubet [mitra.dubet@merton.gov.uk](mailto:mitra.dubet@merton.gov.uk)

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### Recommendations:

That the Cabinet Member

- A) Considers the representations received to the statutory consultation that was carried out between 14<sup>th</sup> July and 5<sup>th</sup> August 2022 to change the existing 20mph speed limit along Bushey Rd between Grand Drive and Martin Way to 30mph.
- B) Agrees to one of the following options:-
  - Option 1 - proceed with amending the existing Traffic Management Orders (TMOs) and change the speed limit to 30mph.
  - Option 2 – Retain the existing speed limit of 20mph.
- 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 details the outcome of the statutory consultation that has been carried out to change the speed limit along Bushey Rd between Grand Drive and Martin Way from 20mph to 30mph.
- 1.2. It sets out two options for Cabinet Member's consideration.

## 2. BACKGROUND

- 2.1 Over the years, a number of local authorities including some neighbouring boroughs introduced 20mph speed limits and zones, 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 during 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 and supports Vision Zero. 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. The Police is responsible for the enforcement of the speed limit, and it is acknowledged that their resources are extremely limited and there are

many other competing priorities that also require their attention. It had always been the Council's intentions to consider traffic calming where considered appropriate; however due to lack of funding and competing priorities, it has not been possible to deliver the appropriate remedial programme to address some of the more persistent issues. It should also be noted that the nature or possibility of any traffic calming measure would be dependant on the status of the road.

- 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 to ensure safety and consistency it became 20mph from Grand Drive toward the rest of the borough. At the time it was also considered prudent to lower the speed limit prior to the Borough's intentions of introducing a signalised crossing for pedestrians and cyclists that had previously been identified.

### 3.0 PROPOSAL

- 3.1 Officers were requested to undertake a statutory consultation 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.

### 4. CONSULTATION

- 4.1 To legally change the existing speed limit the Council carried out a statutory consultation between 14<sup>th</sup> July and 5<sup>th</sup> August 2022. The consultation included 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 was also available at the Link and the Library at Merton Civic Centre and posted on the Council's website.
- 4.2. All statutory bodies including Emergency Services have been consulted. No comments were received.
- 4.3 The statutory consultation resulted in 92 representations with 52 objections; 36 in support and 4 comments. All representations are detailed in appendix 1.
- 4.4 The following representations to the consultation were received from Ward Councillors:-

Ref 096 - ES/SL2022Bushey

I write regarding the consultation to move the section of Bushey Rd from Grand Drive to Martin Way back to 30mph. As a local councillor, I know the statement 'There are no properties fronting this section of Bushey Road' to be untrue. There are properties fronting both the 30mph and 20mph sections.

This section of road used to be 40mph. There was a drop to 30mph in 2020 and then it seemed to get swept up with other changes to 20mph despite being a dual carriageway. The only reason we are having this consultation now is because the changes have been implemented in a haphazard way. In delegated report point 2.3 it says '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.' It is clear that there is a safety issue with drivers not obeying the 20mph limit. Any change to a 30mph zone should be coupled with more enforcement and I will raise this with the borough commander.

Signage on this stretch of road was not resolved until 2021 with both signs on display for a period of time. A drop in speed from 40mph to 30mph would have taken the community along with you. The report recommends in the absence of any objections for officers to progress with the implementation of the 30mph zone. However, there will likely now be objections as you are proposing an increase in speed - this did not need to be the case. Residents are now concerned that a speed limit increase 'may set a precedent and further demands for an increase in speed limit elsewhere in the Borough.'

At the very least, this seems wasteful. 'The cost of implementing this scheme is estimated at £4000.

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.' Residents are right to expect their council tax is spent responsibly and not for undoing work the council has recently undertaken.

It appears that London Borough of Merton do have the provision of a formal pedestrian crossing on the long-term programme for future works but given the nature of the road and its width they suggest that a safer option would be a signalised 'pelican' crossing. I agree.

Many residents state that they have been able to cross the road more easily since the drop in speed limit so this must be considered if the speed limit goes to 30mph. Any such change should be coupled with a new crossing to Prince George's Playing Fields to encourage active travel and many local residents have signed our petition to this effect.

I made relevant enquiries to see if this can be funded from money in the parking account but this is already allocated for concession fares which encourage the use of public transport.

I do ask instead that Merton consider using funds recently received from central government. £2m has been set aside for the climate emergency. Making walking more attractive is part of sustainable travel. Prince George's Playing Fields is used for many sporting activities, dog walking and significant community events at weekends and these should be attended on foot where possible.

A new crossing from Prince George's Avenue using the existing gap in the central island will give Raynes Park town centre access to the existing green space, provide a flow of pedestrians onward from the new parklet and bring people from the playing fields to the high street via a revived skew arch. This is consistent with the Local Plan for Raynes Park published in 2021 which states in Policy N6.1 (Taking the Healthy Streets Approach) that we should support better pedestrian and cycle links between Raynes Park town centre and the surrounding areas.

In summary, if the council chooses to bring this change forward then they should only do so at the same time as putting a pelican crossing in place.

Kind Regards

Cllr Matthew Willis  
Merton Civic Centre  
London Rd Morden SM4 5DX

Ref 080 **Cllrs McLean and Paterson**

Merton Conservatives support increasing the speed limit on Bushey Road (between Grand Drive and Martin Way) to 30mph. At the previous election we pledged to listen to residents and increase the speed limit from 20 mph if there was clear public support for it. We urge the administration to consult with residents across the borough and listen to their views regarding increasing some of the 20 mph limits.

## 5.0 RECOMMENDATION

5.1 It is recommended that the Cabinet Member considers the representations received and considers the following options:

Option 1 - proceed with amending the existing Traffic Management Orders (TMOs) and change the speed limit to 30mph.

Option 2 – To retain the existing speed limit of 20mph.

## **6.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 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.

## **7.0 LEGAL AND STATUTORY IMPLICATIONS**

- 7.1 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 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 Lower 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 with further demands for an increase in speed limit elsewhere in the Borough.
- 11.2 Given the numbers and reasons for the objections against the increase in speed, there is a risk of loss of confidence in the Council should the 20mph speed not be retained.

## **12. APPENDICES**

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

Appendix 1 - Representations

## Appendix 1

Ref 091 - Merton Cycling Campaign

In response to the consultation on speed limit increase in Bushey Road, Merton Cycling Campaign can fully endorse the comments submitted by xx below.

It is pertinent that in this weekend's papers large swathes of Surrey are planning to have the speed limit severely reduced because road casualties in rural areas are overtaking those in urban areas. Speed limits of 20mph in urban areas are clearly effective and to be consulting on a speed limit increase in an urban area is unusual. If the traffic in Bushey Road needs calming can we suggest that a localised reduction in width will benefit the proposed LIP3 'active travel' crossing while also having a calming effect on the traffic.

Ref 95 - Glendale Drive

On behalf of Merton Cyclists I object to the proposed speed limit increase.

Crossing Bushey Rd to the Prince George's open space is an important objective for many Raynes Park residents. This will be made more hazardous by the proposed increase.

In addition here is an important National cycle route crossing from Prince George's Ave (NCN 208) to the south side of Bushey Rd. The installation of a Toucan crossing point opposite Prince George's Avenue has already been accepted by the Council and is therefore included in their LIP3 programme submitted to TfL and only awaits TfL funding. The increase in speed limit here will make that crossing more dangerous. That fact should have been included as a consideration in the report on the proposed increase, but was omitted.

To quote the Council's own report "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." We should keep it that way.

Ref 093 Tolverne Rd - Merton Residents' Transport Group

This consultation response is on behalf of Merton Residents' Transport Group (MRTG), a nonpartisan organisation focussed on improving active travel within Merton. Our members comprise local residents, community organisations, and transport professionals.

Bushey Road presents a significant barrier to active travel, and in particular for people walking and cycling who wish to access:

- David Lloyd Leisure Centre
- Prince George's Playing Fields
- The informal walking route across Prince George's Playing Fields to Raynes Park Vale FC, Cannon Hill Common, and the footpath between Grand Drive and Whatley Avenue

At present there is no safe, signalled crossing for pedestrians along the 800 metre stretch of Bushey Road between Grand Drive and Martin Way. Pedestrians wanting a safe, signalled route to cross the road require up to a 15 minute detour, a significant disincentive to active travel.

The reduction in speed limit to 20mph has significantly improved the safety for pedestrians trying to cross the road at points between Grand Drive and Martin Way.

Any increase in speed limit must be accompanied with provision of a new, signalled crossing, potentially in the vicinity of Prince George's Avenue or Carlton Park Avenue. As such, we oppose any increase in the speed limit until such a crossing is provided.

Longer term, we would be keen to see further improvements for cycle safety on Bushey Road, including extension of the existing cycle tracks to the junction with Martin Way, and improving ease of cyclists turning at the junction with Martin Way.

Ref 044 Tolverne Rd, SW20 8RA

I am writing to object to the proposals to increase the speed limit on Bushey Road to 30mph.

