

## **Delegated Report**

### **Cabinet Member for Regeneration, Housing and Transport.**

**Date:** 22<sup>nd</sup> February 2019

**Agenda item:** N/A

**Wards:** Pollards Hill, Graveney, Figge's Marsh, Lavender Field, Colliers Wood, Cricket Green and Ravensbury.

**Subject:** Mitcham Area Phase 3 – 20MPH Speed Limit

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

**Lead member:** Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport.

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

**Contact Officer:** Abobaker Abdalla 0208 545 3690

**Email:** Abobaker.Abdalla@merton.gov.uk

### **Recommendations:**

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

- A) Notes the result of the statutory consultation that was carried out between 25<sup>th</sup> of January and 15<sup>th</sup> February 2019 on the introduction of a 20mph speed limit to include those roads detailed and as shown on plan No. Z73-24-01 attached in Appendix 1.
- B) Considers the three representations received in response to the statutory consultation attached in Appendix 3.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measure as shown in plan No. Z73-24-01 attached in Appendix 1.
- D) 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 presents the results of the statutory consultation carried on the Councils' proposals to introduce a 20mph speed limit to Albert Road, Alexandra Road, Alpheia Close, Armfield Crescent, Arnold Road, Ashtree Avenue, Aspen Gardens, Baker Lane, Bank Avenue, Barnard Road, Baron Grove, Batsworth Road, Beddington Lane, Bedfont Close, Beecholme Avenue, Belgrave Road, Birdhurst Road, Bishopsford Road, Blake Road, Borough Road, Bourne Drive, Boxley Road, Bramcote Avenue, Brangwyn Crescent, Broadway Gardens, Brookfields Avenue, Bunting Close, Caesar's Walk, Caithness Road, Carew Road, Carshalton Road, Cavendish Road, Cecil Place, Cedars Avenue between the Carshalton Roundabout and Commonsides East, Chalkley Close, Chatsworth Place, Christchurch Close, Christchurch Road, Church Path, Church Place, Church Road, Clarendon Road, Clive Road, Collingwood Road, Colwood Gardens, Courtney Road, Commonsides West, Cranmer Road, Crescent Grove, Cricket Green, Crusoe Road, Dalton Avenue, Daniel Close, De'Arn Gardens, Deer Park Gardens, Deer Park Road, Defoe Close, Denham Crescent, Devonshire Road, Dovedale Rise, Downe Road, Drake Road, East Gardens, Eastfields Road, Edgehill Road, Edmund Road, Ellis Road, Elmfield Avenue, Elmhurst Avenue, Elmwood Road, Farewell Place, Feltham Road, Fernlea Road, Finborough Road, Firtree Avenue, Flanders Crescent, Fleming

Mead, Fortescue Road, Forval Close, Folwer Road, Foxton Grove, Friday Road, Frimley Gardens, Garden Avenue, Gaston Road, Gilpin Close, Glebe Avenue, Glebe Court Glebe Path, Goat Road, Goodwin Close, Graham Avenue, Graham Road, Guyatt Gardens, Hallowfield Way, Harewood Road, Harwood Avenue, Haslemere Avenue, Hatfeild Close, Hatton Gardens, Hawthorne Avenue, Heatherdene Close, Hengelo Gardens, Hilary Avenue, Hill Road, Hogarth Crescent, Holborn Way, Homefield Gardens, Holmbury Court, Horner Lane, King George VI Avenue, Island Road, Jeppo's Lane, Jubilee Way, Kenmare Drive, Kennedy Close, Laburnum Road, Lammas Avenue, Landseer Close, Langdale Avenue, Lansdell Road, Leather Close, Lee Road, Lewis Road, Liberty Avenue, Linden Place, Littlers Close, Lock's Lane, Lombard Road, London Road (A217) from its junction with Bishopsford Road to a point 21 metres north of the common boundary of Nos. 23 and 25 London Road, SW16; Love Lane, Lower Green West, Lowry Crescent, Lulworth Crescent, Lyon Road, Lyveden Road, Madeira Road, Marlborough Close, Marlborough Road, Marsh Avenue, Melrose Avenue, Merlin Close, Miles Road, Mitcham Park, Montrose Gardens, Morden Gardens, Morden Road (A239), Morland Close, Mortlake Drive, Mount Road, Myrna Close, New Close, Norfolk Road, North Gardens, North Place, Oakwood Avenue, Octavia Close, Ormerod Gardens, Osier Way, Oxted Close, Palestine Grove, Park Avenue, Park Road, Parkview Drive, Pearce Close, Pear Tree Close, Pembroke Road, Phipps Bridge Road, Pitcairn Road, Portland Road, Priestley Road, Prince George's Road, Proctor Close, Queen Anne's Gardens, Queens Road, Raleigh Gardens, Ravensbury Grove, Rawnsley Avenue, Reynolds Close, Rialto Road, Ridge Road, Riverside Drive, Robinson Road, Rock Close, Rodney Road, Roper Way, Roslyn Close, Runnymede, Rural Way, Ruskin Way, Russell Road, Rustic Avenue, Rutland Road, Rutter Gardens, Sandy Lane between Fernlea Road and Rialto Road, Saxonbury Close, Seaton Road, Sheldrick Close, Shrewton Road, Silbury Avenue, Singleton Close, South Gardens, St Mark's Road, Streatham Road, Stubbs Way, Sutherland Drive, Swains Road, Sycamore Gardens, Taffy's How, Tandem Way, Taylor Road, The Bungalows, The Close, The Driftway, Thorburn Way, Thornville Grove, Tonstall Road, Tramway Path, Tudor Place, Upper Green East, Upper Green West, Valley Gardens, Varley Way, Vicarage Gardens, Waldo Place, Walnut Tree Avenue, Walsingham Road, Wandle Way, Warren Road, Watermill Way, Wates Way, Watneys Road, Watson Close, West Gardens, Western Road, Westfield Road, Whitford Gardens, Willow Lane, Willow View, Wilton Road, Windmill Road, Windsor Avenue, Woodley Close and Yarborough Road as shown on plan No. Z73-26-01 attached in Appendix 1.

It seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the above proposal as shown in Drawing No. Z73-26-01 attached in Appendix 1.

## **2. BACKGROUND**

- 2.1 In recent years some neighbouring boroughs have introduced borough wide 20mph speed limit. Additionally, all boroughs are encouraged to support the Mayor of London's new transport strategy which includes 20mph speed limit. In recent years, although the Council has had the aspiration of a borough wide 20mph speed limit, the required funding had previously not been forthcoming. As a result, the Council concentrated on introducing localised 20mph speed limits primarily outside schools. With funding now available, the Council has started its programme of rolling out a borough wide 20mph in phases. The idea is to encourage 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's limit will work alongside neighbouring borough's 20mph speed limits. This is expected to bring about a culture change so that it is socially unacceptable to drive over 20mph in London.

- 2.2 Due to insufficient funds, the Council is not in a position to introduce traffic calming throughout the borough. The proposals for now, therefore, includes signage and road markings.

### **3. PROPOSED MEASURES**

- 3.1 As part of the borough wide 20mph speed limit, the Council intends to introduce phase 3 which includes those roads set out in appendix 1.
- 3.2 The proposal would include the installation of signs throughout the affected roads and '20 roundel' markings. Some of the key road markings in the area will also be refreshed. Where possible existing lamp columns and posts will be utilised for the required signs.

### **4. CONSULTATION**

- 4.1 To legally reduce the existing speed limit of 30mph to 20mph, the Council carried out a statutory consultation between 25th of January and 15th February 2019. The consultation included the erection of street Notices on lamp columns in the affected roads and the publication of the Council's intentions in the Local Guardian and the London Gazette. A copy of the proposed plan was available at the local library and at the Link, Merton Civic Centre; the plan was also posted on the Council's website. Given the number of properties in the identified catchment area; limited available funding and resources and the fact that the Council is not legally obliged to do a door to door newsletter; the Council engaged the local community through known resident associations and Ward Councillors.
- 4.2 The consultation resulted in three representations which are detailed in Appendix 3 along with officer's comments.
- 4.3 All Emergency Services have been consulted and no objections have been raised.
- 4.4 Pollards Hill and Longthornton Ward Councillors were advised of the consultation. Councillors did not raise any objections.

### **5.0 RECOMMENDATIONS**

- 5.1 It is considered that a borough wide 20mph will bring about a behavioural change; improve the general road safety environment for all road users; improve perception of road safety; minimise the risk of collisions and minimise the severity of collisions.
- 5.2 It is recommended that the Cabinet Member considers the representations received along with officer's comments and approves the making of the Traffic Management Order and the implementation of the proposed 20mph speed limit. It is proposed to introduce the proposed measures soon after the Cabinet member decision is made.

### **6.0 ALTERNATIVE OPTIONS**

- 6.1 Do Nothing. This, however, would be contrary to the Council's commitment in reducing speed limit throughout the borough.

