
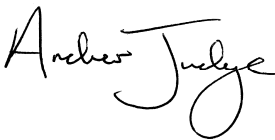


<b>DELEGATED POWER REPORT</b> 17th March 2016		<b>Agenda Item</b> N/A
 <b>merton</b>		<b>Reference No.</b>
<b>SUBJECT:</b>	Reducing the Speed Limit on Croydon Road from 40mph to 30mph	
<b>Wards</b>		
<b>Portfolio:</b>	Environment & Regeneration	
<b>Purpose of Report:</b>	<p>1. The purpose of this report is to seek approval to undertake a statutory consultation to reduce the speed limit on Croydon Road between Carshalton and Red House Road from 40mph to 30mph.</p> <p style="text-align: center;"><b>I agree</b></p> <div style="text-align: center;">  <p><b>Signature</b>.....</p> <p>18<sup>th</sup> March 2016</p> <p><b>Date</b>.....</p> </div>	
<b>Contact Details</b>	– Traffic Engineer Contact details: 020 8545 4869 e-mail: paul.miles@merton.gov.uk	
<b>Press Contact</b>	Merton's Press office Email: press@merton.gov.uk Tel: 020 8545 3181	

# **Cabinet Member for Environmental Sustainability and Regeneration:**

**Date:** 17<sup>th</sup> March 2016

**Agenda item:** N/A

**Wards:** Pollards Hill & Cricket Green

**Subject:** Croydon Road – Cycle and pedestrian improvements

**Lead officer:** Chris Lee, Director of Environment & Regeneration

**Lead member:** Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

**Forward Plan reference number:** N/A

Contact Officer: Paul Miles 020 8545 4869 e-mail: paul.miles@merton.gov.uk

## **Recommendations:**

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

1. The undertaking of a statutory consultation to introduce
  - i) A speed table on Croydon Road 13 metres east of its junction with Carshalton Road near the roundabout to serve as an informal crossing for cyclists and pedestrians.
  - ii) Reduce the speed limit from 40mph to 30mph
2. In the event of not receiving any objections, to proceed with the making of the TMO and the implementation of the above proposed measures.
3. To introduce a number of central refuges (informal crossing points and to prevent over taking).
4. Agrees to exercise his discretion not to hold a public inquiry on the consultation.

## **1. INTRODUCTION**

- 1.1 Croydon Road is an A class Strategic road currently subject to a 40mph speed limit. This speed is reduced to 30mph where Croydon Road leads to Mitcham Road at the London Borough of Croydon boundary.
- 1.2 It provides a main link between Croydon and Mitcham and is a principle emergency route with a 24 hour bus service. The 40mph limit is enforced with a speed camera in close proximity to Watney's Road. This was introduced a number of years ago to address the excessive number of speed related personal injury accidents.
- 1.3 As part of the cycle and pedestrian improvement project, speed and vehicle classification surveys were undertaken between 18<sup>th</sup> to 23<sup>rd</sup> October 2015. The results revealed that the 85<sup>th</sup> percentile speed is 34mph with the average speed during peak period being below 30mph.
- 1.4 There have been 30 reported personal injury accidents for a three year period to July 2015. The majority of these accidents involved vehicles being hit from the rear by other vehicles.

- 1.5 Croydon Road is predominantly used by motorised vehicles and is a very hostile environment for cyclists and pedestrians exacerbated by the absence of a safe facility for vulnerable road users even at bus stops. With the introduction of the shared use path that is currently in progress it is anticipated that cycle and pedestrian usage will increase and with the improved bus stop accessibility, it is believed that there will also be an increase in bus patronage.
- 1.6 To further complement the improvement works, currently in progress, and to address some issues raised by Merton Cycle campaign it is proposed to introduce further improvements that are set out in the following section of this report and as set out in drawing attached as appendix 1.