The road presents a significant barrier for pedestrians trying to access:

- David Lloyd
- St George's Playing Fields
- Informal walking route across St George's Playing Fields to Raynes Park Value FC, Cannon Hill Common, and the footpath between Grand Drive and Whatley Avenue

At present there is no safe, signalled crossing for pedestrians along the 800 metre stretch of Bushey Road between Grand Drive and Martin Way. Pedestrians wanting a safe, signalled route to cross the road require up to a 15 minute detour, a significant disincentive to active travel.

The reduction in speed limit to 20mph has significantly improved the safety for pedestrians trying to cross the road at points between Grand Drive and Martin Way.

To increase the speed limit, whilst failing to provide mitigations that improve pedestrian safety (e.g. additional signalled pedestrian crossings), means that there is a significant negative impact on pedestrians in terms of risk or time delay (if detouring to use existing signalled crossings). In contrast, the benefit to drivers is

marginal at best - potentially yielding a 30 second journey time saving, which in practice may be even lower due to the traffic signals at either end of the stretch of road.

In short, the marginal benefits do not justify the significant costs in terms of increased risk and inconvenience to pedestrians.

Ref 001 Aston Road SW20 8BG

I am distressed to hear that there is a proposed increase to the speed limit on Bushey Rd to 30mph. This was fairly recently changed to 20 mph which some, but not all, drivers adhere to and it makes it much easier to cross the road now, given that there is no zebra crossing here.

Many cars and motorbikes treat this strip of road as if they are on a Formula 1 racing track, so to increase the speed limit again would exacerbate this problem further. There are no speed cameras here either. I hope the proposed increase is rejected.

Ref 003 Aston Road

My name is xx and I live at xx Aston Road, London SW20 8BE, which is the one of the roads (the Apostles) that meets Bushey Road between Martin Way and Grand Drive.

I was very pleased to see the reduction in the speed limit to 20 mph, from both a safety perspective but also noise / pollution reasons. Unfortunately I don't believe that the majority of drivers stick to 20 mph and instead travel at more like 30 mph, some even faster.

As the father of two young boys living in the Apostles, where there is no barrier between the end of roads and Bushey Road, I would be strongly against any proposal to raise the speed limit to 30 mph again from a safety and noise / pollution perspective - this is particularly the case that unless there are plans to install speed cameras, we will experience the same problem of drivers speeding, but now at a speed likely closer to 40 mph.

In the horrible event that a child is hit by a car travelling at the proposed 30 mph limit (or higher as I likely foresee happening), should it be approved, I can see the council coming in for serious criticism, if not claims of negligence, as to the reasoning why the speed increase was approved, when speeds limits across London and the wider country are only being reduced for safety and noise / pollution reasons.

I am very keen to meet in person to discuss this should that be possible.

Ref 007 Aston Road.

I strongly object to an increase in speed limit along the bushy road between grand drive and martin way. It is much easier now to cross the road to access the recreation ground.

In addition, council policy requires all decisions to have regard to the environmental policy. To raise the speed limit will decrease the air quality where I live and input higher amounts of co2 into the atmosphere. Thereby running contrary to the council's own environment policies.

Ref 014 Aston Road, SW20 8BG

I am writing to object to the changing of the Bushey Road speed limit from 20 to 30 mph.

There are a number of reasons;

1) There are limited pedestrian crossings between the Apostles and the facilities on the other side of the road (the playing fields, schools, and David Lloyd). It is not safe for pedestrians, many of whom are children, to cross and a greater speed limit creates a risk of more accidents and general public anxiety therein. This is specifically the case for vulnerable pedestrians. It is also the case in the initial stretch of Bushey Road from

the Grand Drive traffic lights where there is no cycle lane increasing danger to cyclists. Any increase to 30 mph should be accompanied by a speed camera on this stretch.

2) Vehicle noise and vibrations. The houses and flats at the end of the Apostles roads are close to Bushey Rd. Over the years various water pipe, cables, and other works have led to a lower quality, bumpy road with numerous potholes and cracks, which means the vibrations and noise have continued to get worse. At a 30 mph limit without a complete resurfacing this will be a further disruption to local residents. If the speed limit is increased it must be accompanied with a resurfacing.

3) Given the relatively recent change to 20 mph, it would be additional incremental cost to the council to now go to a 30 mph limit without the case for it having considerable weight this cost may not be justifiable.

Thank you for your consideration.

Ref 004 Gore Road

I live in the Apostles (Gore Road) at the Bushey Road end. I am quite happy with the speed limit of 20mph and wouldn't particularly be in favour of change up to 30mph. The road is noisy and busy. If there is no enforcement planned ie atleast 2 speed cameras or a speed averaging enforcement system then any speed limit is a bit pointless as people shoot along without worrying about their speed. If the speed limit remains at 20 mph atleast there is a chance people won't go over 30, but if it goes up to 30 we'll be lucky if they stay under 40mph which is too fast when many people cross the road or have children, dogs and cats who aren't aware of the dangers.

So if there are permanent fixed speed enforcement methods (not random police, people or volunteers) I'm ambivalent about the change. If there are no permanent fixed enforcement measures planned the I would prefer the limit to stay at 20.

Please consider the material used for the road surface this is just as important as the speed. Also what with the airplanes, motorbikes and barking dogs one way and another this has become a very noisy place to live (unfortunately).

Ref 005 Edna Road, SW20 8BS

We would like to comment on the request to increase the speed limit from 20 to 30 mph on Bushey Road. As the Apostles area already has a high level of pollution, changing the speed limit to 30 mph would just make this worse. We are against this change.

Ref 006 Dorien Rd,

I am writing to object to the speed going from 20 to 30.

I have never been able to cross this road before the speed was lowered

I walk to common, via the rugby club, with my 3 dogs and it was completely dangerous to cross before.

I had many near misses with cars.

If you go and observe you will see how many people make the crossing at the rugby club entrance, extra footfall goes over to the gym.

We have to live here.

I am a car driver but accept that people's right to safety where they live trumps my need for speed.

Please don't change it.

011 Dorien Road

I am writing with regards to the consultation reference **ES/SL2022Bushey**.

I would like to provide the following feedback for the consultation on increasing the speed limit on Bushey Road (Martin Way to Grand Drive) from 20 MPH to 30 MPH. My principle objection on the increase in speed is on the grounds of noise and my secondary objection is on safety of crossing the road. Finally I have two recommendations.

As a resident in Dorien Road who lives close to the end of the road adjoining Bushey Road I get a significant amount of road noise which can be heard with any window even partly open and especially impacts enjoyment when in my garden. The noise is greatest with vehicles accelerating to or driving at speeds significantly greater than 20 MPH. There are regular horns used by vehicles as I see faster drivers (over 20 MPH) frustrated at slower drivers who are complying with the speed limit and then drivers who swerve around the speed compliant drivers, this includes vehicles of all types including large lorries.



I am a regular user of the David Lloyd sports centre and have to cross the road by crossing the central reservation (not a designated pedestrian crossing as these are frankly too far away). This is Ok if all the traffic is travelling at a similar speed such as 20 MPH but with some vehicles accelerating to significantly greater speeds (it would not surprise me that they are in excess of the original 40 MPH) and some complying with the current 20 MPH it becomes very hard at times to cross as the vehicle stream spreads out to such an extent that the natural gaps driven by the traffic light controls are negated.

My two recommendations, in addition to maintaining 20 MPH are:

1. Permanent enforcement of the speed limit e.g. a camera, I suggest this is placed in both directions in the middle of the stretch between Martin Way and Grand Drive.
2. Install a pedestrian crossing to cross Bushey Road outside the David Lloyd centre. This should ideally be light controlled but if the road remains at 20 MPH and is enforced with a speed camera then a zebra crossing could also work.

Ref 058 Vernon Avenue

With regard to the proposed change to the speed restriction on Bushey Road changing from 20 mph to 30 mph, I would like to notify you of my objection to this change, with reasons outlined below.