### **7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 7.1 The cost of implementing this scheme is estimated at £40k. This includes the cost of the statutory consultation, signs / road markings and making of the relevant Traffic Management Orders.
- 7.2 The cost of this scheme will be funded from TfL LiP allocation for 2018/19.

## **8.0 LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The Traffic Management Orders for a limit would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended); and for a zone Section 84 of the Road Traffic Regulation Act 1984 (as amended) and the Highways Act (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the Council in reaching a decision.

## **9. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 9.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of those outside the catchment area and local residents are given consideration but it is considered that improving safety on the borough roads take priority albeit incrementally.
- 9.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 9.3 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.

## **10. CRIME AND DISORDER IMPLICATION**

- 10.1 N/A

## **APPENDICES**

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

Appendix 1 – Plan of proposals Z73-26-01

Appendix 2 – Statutory consultation

Appendix 3 – Representations





## **List of roads to be subject to a 20mph speed limit**

Albert Road, Alexandra Road, Alpheia Close, Armfield Crescent, Arnold Road, Ashtree Avenue, Aspen Gardens, Baker Lane, Bank Avenue, Barnard Road, Baron Grove, Batsworth Road, Beddington Lane, Bedfont Close, Beecholme Avenue, Belgrave Road, Birdhurst Road, Bishopsford Road, Blake Road, Borough Road, Bourne Drive, Boxley Road, Bramcote Avenue, Brangwyn Crescent, Broadway Gardens, Brookfields Avenue, Bunting Close, Caesar's Walk, Caithness Road, Carew Road, Carshalton Road, Cavendish Road, Cecil Place, Cedars Avenue between the Carshalton Roundabout and Commonsides East, Chalkley Close, Chatsworth Place, Christchurch Close, Christchurch Road, Church Path, Church Place, Church Road, Clarendon Road, Clive Road, Collingwood Road, Colwood Gardens, Courtney Road, Commonsides West, Cranmer Road, Crescent Grove, Cricket Green, Crusoe Road, Dalton Avenue, Daniel Close, De'Arn Gardens, Deer Park Gardens, Deer Park Road, Defoe Close, Denham Crescent, Devonshire Road, Dovedale Rise, Downe Road, Drake Road, East Gardens, Eastfields Road, Edgehill Road, Edmund Road, Ellis Road, Elmfield Avenue, Elmhurst Avenue, Elmwood Road, Farewell Place, Feltham Road, Fernlea Road, Finborough Road, Firtree Avenue, Flanders Crescent, Fleming Mead, Fortescue Road, Forval Close, Folwer Road, Foxton Grove, Friday Road, Frimley Gardens, Garden Avenue, Gaston Road, Gilpin Close, Glebe Avenue, Glebe Court Glebe Path, Goat Road, Goodwin Close, Graham Avenue, Graham Road, Guyatt Gardens, Hallowfield Way, Harewood Road, Harwood Avenue, Haslemere Avenue, Hatfield Close, Hatton Gardens, Hawthorne Avenue, Heatherdene Close, Hengelo Gardens, Hilary Avenue, Hill Road, Hogarth Crescent, Holborn Way, Homefield Gardens, Holmbury Court, Horner Lane, King George VI Avenue, Island Road, Jeppo's Lane, Jubilee Way, Kenmare Drive, Kennedy Close, Laburnum Road, Lammas Avenue, Landseer Close, Langdale Avenue, Lansdell Road, Leather Close, Lee Road, Lewis Road, Liberty Avenue, Linden Place, Littlers Close, Lock's Lane, Lombard Road, London Road (A217) from its junction with Bishopsford Road to a point 21 metres north of the common boundary of Nos. 23 and 25 London Road, SW16; Love Lane, Lower Green West, Lowry Crescent, Lulworth Crescent, Lyon Road, Lyveden Road, Madeira Road, Marlborough Close, Marlborough Road, Marsh Avenue, Melrose Avenue, Merlin Close, Miles Road, Mitcham Park, Montrose Gardens, Morden Gardens, Morden Road (A239), Morland Close, Mortlake Drive, Mount Road, Myrna Close, New Close, Norfolk Road, North Gardens, North Place, Oakwood Avenue, Octavia Close, Ormerod Gardens, Osier Way, Oxted Close, Palestine Grove, Park Avenue, Park Road, Parkview Drive, Pearce Close, Pear Tree Close, Pembroke Road, Phipps Bridge Road, Pitcairn Road, Portland Road, Priestley Road, Prince George's Road, Proctor Close, Queen Anne's Gardens, Queens Road, Raleigh Gardens, Ravensbury Grove, Rawnsley Avenue, Reynolds Close, Rialto Road, Ridge Road, Riverside Drive, Robinson Road, Rock Close, Rodney Road, Roper Way, Roslyn Close, Runnymede, Rural Way, Ruskin Way, Russell Road, Rustic Avenue, Rutland Road, Rutter Gardens, Sandy Lane between Fernlea Road and Rialto Road, Saxonbury Close, Seaton Road, Sheldrick Close, Shrewton Road, Silbury Avenue, Singleton Close, South Gardens, St Mark's Road, Streatham Road, Stubbs Way, Sutherland Drive, Swains Road, Sycamore Gardens, Taffy's How, Tandem Way, Taylor Road, The Bungalows, The Close, The Driftway, Thorburn Way, Thornville Grove, Tonstall Road, Tramway Path, Tudor Place, Upper Green East, Upper Green West, Valley Gardens, Varley Way, Vicarage Gardens, Waldo Place, Walnut Tree Avenue, Walsingham Road, Wandle Way, Warren Road, Watermill Way, Wates Way, Watneys Road, Watson Close, West Gardens, Western Road, Westfield Road, Whitford Gardens, Willow Lane, Willow View, Wilton Road, Windmill Road, Windsor Avenue, Woodley Close and Yarborough Road.