## **2. PROPOSAL**

- 2.1 It is the policy of the Council to improve the environment by making it safer and accessible for all road users particularly vulnerable road users such as cyclists and pedestrians. In case of Croydon Road, this can be further achieved is by reducing the speed limit and provisions of safe crossing points.
- 2.2 Further proposals to make Croydon Road safer and more accessible to cyclists and pedestrians as well as other road users, it is proposed to introduce the following complementary measures: (For details please see drawing attached as appendix 1)
  - 2.2.1 A new Central Refuge island in Croydon Road west of its junction with Watney's Road.
  - 2.2.2 Widen existing refuge island on Croydon Road west of the borough boundary with Croydon
  - 2.2.3 It has been observed that drivers accelerate at excessive speed when exiting the roundabout into Croydon Road which makes crossing the road near the roundabout unsafe. It is, therefore, proposed to introduce a 'Raised' cycle and pedestrian informal crossing with refuge-island on Croydon Road 13 metres east of its junction with Carshalton Road near the roundabout.
  - 2.2.4 Reduce the existing 40mph speed limit to 30mph which will reduce the number and severity of personal injury accidents and improve safety and perception of safety for all road users. Traffic journey times during the peak hours would not be effected as the average speed is currently below 30mph.

## **3. ALTERNATIVE OPTIONS**

- 3.1 Do nothing. This would be contrary to Council's objectives in ensuring an improved and safe environment for all road users particularly vulnerable road users.

## **4. LEGAL IMPLICATIONS & STATUTORY PROVISION**

- 4.1 The Traffic Management Orders would be made under Section 82 and 83 of the Road Traffic Regulation Act 1984. 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.

## **5. HUMAN RIGHTS & EQUALITIES**

- 5.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs.
- 5.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

- 5.3 The implementation of reducing the speed limit and safe crossing points affects all sections of the community especially the more vulnerable road users and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.
- 5.4 Regulating and formulating the flow of all traffic will ensure the safety of all road users and improved access throughout the day.

## **6. RISK MANAGEMENT IMPLICATIONS**

- 6.1 The risk in not introducing the proposed improvements, particularly the reduction of the speed limit would be the potential risk to cyclists and pedestrians when crossing Croydon Road to reach or depart from the shared use path and the various bus stops along Croydon Road. And it will do nothing in reducing the risk and severity of accidents.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 To introduce the proposed measures will cost approximately £25,000. This includes the making of The Traffic Management Orders. This is fully funded by TfL from the LiP allocation 2015/16 and the additional allocation recently received from TfL specific for this project.