1. **Current speeding** - As noted in your report "Prior to the reduction in speed, the speed limit along Bushey Road was originally 40mph with noted excessive speeds", before the change to 20mph, cars were already travelling in excess of the speed limit of 40mph. Therefore, changing to 30mph will mean that drivers may speed in excess of 30mph putting pedestrians, cyclists and other car users at risk. Keeping the speed limit at 20mph will encourage drivers to drive safely.
2. **Step back** - This proposed change seems to be a step back in terms of progress made in London to reduce road deaths and serious injuries to road users. We should be encouraging people to walk and cycle. This can only be done if people feel safe, increasing the speed that cars travel at will result in people feeling unsafe and will therefore discourage walking and cycling. These modes of transport are vital to reducing pollution, improving our local environment, and health outcomes.
3. **Increase in road traffic casualties** - The area surrounding Bushey Road is a built up residential area. The 'Apostles' roads all lead out onto Bushey Road. Young families live in this area, therefore young children will be at an extra risk of injury if they run out into the road. This is evidenced in a TFL commissioned study (1) which found that where speeds are reduced to 20mph through traffic calming, casualties fall by around two-fifths. Therefore increasing to 30mph will lead to an increase in road traffic casualties.
4. **Lack of safe crossing options** - Lots of people cross Bushey Road to access the Prince George's Playing Field and David Lloyd gym. There is quite a large gap between the two traffic light crossings, therefore an increase in the speed limit will make it more dangerous crossing to access the park and gym.
5. **Increase in road noise** - As noted in research on road noise the increase in the speed limit from 20 mph to 30 mph would increase traffic noise by around 3 decibels and up to 6 decibels at peak periods. Combined with aggressive acceleration and braking, the results are more dramatic. Aggressive acceleration increases noise by as much as 6 decibels (4). So a 30mph limit, plus aggressive acceleration, could increase noise by nearly 10dB per car.
6. **Increase in fuel usage and pollution** - Research in Germany (2) found that when 30km/h (18.6 mph) zones were introduced in Germany, car drivers changed gear 12% less often, braked 14% less often and required 12% less fuel. Increasing fuel usage at a time when petrol prices are at a record high will not help in a cost of living crisis and an increase in pollution goes against the Merton Local plan (3) which states in its summary that it's purpose is to "improve the quality of the environment" and "improving active travel".
7. **Inaccuracies in report** - In your report it states "Given that there are no properties fronting this section of Bushey Road; very little general activity including footfall adjacent to the carriageway". Both of these statements are false. As noted in point 4 above there is large amount of general activity due to people visiting the David Lloyd gym, Prince George's Playing Field by foot/bike. Also, Bushey Road leads to Wimbledon Chase station which is used by many of the people who live on the roads directly connected to Bushey Road ('Apostles' roads as an example). The comment that "no properties fronting this section of Bushey Road" is also not true as there are new flats being built 'Zero SW20', located at the end of Edna Road. These properties directly front Bushey Road and would therefore be impacted by this change. You should therefore reopen your report to take this into account.

In the unfortunate event that you do go ahead with your proposal. I request the following:

- Install speed cameras to ensure that road users keep to the speed limit
- A road crossing be installed at the end of Carlton Park Avenue to ensure safe crossing to the Prince George's Playing Field
- Plant trees along Bushey Road to reduce the impact of increased pollution and road noise.

Based on the points noted above, I urge you to reconsider the proposed increase in the speed limit from 20mph to 30mph. This proposed change will be detrimental to the environment, increase road noise and make the area less safe.

References:

(1) <http://content.tfl.gov.uk/20-mph-zones-and-road-safety-in-london.pdf>

(2) An illustrated guide to traffic calming. by Dr Carmen Hass-Klau (1990)

(3)

<https://www.merton.gov.uk/system/files?file=0620raynes20park20merton20local20plan20reg1920july21.pdf>

(4) Noise Reduction in Urban Areas from Traffic and Driver Management – A Toolkit for City Authorities, L Ellebjerg (2008)

General useful reading - <https://www.20splenty.org>

Please confirm receipt of this email.

Ref 010 Vernon Avenue

I am writing to object to the council's intention to increase the speed limit on Bushy Road as described in ES/SL2022Bushey .

I cross this road often with my toddler son and it is much safer with the speed limit at 20mph. There are many families and children living in the area and crossing Bushy Road frequently. The speed limit should stay at 20mph for everyone's safety.

Ref 025 Vernon Avenue

I write to make clear my objection to traversing the imposition of 20mph speed limit on this stretch of Bushey Road.

Increasing the speed along this short stretch will make no noticeable difference to drivers, but pose a higher risk to all other road users.

As a resident of the Apostles roads, with St George's Playing fields the closest green space, I regularly cross this road with my child.

Cars are already regularly driving well in excess of the current limit. The answer to this problem is enforcement cameras - not just reversing the evidence based 20mph plan for the Borough.

Please will you share any impact analysis of the reversal?

Failure to address the speeding issue in this area will prevent many families from exercising and enjoying this green space.

Ref 012 Carlton Park Avenue

I'm writing regarding opposing the change of speed from 20mph to 30mph.

I'm an Apostles resident in Carlton Park Avenue SW208BJ and it is very difficult as a pedestrian to cross Bushey Road. Cars repeatedly break the 20mph speed limit and taking it back to 30mph will just mean motorists will drive at 40mph.

If you decide to increase the speed limit then it is imperative that you put in place a safe crossing for pedestrians (as per in place when the cycle lane was being improved).

Ref 019 Carlton Park Avenue

I write in relation to the proposed speed increase from 20mph to 30mph on Bushey Road, Raynes Park.

I am against the proposed change for three reasons:

1. The road is adjacent to the Apostles housing area (12 parallel roads all ending in cul de sacs bordering on Bushey Road), in which a large number of families reside. The St George playing fields and David Lloyd Raynes Park are both on the other side of Bushey Road - both of which are very popular with residents. It is very difficult to cross the road as there aren't any pedestrian crossings in the middle of the Apostles Roads. Trying to cross with a pram / children / even alone is very difficult, and therefore having a reduced speed limit is beneficial to cross the road.
2. In my experience whilst the reduced speed limit of 20mph is helpful to cross the road, many people do not stick to the speed limit. Therefore I fear that an increase to 30mph, will only mean people travel closer to 40mph.
3. It is well known that reduced speed limits reduce emissions, and as Bushey Road is adjacent to the heavily family populated Apostles area, this should be a priority for the council.

Ref 083 Carlton Park Avenue

I wish to raise my objection to the proposed increase in speed limit along Bushey Road. Since the reduction from 40mph the crossings are much safer and easier for all, especially families, the elderly and less mobile. Traffic flow is good and cyclists can use the eastbound carriageway to reach David Lloyd and Martin way. Increasing the speed limit will make crossing and travelling Bushey Road dangerous and goes against the Merton Council Climate Strategy and Active travel plans "Provide supporting active travel infrastructure and [training](#)"

In your statement of reasons you claim "There are no properties fronting the relevant length of Bushey Road" This is wrong as the new development "The Zero SW20" 32-34 Bushey Road fronts this section of Bushey Road. There are 35 apartments, a mixture of Studio, 1, 2 & 3 bed apartments. There will be a number of families requiring safe access to the green spaces of Prince George's Playing fields, and passing through to Joseph Hood Rec, a popular green space, playground and paddling pool for your families in the area. This is in addition to the residents of 9 out of 12 Apostles Roads that lead to Bushey Road needing safe access to Prince George's Playing fields, and passing through to Joseph Hood Rec. As well as footfall coming the other way from Cannon Hill and surrounding areas, surely reducing access to green space is a planning consideration. With increased speed limit there will be increase in traffic noise & pollution affecting local residents health and wellbeing.

You state there is "little general activity, including footfall adjacent to the carriageway" yet you provide no evidence for this. This is factually wrong, parents from the Apostles streets walk their children to and from Joseph Hood Primary and people accessing Prince George's Playing fields walk adjacent to the carriageway to access crossing points.

There two frequently used crossings at the bottom of Carlton Park Avenue, main crossing point for Prince George's Playing Fields, and Dupont Road are busy and with a dual carriageway the island in the crossings gets congested, it's therefore crucial that current easy of crossing is maintained.

In the Background section (2.2) of Merton Council delegated report to proposed changes referencing the reduction from 40mph to 20mph the report states:

"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"

The proposal to increase the speed along this section goes against these ideas and undoes all the good that has been achieved. It will encourage speeding and put pedestrians and cyclist at increased risk. And goes completely against TFL's Vision Zero action plan for London.

Ref 015 Durham Road SW20 0QL

I am writing with regard the proposed speed limit increase for Bushey Road.

Have the environmental impacts of this proposed change been taken into account ?

All that an increase in speed limit will achieve for this stretch is a quicker arrival at the back of the next traffic jam (in other words, there is no benefit), at the cost of increased : -

- Noise pollution
- Air pollution
- Greenhouse gas emissions

In addition, this proposed change is counter to the borough's stated aims of encouraging cycling.

I suggest that before this change is voted on by the council that those voting ride a bike eastwards along Bushey Road and try to make the right turn into Martin Way. Then imagine trying to do that when the limit is increased to 30mph and with the (doubtless) lack of enforcement, cars are travelling at 40mph along this stretch.

Reverting this limit is a retrograde step, and will give encouragement to the overly vocal motoring lobby to continue campaigning for more 30mph limits.

Merton has the chance of becoming a pioneering London borough and could become an inspiration to boroughs across the country.

Please don't waste this chance.

Ref 016

Whilst you are "consulting " on this I suspect you will hear more from those people who just want to drive faster than those people who understand the benefits of a 20mph speed limit and I do hope that someone at the council will be looking at evidence as well as popular opinion.

If cars are able to achieve 30mph then the environmental benefits of a lower speed limit will be lost as these cars brake and speed up at traffic lights.

Additionally, none of the current 20mph speed limits are properly enforced and I believe that if the legal limit on this road is raised to 30mph it will inevitably mean that cars will be travelling at nearer 40mph unless there is proper, sustained enforcement with cameras.

I would like to know if the environmental impact of this change has or will be taken into consideration and what steps you plan to take regarding implementation of the speed limit, if it is raised?