## LONDON BOROUGH OF MERTON

### PROPOSED 20 MPH SPEED LIMIT IN VARIOUS ROADS IN THE MITCHAM AREA

#### THE MERTON (20 MPH SPEED LIMIT) (NO. \*) TRAFFIC ORDER 201\*

NOTICE IS HEREBY GIVEN that the Council of the London Borough of Merton propose to make the above mentioned Order under sections 84 and 124 of, and Part IV of Schedule 9 to, the Road Traffic Regulation Act 1984, as amended, and all other enabling powers.

The general effect of the Order would be to:-

- (a) impose a 20 MPH speed limit in the roads or lengths of roads described in the Schedule to this notice so that all roads in the London Borough of Merton east of a boundary consisting of High Street, Colliers Wood; Priory Road, Christchurch Road, Merantun Way, Morden Road, Morden Hall Road, the Morden Hall Roundabout and St Helier Avenue would be subject to a 20MPH speed restriction; excluding Croydon Road and the A217 from a point 21 metres north of the common boundary of Nos. 23 and 25 London Road, SW16 to the boundary of the London Borough of Merton with the London Borough of Wandsworth,
- (b) revoke the Merton (20 MPH Speed Limit) (No. 1) Traffic Order 2019 and re-enact its provisions.

A copy of the proposed Order and other documents giving more detailed particulars of the Order, including a plan which indicate the lengths of roads to which the Order relates can be inspected during the Council's normal office hours on Mondays to Fridays inclusive at Merton Link, Merton Civic Centre, London Road, Morden.

Any person desiring to make representations or to object to the proposed Order should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX or alternatively by email to [trafficandhighways@merton.gov.uk](mailto:trafficandhighways@merton.gov.uk) quoting the reference **ES/MITCHAMAREA20MPH** no later than **15 February 2019**.

Dated 25 January 2019.

Paul McGarry  
Head of futureMerton  
London Borough of Merton

#### **SCHEDULE**

Albert Road, Alexandra Road, Alpea Close, Armfield Crescent, Arnold Road, Ashtree Avenue, Aspen Gardens, Baker Lane, Bank Avenue, Barnard Road, Baron Grove, Batsworth Road, Beddington Lane, Bedfont Close, Beecholme Avenue, Belgrave Road, Birdhurst Road, Bishopsford Road, Blake Road, Borough Road, Bourne Drive, Boxley Road, Bramcote Avenue, Brangwyn Crescent, Broadway Gardens, Brookfields Avenue, Bunting Close, Caesar's Walk, Caithness Road, Carew Road, Carshalton Road, Cavendish Road, Cecil Place, Cedars Avenue between the Carshalton Roundabout and Commonsides East, Chalkley Close, Chatsworth Place, Christchurch Close, Christchurch Road, Church Path, Church Place, Church Road, Clarendon Road, Clive Road, Collingwood Road, Colwood Gardens, Courtney Road, Commonsides West, Cranmer Road, Crescent Grove, Cricket Green, Crusoe Road, Dalton Avenue, Daniel Close, De'Arn Gardens, Deer Park Gardens, Deer Park Road, Defoe Close, Denham Crescent, Devonshire Road, Dovedale Rise, Downe Road, Drake Road, East Gardens, Eastfields Road, Edgehill Road, Edmund Road, Ellis Road, Elmfield Avenue, Elmhurst Avenue, Elmwood Road, Farewell Place, Feltham Road, Fernlea Road, Finborough Road, Firtree Avenue, Flanders Crescent, Fleming Mead, Fortescue Road, Forval Close, Folwer Road, Foxtan Grove, Friday Road, Frimley Gardens, Garden Avenue, Gaston Road, Gilpin Close, Glebe Avenue, Glebe Court Glebe Path, Goat Road, Goodwin Close,