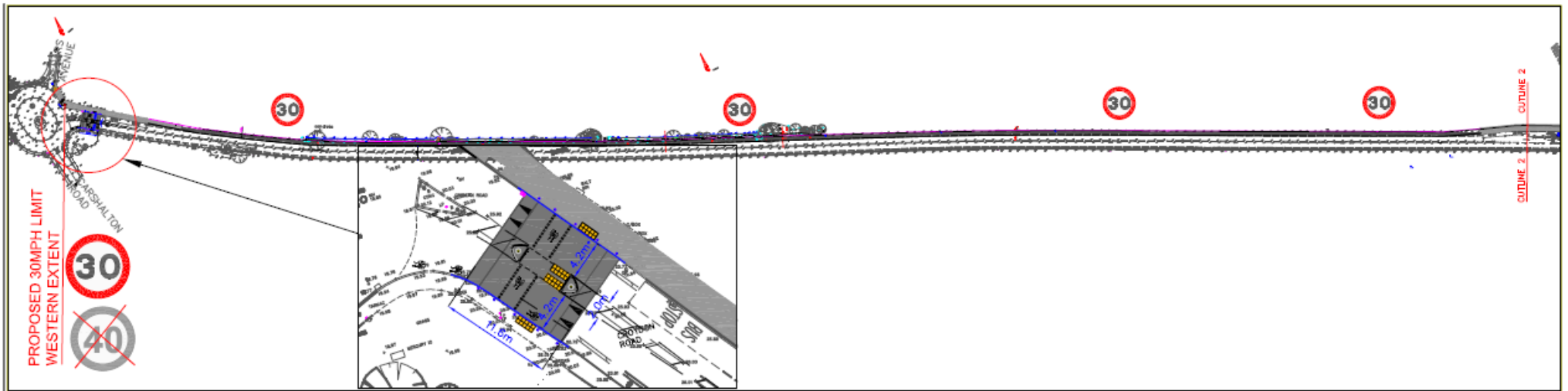
## **8. TIMESCALES**

- 8.1 If agreed the statutory consultation for the speed limit reduction and the speed table will be carried out in April 2016. Notices of the Council's intention will be published in the local newspaper and the London Gazette and will also be posted on lamp columns in the area. A copy of the draft TMO will also be made available at the Civic Centre and on the Councils' website. Ward Councillors will also be informed. The Made Orders and Notice will be published and works will be carried out soon after the consultation subject to the absence of any valid objections.

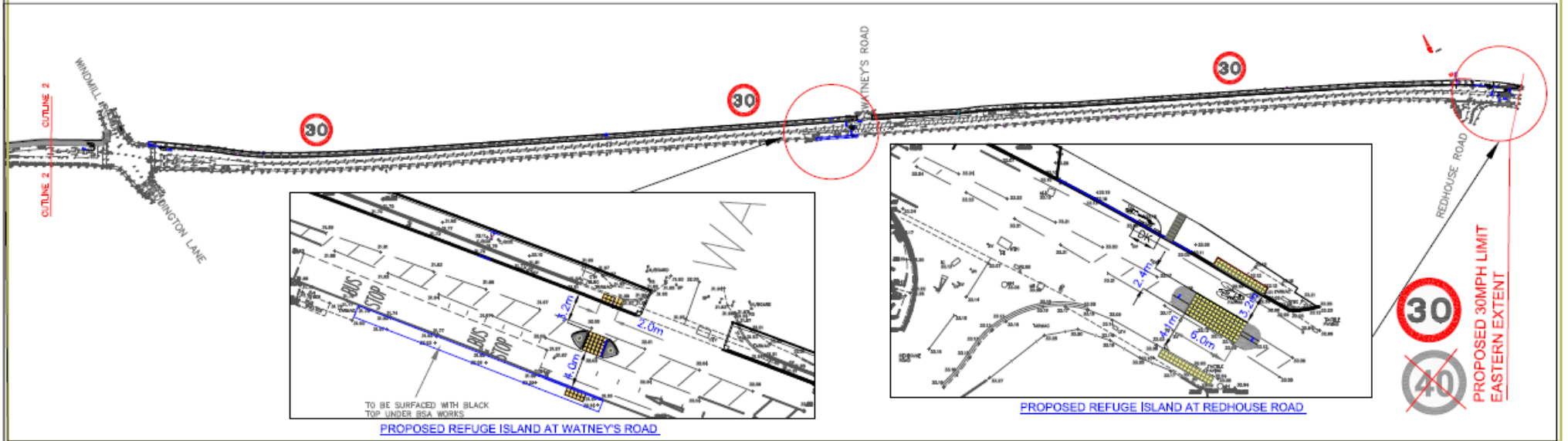
## **APPENDICES**

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

Appendix 1 – Drawing number-30mph-001



PROPOSED RAISED TABLE WITH 2M WIDE REFUGE ISLAND



PROPOSED REFUGE ISLAND AT WATNEY'S ROAD

PROPOSED REFUGE ISLAND AT REDHOUSE ROAD

Notes  
Do not scale from this drawing

No.	Revisions	Drawn	Chk.	Date	CHKD.	By	Date	Appr.	By	Date



TRAFFIC & HIGHWAYS

Prepared by	MPD	Date	JUL 15
Checked by	MPD	Date	
Approved by	MPD	Date	

PROJECT	CROYDON ROAD SHARED USE PATH
TITLE	30MPH LIMIT



Drawing No.	30mph001
Revision	
Classification	INFORMATION
Scale	1:500