Ref 018

I wish to object to the planned increase in the speed limit it will increase pollution and make it harder to cross the road

Ref 020 Sydney Road

I object to the above change in speed limit from 20 mph to 30 mph on the following grounds:

1. Safety in crossing to David Lloyds and Prince George Playing Fields, particularly for children, elderly people and dog walkers. The Apostles is a family neighborhood and many children live in this area and use the playing field for recreation. There is a crossing from the playing fields to Carlton park avenue but no traffic management (eg zebra crossing) which makes it very difficult to cross in one go. When you are in the middle you often have very large trucks passing you by at high speed on both sides which makes it very dangerous for children and dogs. Since the speed was reduced crossing this road has become significantly easier. It is incomprehensible that pedestrians living locally are expected to walk 15 minutes to the traffic lights to cross to the park so cars can get from one traffic light to another two minutes faster. This is an accident hazard.
2. Noise levels for the neighboring homes- since the 20 mph speed limit was introduced cars are driving at a much more steady speed and the noise levels from stopping and starting are much reduced. By increasing to 30 mph the noise levels go up especially as cars try to go as fast as possible to pass the traffic lights at the crossing with Martin way.

I do hope that you will take our objections into consideration and we hope that the speed limit will remain unchanged at 20 mph.

Ref 021

We are opposed to the change of speed limit from 20 to 30 mph on Bushy Road between Martin Way and Grand Drive.

We and hundreds of residents cross this road multiple times a day, with dogs and children. It is far easier and safer to cross now that the speed limit is 20mph.

Increasing the speed limit will make this crossing dangerous again.

Ref 023 & 42 Chase Side Avenue

Objection because....

1 I cannot find these details on The Gazette

2 I cannot find there details on the Merton website

3 increased road danger due to turning movements into and out of David Lloyd, Land Rover Centre and Playing Fields when used for event

4 increased road danger eastbound approaching vehicle queue for Martin Way right turn

5 excessive speed eastbound carried into Bushey Road east of Martin Way turnoff. Road is too narrow for marked dual carriageway

6 apostles needs improved crossing facility to playing fields. Increased speed limit increased road danger for residents

7 speed cameras required at eastern end to discourage excess speed to Kingston Road past shops, Kumon tutoring centre, station, bus stops etc.

8 this speed limit change elevates road danger while making a maximum saving of 30 seconds on the half mile stretch of road. Merton should not roll back on improvements made under the previous administration

9 one core part of the Cabinet Member responsibility is "20mph borough"

Ref 042

Regarding the decision notice....

"There are no properties fronting this section of Bushey Road..."

There are certainly properties bounding it. St George's Playing Fields is the closest green space. If the new flats next to the Range Rover garage and existing flats at Merton Mansions do not "front" Bushey Road then how would you describe them?

"...it has the same characteristics as the other section of Bushey Road that is subject to the 30mph speed limit"

Well yes and no. The other section definitely does have properties fronting it, a small Clarion owned estate on one side and green space on the other. It also has bus stops on either side. This could just as easily be an argument for making the section between Grand Drive and the S1 flyover a 20mph zone.

As such I have submitted a speed limit change request for the eastern section of Bushey Rd from Grand Drive to the West Barnes Lane flyover (SRQ-833564-F8T9T2). Please do keep an eye out as I think I have shown that it is a bit of an oversimplification to state that these sections of road share the same characteristics.

I was also wondering how this proposal to increase the speed limit will affect the LIP3 proposal to reduce speeds on Transport for London Road Network (TLRN)

Is that part going to be scrapped? I can't see how TfL will be convinced to reduce speed limits on St Helier Ave or Morden Hall Road which share very similar characteristics with Bushey Road (eg LIP3 5.57 and 5.58)

<https://www.merton.gov.uk/system/files?file=adopted20lip320september20202019.pdf>

Ref 024 Oakhill Court SW19 4NR

With regards to reference ES/SL2022Bushey.

I would like to object to the proposal to increase the speed limit along Bushey Rd from Grand Drive to Martin Way from 20mph to 30mph.

Merton Council have declared a climate emergency and part of the response should be to increase the levels of active travel in the borough and reduce emissions.

Safety is the number one deterrent to people choosing to cycle I believe that increasing the speed limit will reduce the chances of residents opting to use active travel and potentially choosing to travel by car instead.

Research has shown that the greater the speed of vehicles in built-up areas, the higher the incidence of acceleration, deceleration, and braking, all of which increase air pollution. Given that it is a relatively short stretch of road I feel that the increase in the speed limit would result in an increase of emissions.

Finally, residents living in the Apostles are required to cross the road to access St George's playing fields. Increasing the speed of traffic will make doing so more dangerous.

Merton should be encouraging and enforcing a 20mph limit across all roads.

Ref 026

I am writing to object to the proposed revocation of the 20mph speed limit on Bushey Road, to make it now 30 mph. I was pleased when it was changed last year, and really disappointed to see that it will now go back up. It is a short stretch of road, so should not be an inconvenience to drivers to drive at 20mph. On the other hand, the benefits are huge. I live next to the road, on Prince Georges Avenue, and therefore will directly benefit from the demonstrably lower emissions that come from lower acceleration and lower speed nearby. The noise disturbance is also lower from 20mph speed limit.

I, like many of my neighbours, often who have children or dogs to walk, have to cross the road regularly, and at 20mph this is far safer. I have seen a proposal for a zebra crossing, which would be more disruptive to drivers than simply maintaining the 20mph speed limit.

I can understand that drivers are likely to ignore or complain about the 20mph limit, as it is a wide road, however the benefits of 20mph far outweigh the risks. Instead of putting the speed limit back up to 30mph, the 20mph should instead be properly policed, with a camera.

A camera would also stop those who rev and race along the road late in the evening on many nights a week. They are certainly driving at more than 30mph anyway.

Furthermore, the littering along the verge on Bushey road is disgusting. I can only assume most of it comes from vehicles. Better monitoring and policing of this stretch of road would greatly benefit the community and environment

Ref 032

I am writing to object to the proposed revocation of the 20mph speed limit on Bushey Road, to make it now 30 mph. I was pleased when it was changed last year, and really disappointed to see that it will now go back up.

It is a short stretch of road, so should not be an inconvenience to drivers to drive at 20mph.

On the other hand, the benefits are huge. I live close to the road, on Bronson Road, and therefore will benefit from the demonstrably lower emissions that come from lower acceleration and lower speed nearby. The noise disturbance is also lower from 20mph speed limit.

I can understand that drivers are likely to ignore or complain about the 20mph limit, as it is a wide road, however the benefits of 20mph far outweigh the risks. Instead of putting the speed limit back up to 30mph, the 20mph should instead be properly policed.

Ref 033 Northway SM4 4HE

I am writing to express my objection to the proposed increase of speed limit on Bushy road.

I own a car but try not to use it for local journeys. I travel regularly from my home in Northway, just off Cannon Hill, to Raynes park with my three year old child. To the shops and the library. I prefer to walk from Joseph hood and across the playing fields but then you come out in the middle of Bushy road and have to cross 4 lanes of traffic with no crossing facility. This has been made significantly safer with the 20mph limit.

I also go by bike, returning from Raynes Park travelling from Grand drive by bike and needing to right turn down Martin way used to be very difficult with 40mph traffic. Trying to get across two lanes of fast moving traffic from a standstill (where you leave the bike lane) is really tricky. It makes that bike lane unusable for anyone going from RP to Morden as you need to be already on the main carriageway to stand a chance of getting across to the right turn.

I'm not sure cyclists have been considered at all...they are not mentioned in the report and I would request that any officer planning to implement the change, try to do this journey by bike.

This is a backwards step, making access to the open space of the playing fields more dangerous to the many people, including families who live in the Apostles. It increases road danger for pedestrians and cyclists and it goes against London's commitment to 20mph. I do not think the 30seconds i would save driving along that stretch at a higher speed is worth the risk of those travelling by more active means.

Ref 034 & 035 Estella Ave, KT3 6HX

I object to the increase in speed limit to 30 mph from 20 mph Bushey Rd from Grand Drive to Martin Way.

Collisions at 30 mph are much more likely to result in deaths for pedestrians and cyclists. than at 20 mph. Joining cycle lanes and turning right is much harder when cycling in 30 mph traffic compared to 20 mph. I have only accessed the cycle path when the speed limit has been 20 mph. Most drivers drive faster than the max speed limit any way so by making the limit 30mph the effective speed on the road will be 35 - 40 mph. This is way too fast for pedestrians trying to cross the road, cyclists trying to come on and off cycle paths and drivers trying to access the David Lloyd centre. High speeds also create much more noise.

Please, please, please support active travellers and the environment.

Ref 036 Estella Avenue

At a time of climate emergency, introduction of an ultra low emission zone how is this the time to increase a speed limit? traffic already regularly ignores the speed limit on Bushey road increasing pollution and noise in all the neighbouring streets, if the limit is increased instead of travelling at an average 25 mph traffic will average 33 - 35 mph. This also make it much harder for cyclists to exit David Lloyd (especially turning right - which I sometimes do) The cycle lanes on Bushey road are so badly surfaced and lack continuity that many on bikes prefer to ride on the main carriageway, which will be much less safe and much more unpleasant in a 30 limit.

To increase active travel what is needed is massive enforcement of the existing 20 mph limits around the borough as I regularly see them blatantly and massively exceeded.

Ref 038 Kenwyn Road SW20 8TR

I am writing to object to the proposed increase in the speed limit from 20 mph to 30 mph. I often walk from my home in Kenwyn Road to Cannon Hill Common. This involves crossing Bushey Road, which is quite scary enough as it is.

Ref 040

I would like to object against the plans to raise the speed limit to 30mph. A few years ago my young children were involved in a serious accident exiting David Lloyd. That was due to the speed at which cars were travelling on that road. I think 20mph for such a short stretch of road is sensible and in my experience drivers have gotten used to it. Raising the speed limit would be a backwards move.

Ref 041 Kingsley Road

I am a resident of Merton and Doctor at St George's Hospital. As such I treat the effects of motor traffic collisions and pollution. I am writing to support the continuation of a 20 mile per hour limit along Bushey Road. Increasing the speed limit will lead to more environmental and noise pollution as well as increasing the road danger for vulnerable users such as pedestrians and cyclists.

I would like to know whether there is any evidence that increasing the speed limit will actually improve journey times. As I seriously doubt this is the case.

Please can you show that the Merton Council is serious about the Climate Emergency they have declared and keep the 20 mile per hour limit.

Ref 043 Arthur Road, SW19 8AB

In response to your proposal to raise the speed limit to 30mph, I would rather that the limit remains at 20mph to make it safer for pedestrians and cyclists.

Ref 089 Edna Rd

I understand that you are managing the response following the above proposal to revert the speed along Bushey road from 20mph to 30 mph following its introduction several months ago.

I write in order to register my objection to increasing the speed limit from 20 mph to 30 mph. My objections are based on the following:

1. Lack of safe crossing points on the road between the adjoining junctions
2. General principles of road safety.

As you are no doubt aware Bushey road is currently a 20 mph limit. The 20 mph limit was introduced several months ago and since that time there has been some improvement in the safety on Bushey road. there is a marked noticeable decrease in traffic speed (albeit nowhere near 20 mph). As a stay at home father of a new born child I have needed to cross the road at least once a week for the past 9 months. The lack of official crossing points apart from at Martin Way and Grand Drive mean that an existing (though unmarked) crossing point close to the end of Carlton Park Avenue has been utilised in order to access the playing fields and sports centre as well as other utilities on the opposite side of the 4 lane carriageway. The increase in speed along this road I fear will just further endanger me and other pedestrians including the many users of the playing fields and sports centre. The use of the playing fields is wide and varied and includes children, elderly, dog walkers and parents of young children. I firmly believe this would potentially endanger the lives of people crossing the road in the absence of any other road safety measure. The only alternative would be the installation of a suitable crossing close to the existing unofficial crossing point.

I next object to the increase in speed purely on the basis of general principles of road safety which has seen numerous local authorities across the country drive for safer roads and seeking to reduce pedestrian injuries and fatalities. This has resulted in less emissions, but more importantly more likelihood of survivability in the event of a collision. Depending on age, survivability at 20mph vs 30mph is about 7-10 times higher and stopping distances are halved (12m vs 23m or 3 vs 6 car lengths). Almost all local authorities are participating in the reduction in speed limits and it disappoints me that this local authority is choosing to revert from this stance. I would encourage the local authority to examine the evidence or requirement on which the original changes were considered and subsequently granted and then consider why there is a consideration to change back. A change from 20 mph to 30 mph will have negligible impact on a journey time but as highlighted above could have a dramatic impact on the survivability in the event of a collision.

I would urge the local authority to listen to those affected by this decision particularly in light of the existing design which offers no protection to those crossing the road,(particularly from vulnerable groups).

Ref 045 Edna Rd

We have been informed today by our local Councillors, of your surprising intention to raise the current speed limit of 20mph, to 30mph, along the Bushey Road section at the end of Edna Road, where we live. The current limit along this section, where WHO air pollution limits are exceeded, has made a huge positive difference to us and other local residents, especially those suffering from breathing and mobility issues, since it has noticeably reduced noise and air pollution along this busy stretch and made crossing this road, as a pedestrian, cyclist, or wheel chair/mobility scooter user, easier and safer, offering improved inclusive access to the nearest green space, which is on Cannon Hill. Safety has also increased for motorists entering or



exiting the David Lloyd or Land Rover Centre, motorists & cyclists turning right into Martin Way, and for cyclists crossing Bushey Road at Prince George's Avenue, following the cycle route to Raynes Park. Merton is highly commended for this action.

With respect, we would refute, in your statement of reasons, that 'no properties front the relevant length of Bushey Road' and that 'there is little general activity including footfall, adjacent to the carriageway'. Merton Mansions on the southside and 2 blocks of flats on the northside, all front Bushey Road, and houses with gardens, at the end of each of the 12 Apostle Roads are directly affected. There is a significant footfall of local residents, increasingly families with young children, crossing Bushey Road or walking/cycling along it, throughout the day, accessing local green space on Cannon Hill, to walk and exercise their dogs, participate in leisure activities, use the allotments on Cannon Hill or the leisure facilities of David Lloyd Sports Centre. A much needed and long awaited crossing, at Prince George's Avenue, also a designated cycle route is another reason to retain the 20mph limit.

We would strongly urge you to please reconsider your proposal and uphold your commitment to promoting active travel and to Borough wide 20mph speed limits.  
Thank you for giving this matter your full consideration.

Ref 047 Beaford Grove SW20 9LB

Please inform your Cabinet Member for Transport that I wish to object to the proposed raising of the speed limit at this location. I regularly drive this route as well as walking and cycling it. My experience in each mode of transport has been improved since the limit was lowered to 20mph with my overall journey times unaffected in each mode. Increasing to 30mph would decrease safety and increase noise for everyone.

Please also remark the cycle symbol and advanced stop line for the right turn at the junction of Bushey Rd and Martin Way.

Please also do something to improve the experience and safety of people on bikes using Sydney Rd to go into and out of Martin Way.

And if you could look again at improving the path joining Whatley Ave with Grand Drive, all the better. The section close to Whatley Ave is virtually impassable after heavy rain and the huge potholes have returned at the junction with Grand Drive.

Ref 048 Chestnut Rd SW20 8EB

I am writing to object to the proposals to increase the speed limit along the stretch of Bushey Road to 30mph from 20mph.

As a local resident, I believe that maintaining the speed limit at 20mph will make it safer for pedestrians, particularly when trying to cross that road which already has no crossings other than at Grand Drive / Bushey Road. Crossing that section is incredibly difficult especially with young children. The crossing at Grand Drive also prioritises drivers far above pedestrians and it can take a long time to try and cross that junction on foot if you use the crossings.

In addition, even when the speed limit was at the higher 30mph limit, speeding along that stretch was already an issue, so keeping it at 20mph (which few drivers abide by anyway) will help to reduce that issue.

Ref 050

I regularly walk and cycle down Bushy road.

Please do not increase the speed limit.

If I am hit at 20 mph by a driver I have a far higher chance of surviving.

20 mph is better for vulnerable road users such as children and the elderly.

Please reconsider your proposal

Ref 051 Brookfields Avenue Mitcham CR4 4BT

I strongly object to increasing the 20 mph speed limit on Bushey Road to 30mph. Most drivers ignore the 20 mph limit but some observe it which prevents those intent on speeding from doing so. All in all the 20 mph restriction keeps speeding cars from speeding and annoys the hell out of the impatient and aggressive drivers. It is not a very long stretch of road..

Ref 052 & 088 Gore Road

I am writing to oppose the proposed increase in speed limit along Bushey Road from 20 mph to 30 mph.. I live in Gore Road and am appalled at this decision and am unable to determine why this is being done.. Bushey Road is atrocious and already the vehicles do not stick to 20 mph so with an increase they will be driving along this road at 40/50 mph..  
Bushey Road is a hazard and we need more traffic lights not an increase in the speed levels..  
I have already been hit by a cyclist trying to cross this road and it will only be a matter of time before someone is severely injured or killed on this road..  
The noise level from constant motorists from 6 am until midnight every day is an absolute nightmare..  
Will there be an increase in traffic police to monitor the speed limit?..  
Will there be any interactive signs along the road to display the speed limit?..  
This increase in speed will be dangerous to local residents..

Ref 053 Mawson Close SW20 9PA

As a resident of the area, I would like to appeal to you to keep the 20mph zone along Bushy Road between Martin Way and Grand Drive.  
This makes the area much safer, for cyclists and pedestrians especially.

Ref 054

I am writing to object to the raising of the speed limit from 20mph to 30mph.it seems an entirely retrograde step and absolutely not aligned with the councils declaration of a climate emergency or its commitments to road safety in the Borough.  
Given my experience of cycling on this stretch I would argue for more enforcement of the current limit than increasing thus enabling more road danger.  
As you well know the stopping distance of a 2.5 ton vehicle is considerably further at 30mph than 20.

Ref 055 Sellincourt Road, SW17 9SD

I am writing to object to the proposal to change the speed limit on Bushey Road between Grand Drive and Martin Way from 20mph to 30mph.

This bit of road feels like a motorway. You often get stopped at the lights at Grand Drive coming off the A3 and again at Martin Way and often at the next junction too, so, it really doesn't matter if it's 20 to drivers because time cannot be gained by having it at 30 for such a short stretch. I think it may have been 40mph in the 80s? I went to school on Grand Drive, the school is no longer there but I did do my cycling proficiency there at 13. Cycling there from Wimbledon wasn't easy.

My mum now lives in Raynes Park and I visit often on my bike. Went car free last year. Drivers, when on a road that looks like a motorway or dual carriageway which it is, speed up. That's a residential area. It's better to change the road design of that stretch. Make the road feel residential. Like a main residential road, then people that live around there can walk into Wimbledon chase easily, safely and a bit more pleasantly. Re-imagine that bit of road and what it can be. I know a lot of cars turn right into Martin Way, but most traffic goes straight on and Kingston Road cars speed. Slow them down please. Slow them down. We all have to do our bit and you have the power to do a bit more. It was dangerous in the 80s, it's still dangerous 40 years on, except now, we have a climate emergency. Things need to change at the local level. Well done on all of the other work!

Ref 072

I'm writing to comment on the proposals to increase the speed limit to 30mph on Bushey Road, reference ES/SL2022Bushey.

I'm strongly against this idea for the following reasons:

1. There's no safe route to cross between the Apostles and Prince George's Playing Fields, the nearest green space to the Apostles streets. The current 20mph limit protects people crossing the road (especially those with young children), and faster traffic directly increases risk and reduces safety for pedestrians
2. The houses towards the ends of the Apostles streets are affected by the traffic noise from Bushey Road, especially during summer months when windows are open for much of the day. A higher speed limit results in more traffic noise and disruption for residents

3. In addition, the proposal states there are “no properties fronting this part of Bushey Road”, which is untrue: both Merton Mansions and the new “Zero” apartments face the section of road in question and will suffer as a result of the change
4. The cycling facilities on Bushey Road are poor, especially heading east where there is no cycle lane until Prince George’s Avenue. The cycle lane that starts here is of extremely low quality with tree roots jutting out and 4x4s regularly parked on it, so many cyclists prefer to use the road. Again, a 30mph would lead to a higher risk of serious injury in the case of a collision
5. Given almost all other roads in the borough have been reduced to 20mph, Merton Council clearly understands the benefits behind lower speeds, so it is hard to see how any case can now be made to increase back to 30mph

The net gain from 30mph is a reduction of journey times of approximately 30 seconds. This would be barely noticeable within the context of a car journey around the borough. For all the negative impacts, I do not see how this change can be justified and I urge you to reconsider your proposals.

Ref 073 Kings Road SW198QP

I would like to send an email to address my concerns with the proposed speed limit increase for **Bushey Road – between Grand Drive and Martin Way**.

I propose a more suitable idea would be to make the whole of Bushey road 20mph to keep it consistent throughout the borough as well as making it safer for drivers as well as cyclists and pedestrians.

Higher road speeds create more noise pollution, more air pollution (from the rubber tyres as well as increased emissions) and creates higher fatalities.

The junction is unsafe at present and the road lanes are not very wide. Increasing the speed limit will only make it a more tense junction to drive in.

Wales recently made law that all roads in built up areas will reduce to 20 mph. The evidence is clear that 20 mph roads are safer, more efficient and better for the environment and it is a great shame to see this proposal.

Ref 074

If you increase the speed limit goodness knows how fast the drivers will go if you honestly think they are keeping the speed limit you are delusional what you need is traffic speed enforcement officers cause its ridiculous one of the worst roads is Abbotsbury road morden they absolutely speed down this road also beeleigh road especially after 4pm do not increase the speed limit someone will die

Ref 075 West Barnes Lane, KT3 6JE

The declaration of a Climate Emergency by both Merton and the Council's ambitions for promoting Active Travelling and reducing Road Danger and Transport Noise and Air Pollution, and its much vaunted Local Investment Plans will be difficult to uphold if this speed limit is increased.

The consequences of speed on survivors of traffic collisions are well known. That they are far less with a 20 mph limit has economic benefits, too.

The cost to communities of traffic incidents is horrific both economically and socially.

It is important that the Council considers the National Travel Attitudes Study Wave 1 - 2019 Page 10 - demonstrates that 70% of the public approves of 20mph.

As a leading local authority that has implemented authority-wide 20mph limits, it should be an exemplar, developing smarter ways to engage and gain behaviour change to maximise the compliance and speed reduction level. LB Merton should not weaken its resolve by raising speed levels on Bushey Road.

And with both the wider acceptance of 20mph as a norm and the use of speed limiters (ISA) on new car models from 2022 this will further enhance compliance levels.

Bushey Road is a direct route to and from schools such as Raynes Park High and Bushey Primary Schools, is flanked by significant numbers of medium-rise flats and houses. Adding to noise and air pollution will undermine the Council's avowed concern for the well-being of the general public.

Ref 076 Clifton Park Avenue

I am writing to object to the proposed change in traffic speed limit from 20mph to 30mph along the Bushey Road between Grand Drive and Martin Way.

I live on Clifton Park Avenue which is one of the streets in the Apostles area adjacent to Bushey Road and I will be directly impacted by this increase in traffic speed. The reasons for my objection are as follows:

**1. Statement of Reasons for Traffic Order 202**

The statement citing that there are no properties fronting the relevant length of Bushey Road is not justifiable. The high level of noise, vibration and pollution generated by the traffic is experienced by residents living in the Apostle streets especially those in dwellings near to the Bushey Road. It makes no difference to residents whether their property is fronting the Bushey Road or is situated sideways to the road. The noise, vibration and pollution still enters the houses and the gardens whether they are front-facing or adjacent to Bushey Road.

**2. Photo showing proximity of houses to Bushey Road**

The attached photo of Clifton Park Avenue provides a clear example of how close the Apostle houses are to the Bushey Road. It has a window which opens directly onto the Bushey Road. It is the actual distance between the residential dwelling and the road which is important. This should be the main point for consideration when setting the speed limit. The shorter the distance between the house and the road, the bigger the impact of traffic on residents.

**3. Traffic calming**

The Bushey Road is used by a large number of private vehicles and heavy commercial vehicles. The noise, vibration and pollution generated by the traffic impacts local residents negatively especially at night and early morning. It results in disturbed sleep/rest, not being able to fully open windows or sit comfortably in the garden. It diminishes the quality of life and the ability to enjoy our homes.

I urge the Council to keep the traffic limit at 20mph which is a proven traffic calming solution and assists in maintaining road safety.

Introducing speed humps and more speed cameras would also be useful in reducing the traffic speed and would benefit local residents. Having observed the traffic at night, it is clear that the 20mph speed limit is not adhered to very often by drivers. If the limit is increased to 30mph, I anticipate the actual vehicle speed would increase above this level especially if the Bushey Road is not busy.

Thank you for considering my objection the proposed increase in traffic speed.

Ref 090 Prince George's Avenue, SW20 8BQ

I was really disappointed to see the notices advising of the proposed raising of the speed limit of Bushey Road and wish to lodge my objection.

Firstly the plans don't provide a single reason why it would be a good idea to raise the speed limit. There's a vague "requested by local residents", but no explanation of what benefit local residents would see as a result, which I can only take to mean there is no benefit except to divert the grumblings of people who don't like change to a different subject.

But there are reasons not to increase it:

1. Bushey Road is an unfortunate barrier between residents of Raynes Park - especially the 12 'Apostles' streets that lead onto it - and our nearest green space: the playing fields, playgrounds and Cannon Hill Common. It's dangerous enough having to cross multiple lanes of traffic without it travelling 50% faster. As a 30-something, fit and physically able woman I can handle it, but I've done it with both my mum and my young niece and nephew and it's a horrible experience. The council should be seeking to make green spaces more accessible, not less.
2. The plans say "no properties fronting the relevant length of Bushey Road". Firstly, that's just not true - there's the Merton Mansions and a new development at the end of Edna Road. But regardless, whilst the Apostles streets may not be "fronting" Bushey Road, we still suffer from its noise, which would be worse at higher speeds.
3. There's no bike path between Grand Drive and Prince George's Avenue (and the one that then starts is full of obstacles) so as a cyclist I'm stuck with the road - again I'm less safe when the surrounding drivers are encouraged to drive faster.

I'm genuinely surprised I've had to write this today and disappointed my council is even entertaining such a clearly backwards idea. I hope this doesn't happen and that the council shows conviction in doing the right thing for the people who live here rather than those who simply want to drive through as fast as possible.

I understand I need to provide my full name and address but want to be clear that I do not give permission for this to be shared or made public in any way.

Ref 098

I can understand why people might be in favour of this change. However, I would like to know that the environmental impact of making the change to 30mph will be taken into account?

I suspect you will hear mostly from those people who just want to drive faster rather than those people who understand the benefits of a 20mph speed limit and I do hope that someone at the council will be looking at evidence as well as popular opinion.

If cars are able to achieve 30mph then the environmental benefits of a lower speed limit will be lost as these cars brake and speed up at traffic lights.

Additionally, none of the current 20mph speed limits are properly enforced and I believe that if the legal limit on this road is raised to 30mph it will inevitably mean that cars will be travelling at nearer 40mph unless there is proper, sustained enforcement with cameras, which presumably would bring in revenue for spending on improving conditions for pedestrians and cyclists?

I would like to know if the environmental impact of this change has or will be taken into consideration and what steps you plan to take regarding implementation of the speed limit, if it is raised?

Ref 008 Apostles resident

I am a resident within the Apostles and regularly use Bushey Road to cross over to either David Lloyd or the park opposite and notice what vehicles are doing all the time.

Since the change in the speed limit from 40 to 20 I can honestly say there has been no significant change in the speed in which cars, lorries and especially motorbikes go up and down the road. No-one takes notice of the speed limit and very rarely have I seen anyone go 20MPH unless they are right behind or in front of a police car.

I do object to raising the speed limit again however, as I think this will encourage speeding up to 40 again, or faster as some vehicles appear to be travelling (by the sound of their engines). Just because there are 2 lanes, does not mean that they have to go fast.

The distance is short and now that more new build properties have been built very near to and facing Bushey Road, the residents there will feel akin to living on a motor way with all the traffic noise and pollution right under their noses.

My thoughts as to how to actually control of the speed would be to have speed cameras and wonder why they have not been introduced.

## COMMENTS

Ref 063 Aston Road

The change from 40mph to 20mph was welcome. Unfortunately, the limit is not respected by the majority of motorists (including many police vehicles not on emergency call). Most vehicles continue to travel as if the limit is still 40mph and some motorbikes reach excessive speeds as they race away from the lights at the junction with Grand Drive. I do not believe that the 20mph limit has not been policed adequately and raising the limit to 30mph by itself would not, in my opinion, bring about any useful change to motorists' behaviour.

I could support the 30mph limit if a speed camera were installed on the eastbound carriageway to slow the traffic, otherwise my view is that the 20mph limit should be retained, particularly since this stretch of road is not a TFL route. My main concern is the level of noise created by the fast moving traffic as it leaves the traffic lights at the junction with Grand Drive and heads towards Martin Way.

Ref 013 Carlton Park Avenue -

I have noted the proposed amendment to the speed limit and would like to comment.

As a local resident I have no objections to the speed limit being raised to 30mph, and understand the reasoning, however I have major concerns with how the current, and proposed, speed limit are/would be enforced in this stretch of road.

With no traffic control between Grand Drive and Martin Way, and the stretch of road being half a mile long dual lane, the current speed restriction is not adhered to and in a reasonably high number of instances cars are well in excess of the speed limit i.e. 50mph+

Has any evaluation on compliance with speed limit been undertaken? If so what were the results of this?

I also would contest the comment in the statement of reason on lack of footfall on the pavement aligning the road.

Given the number of residents within the Apostles, and further into the area, who avail of the playing fields with their children and for dog walking and also the facilities at David Lloyd it means a significant number of people are required to cross the road at crossing points between Grand Drive and Martin Way which currently have no traffic control. With the recent property development at end of Edna Road I would imagine this will only increase.

I would be interested to understand if footfall been properly assessed in this area and if so what were the results of this and how this was considered in the proposal.

Given the above I would imagine it is reasonable to include within this proposal a mechanism to ensure the speed limit in this area is adhered and welcome a response on how this would be enacted either through traffic control/crossings or speed cameras.

I look forward to seeing your decision and proposals to ensure speed limits are adhered to

Ref 077

Hi my wife and I tend to walk to Raynes park quite often and we notice that over 70%of cars speed over 20mph while 99%of vans and lorries speed over 30 to 40  
Good luck in trying to find the right solution

Ref 027 Sydney Road Sw20 8ef

I would like Merton Council to introduce a 25 miles per hour for roads such as Bushy Road. 30mph is too fast for locals to cross it but 20 is frustrating for drivers. I live in the Apostles and crossing to the playing fields it very difficult for pedestrians. A crossing should be added to keep everyone safe.

## SUPPORT

Ref 009

With regards to the proposed changes to the speed in the section of the A3 between Martin Way and Grand Drive, I believe 30 mph is preferable to 20 mph on such an important road.

However, our main problem is **that nobody takes any notice of whatever speed is legally allowed**. We have motorbikes roaring like in a Grand Prix along our stretch of road. I live at 68a Gore Road at the Bushey Road end and at 1.00 am we are awakened with screeching of speeding bikes that is frightening. Nobody take any notice of speed limits. This happens in the day time too.

What is needed is for a way to stop these people from this behaviour with no concern for anyone else.

We in the road who suffer would appreciate your department making drastic changes to help our blood pressure.

Ref 079 Church Lane, SW19

I very strongly SUPPORT the proposed 30mph speed limit.

I would also suggest that other main through roads eg Parkside also have a 30mph limit.

Ref 002

The 20 mph speed limits introduced borough wide are ridiculous and should be reversed.

I notice that there is a plan now to start to roll back this nonsense by making the dual carriageway on Bushey road 30mph. It should be set back to the 40mph that was working perfectly well for many years.

Ref 017 Courthope Villas

With reference to the proposed change no ES/SL2022Bushey to raise the speed limit on Bushey Road between the A3 and Martin way, I fully support this.

As a local resident I find the current speed limit of 20mph on a dual carriageway to be ridiculously slow and am overtaken by cyclists.

Please go ahead and raise it to at least 30mph

Ref 022 Gladstone Rd

I fully support the change of speed limit on Bushey Road from 20mph to 30mph.

Ref 028 South Park Road

I agree that the speed limit should be increased to 30mph on Bushey Rd as proposed.

It is a main A road into Wimbledon from the A3 and not in a residential area. It is more dangerous to keep it at 20mph.

Ref 029

20 mph is the too slow for that road.

Also Parkside and Coombe Lane. 20mph on that roads are roads are ridiculous

Ref 030 Poplar Road

I fully support the proposal to change the speed limit on this road from 20mph to 30 mph.

In general I support 20mph limits in Merton; however this road is a dual carriageway and has very few pedestrians crossing it. Traffic flow to and from the A3 will be much improved.

Ref 031 & 039

I object to this decision. Slowing down traffic here will increase pollution and traffic jams, will cause higher petrol consumption. Supports increase in speed limit

Ref 037

I would like to state my support for the raising of the speed limit.

Such a low speed limit on such a high standard of road only helps to make speeding *more* normal and socially acceptable and can give vulnerable pedestrians false indication of actual traffic speeds. I'm also not sure why the rest of the A238 has been given a 20mph speed limit, speed limits should be there to single out

the behaviour of the small number of drivers who will treat the roads as a race track, people going speed way below 30mph along an A road do not seem to fit that criteria. Speed limits should not be set low in that hope that people who genuinely speed will only go 5 or 10mph over the posted limit.

I can only wonder why such a road was included in a 20mph scheme in the first place since it does seem to meet the guidelines for one, I'd like to see data on what difference the drop made to measured average free-flowing traffic speeds and levels of compliance.

Ref 046 Cobham avenue KT3 6ER  
Change speed limit on Bushey Road and Worple Road  
I believe more dangerous at current 20

Ref 049 Harrowdene Court SW19 7BY  
I support the proposed change  
I also support returning principal distributor roads eg bus routes (not just TfL roads) to 30mph  
20mph is fine for local access roads and past schools but too slow on 'main roads'

Ref 056  
I believe the speed limit should be 30mph.

Ref 057  
Of course the limit should go up to 30 mph!  
Also Martin way!

Ref 059 Church Lane SW19 3NY

I thoroughly support and applaud this change to increase the speed limit along this stretch of dual carriageway for the following reasons:

- It is very difficult to maintain a sub-20 mph speed along this stretch and in fact the lower limit frustrates drivers who then behave badly towards the compliant drivers. I have seen examples of road rage directly because of the limit.
- The road in question is not through a tight residential area nor in an area where schoolchildren might be walking. No unusual safety considerations that merit 20mph limits.
- To be constantly checking the car's speedometer rather than looking at the road is dangerous
- I am speculating that cars in low gears at low speeds pollute more
- It is much less stressful driving below 30 than 20 mph along this stretch and fairer on the motorist

I hope this change is passed. A limit of 30 mph is a fair compromise.

060 Tybenham Road SW19 3LA

I write to support the proposal to increase the speed limit on Bushey Road between Grand Drive and Martin Way from 20mph to 30mph

Ref 061 Hillcross Avenue

Could I request that this speed limit be increased back to 30 MPH?

There is no good reason, beyond revenue generation for this poorly thought through policy. Air quality is reduced by idling engines, and the danger is increased as drivers now jump the lights or try to get past vehicles travelling @ 20: MPH.

Ref 062 Cottenham Park Road SW20 0SY

I am writing to confirm my support for the proposal to increase the speed limit on Bushey Road, SW20, between Martin Way and Grand Drive, from 20 mph to 30 mph. The existing limit is too low for the character of the road (link to a trunk road) between those points, and in my view there are no safety considerations that outweigh that point.

Ref 064 Miles Road CR4 3DA



Bushey Road is difficult to negotiate with it's 20 mph stretch. 30mph or even 40 as previously allowed is more appropriate and would cause less confusion particularly to those unused to the area.

Ref 065 Langley Road SW19 3NZ

I approve of the overall strategy to keep to 20mph throughout the borough but Bushey Road with its proximity to the A3 and dual carriage way character, would be far better suited to 30mph.

Ref 066 Poplar Road SW19 3JS

I agree that the speed limit should be increased to 30mph on Bushey Road between Martin Way and the A3. I drive regularly on this route and am frequently tailgated or overtaken in a manner that is dangerous and implies I am wrong to observe the speed limit of 20mph. It would, in my opinion, lead to greater speed limit compliance and help motorists like me feel less threatened and more safe if the limit was raised to 30mph. Thankyou for the consultation

Ref 067

About Bushey and Eastfields area; it's ridiculous to reduce speed limits to 20 when the roads are very busy and blocked most of the rush hour traffic and can't move, let alone 20mph.

It should be about educational intervention, improving awareness not limiting people which causes more problems.

Children around the Eastfields are taking the environment for granted and since we drive slower, they are presenting less care and awareness to traffic. They move between the cars when we're driving which needs to be stopped.

Restrictions aren't solutions, we need to educate and raise awareness by improving driver and pedestrians.

No, 20mph didn't achieve nor will resolve anything for better.

There is a reason why people are in a car, and nowadays bikes are faster.

Ref 068

Dear councillors and Merton officials, please reinstate the 30mph speed limit in Bushy Road. Car engines are not designed to travel at 20mph for that length of time and the amount of extra pollution created coupled with the inefficient use of fuel and the cost of that – plus damage to the engine – is completely unacceptable. This is a dual carriageway, not a standard residential road and people crossing the road are aware of that. In addition, the change in speed limits is very confusing for people visiting the area who are not used to a 20mph limit in a road that should obviously have a higher speed limit.

Ref 069 Cricket Green

Let common sense prevail.

This stretch has no houses, and has become a hazard dropping the speed limit to 20mph. Pedestrian crossings at traffic lights suffice.

It had become nearly as frustrating a road as Wimbledon Parkside. At least the excuse for the latter is that there are dwellings on one side of the road.

Please revert to 30mph.

Ref 070 Winifred Road SW19 3AS

I just wanted to say how glad I am that this stretch of road on Bushey Road is reverting back to 30 mph, which I believe is a much more sensible speed limit for what is after all a dual carriageway and very close to the A3. 20 mph has been painfully slow and has meant that very few cars get to pass through the traffic lights there before they stop the traffic again, thereby adding to congestion and frustration on the roads. Of course the usual codes and laws about safe driving will apply to ensure that the road is as safe as possible.

Many thanks for a sensible change.

071

It's a dual carriageway with very little foot traffic on the pavements either side So the speed limit should be increased to 40mph.

It's a feeder road to the A3 which reluctantly is limited to 50mph.

Ref 078 Carlton Park Avenue

My comment: I am a pedestrian - no car. I cross the road twice a day on way to/from David Lloyd. I had no idea it had a 20 mph limit. Explains why the occasional driver is so slow! The vast majority already treat it as

30 mph, with some doing 40 mph+. It seems like it ought to be 30 mph, keep 20 mph for domestic streets where hitting pedestrians is much more likely. So I support the planned change.

Ref 081 Dora Rd

I support the proposal to change the speed limit on Bushey Road between Grand Drive and Martin Way from 20mph to 30mph. I regularly use this road by public transport, on foot and by car, and believe that the 30 mph limit will reduce congestion and so improve emissions.

Ref 082 Springfield Avenue

We are entirely in favour of the Council's proposal to increase the speed limit on this stretch of Bushey Road from 20mph to 30mph.

Ref 084 Kingswood Road

Regarding the speed limit to be changed from 20mph to 30mph in Bushey Road, this is a very sensible action as at present very few cars are respecting the 20mph speed limit which on a dual carriageway is not required. If anything the 20mph speed limit was causing higher pollution with cars in second gear and using higher revs. and it was enraging to other drivers which could easily cause more accidents and dangerous driving.

Elsewhere in the Borough, the small signs of the 20mph are a joke, as they are difficult to see, and very few cars respect the 20mph limit as it is never enforced by the Police. Also the road markings showing the 20 mph signs in white paint on the tarmac have now nearly disappeared as this Council refuses to refresh these road markings anywhere in our Borough, in spite of my many emails and bringing these matters to your attention!

Take a look at Kingswood Road, in particular where the road markings have disappeared and are no longer an incentive to lower your speed. If they were repainted occasionally this 20 mph speed limit might then be respected.

I do hope that you will take these points into consideration and repaint our road markings on a more regular basis in future. It is a false economy not to do so and encourages dangerous driving.

Thank you for your kind attention.

Ref 085

In response to the consultation, I would support a raising of the speed limit to 30Mph for 20 MPH. That speed causes more pollution as cars run in a lower gear, and therefore produce more pollution. It will also help to decongest that area.

Ref 086 Elm Gardens, Mitcham, CR4 1LZ

I want to endorse the proposal to increase the speed limit to 30mph on this stretch of road. I would have objected to the original reduction to 20mph had I seen it. While I absolutely understand 20mph limits and zones in residential and school areas and even shopping areas, both for safety and to discourage the use of cars, this particular stretch of road is dual carriageway and rarely has pedestrians along the pavements.

The private roads on one side are blocked off to cars and on the other side there are only the David Lloyd Leisure Centre and some Playing Fields, mainly accessed by car.

The road heads towards the main A3 so it is a major thoroughfare, not a local site that can just be walked to and there is no parking. It is just a route from A to B.

It seems to me that the lower limit of 20mph is of no benefit and in fact, increases pollution, with being around longer and possible danger as drivers are looking at their speedometers to moderate their speed on a stretch of road that more naturally commands a greater speed.

I wasn't sure if you only wanted to receive objections but I want there to be no confusion. I would like to see that speed limit raised.

Ref 087 Buckleigh Avenue

I have returned from holidaying abroad to be told that today is the last day to make representations with regards to the speed limit change between Martin Way and Grand Drive.

Firstly, what a ridiculous time to make proposals, whilst people are likely to be abroad on their holidays, not affording them the full time they need to make representations.

I am x of x Buckleigh Avenue, SW20 9LD and I have emailed the council and my useless MP to notify you of my discontent at the way London Borough of Merton have been dealing with roads and speeds.

Since reducing the whole Borough to 20mph, you have increased traffic and therefore pollution, even though you continue to say you haven't.

Drivers have to sit in this traffic only to then drive away at ridiculously slow speeds, being overtaken by cyclists, many without any form of training or insurance, many damaging cars and breaking Highway Code laws but you state that it's safer if we have a collision at 20mph instead of 30mph. The mindset is extraordinary, almost a cult of fellow staff who sit their supporting each other's awful decisions day by day.

I am also told that the whole Borough is 20mph and to change some roads to 30mph or 40mph would confuse drivers and yet, here we are.

To make it clear, I want to increase any road that has a 20mph speed limit. These should only exist nearby and outside schools, hospitals and other areas likely to have increased footfall, such as Morden Town Centre.

This would also benefit law enforcement, as they would have less area to police, they could do so more effectively rather than just sitting in David Lloyd catching drivers along Bushey Road speeding.

That brings me to my last point on the matter, you have not succeeded in convincing drivers to slow down all the time. During busy periods, drivers slow down anyway but why oh why are we driving at a maximum of 20mph along Kingston/Bushey Road at 2am with nobody around? Unfortunately, the council hasn't thought this through and in addition, refuses to accept the view of drivers who use these roads constantly.

In closing, I will take this opportunity to mention that I also requested the Council to put yellow lines on Cannon Hill Lane at the junction with Buckleigh Avenue. Constantly, vehicles are parked on the mouth of the junction affording no view in or out of the junction, not heard a thing.

I'm more than happy to meet and discuss my many issues with Mertons Road policies as opposed to be told that a group of people agreed them. I know that, I'm merely stating that these decisions, many over the last 4-5 years, have been detrimental to drivers, traffic, pollution, businesses and the safety of road users.

Ref 092 Poplar Road

I am in favour of increasing the speed limit on the stretch of road to 40mph as it was previously. If that is not possible, it should be changed from 20mph to 30 mph.

The reduced speed limit causes traffic blockages and this greater pollution as cars and trucks accelerate and decelerate along the road. The lower limit does not contribute to free flowing traffic.

Ref 094

I am writing to support this change of speed limit from 20mph to 30mph on the dual carriageway stretch of road.

I have found that driving at 20mph is quite dangerous as many drivers do not adhere to this and brake suddenly.

I believe 30 mph is the right speed and appropriate for this stretch of road.

Thank you for instigating the consultation.

Ref 097 Cherry Close

This is to confirm I agree with the Council that Bushey Road should revert to 30mph.

For decades it was 40mph and people coming off the A3 at 50 do not realise it has changed to 20.

There are not many pedestrians to warrant 20 on this dual carriageway.

I drive daily on this stretch and am nearly always tailgated dangerously at 20.