## Appendix 2

Graham Avenue, Graham Road, Guyatt Gardens, Hallowfield Way, Harewood Road, Harwood Avenue, Haslemere Avenue, Hatfeild Close, Hatton Gardens, Hawthorne Avenue, Heatherdene Close, Hengelo Gardens, Hilary Avenue, Hill Road, Hogarth Crescent, Holborn Way, Homefield Gardens, Holmbury Court, Horner Lane, King George VI Avenue, Island Road, Jeppo's Lane, Jubilee Way, Kenmare Drive, Kennedy Close, Laburnum Road, Lammas Avenue, Landseer Close, Langdale Avenue, Lansdell Road, Leather Close, Lee Road, Lewis Road, Liberty Avenue, Linden Place, Littlers Close, Lock's Lane, Lombard Road, London Road (A217) from its junction with Bishopsford Road to a point 21 metres north of the common boundary of Nos. 23 and 25 London Road, SW16; Love Lane, Lower Green West, Lowry Crescent, Lulworth Crescent, Lyon Road, Lyveden Road, Madeira Road, Marlborough Close, Marlborough Road, Marsh Avenue, Melrose Avenue, Merlin Close, Miles Road, Mitcham Park, Montrose Gardens, Morden Gardens, Morden Road (A239), Morland Close, Mortlake Drive, Mount Road, Myrna Close, New Close, Norfolk Road, North Gardens, North Place, Oakwood Avenue, Octavia Close, Ormerod Gardens, Osier Way, Oxted Close, Palestine Grove, Park Avenue, Park Road, Parkview Drive, Pearce Close, Pear Tree Close, Pembroke Road, Phipps Bridge Road, Pitcairn Road, Portland Road, Priestley Road, Prince George's Road, Proctor Close, Queen Anne's Gardens, Queens Road, Raleigh Gardens, Ravensbury Grove, Rawnsley Avenue, Reynolds Close, Rialto Road, Ridge Road, Riverside Drive, Robinson Road, Rock Close, Rodney Road, Roper Way, Roslyn Close, Runnymede, Rural Way, Ruskin Way, Russell Road, Rustic Avenue, Rutland Road, Rutter Gardens, Sandy Lane between Fernlea Road and Rialto Road, Saxonbury Close, Seaton Road, Sheldrick Close, Shrewton Road, Silbury Avenue, Singleton Close, South Gardens, St Mark's Road, Streatham Road, Stubbs Way, Sutherland Drive, Swains Road, Sycamore Gardens, Taffy's How, Tandem Way, Taylor Road, The Bungalows, The Close, The Driftway, Thorburn Way, Thornville Grove, Tonstall Road, Tramway Path, Tudor Place, Upper Green East, Upper Green West, Valley Gardens, Varley Way, Vicarage Gardens, Waldo Place, Walnut Tree Avenue, Walsingham Road, Wandle Way, Warren Road, Watermill Way, Wates Way, Watneys Road, Watson Close, West Gardens, Western Road, Westfield Road, Whitford Gardens, Willow Lane, Willow View, Wilton Road, Windmill Road, Windsor Avenue, Woodley Close and Yarborough Road.

**Bramcote Avenue - Cricket Green ward**

We live in Bramcote Avenue in Cricket Green ward. We have a lamp post outside our house on which a notice was recently attached concerning the new proposed 20mph speed limit. I have a number of observations about this that I would like to make.

First, there is no reasoning as to why this new speed limit is required – it surely cannot be right to expect residents to just accept such a change without being given the reason behind the proposal?

Second, the approach taken appears to be just to make all roads in the entirety of Mitcham 20mph – there must be more detailed analysis that allows some areas to remain at 30mph? Why is a blanket approach being taken?

Third, I don't know what limitations are in place on the roads of Wimbledon or Merton, and it seems a little unfair that you are making half of the borough reduce their speed in a blanket way, and not expecting the other half to take this on.

Fourth, the part of the borough that this is being applied to is probably the poorer end, and having this speed limit in all areas will therefore disproportionately affect the poor negatively: I expect that this new limit will come with speed bumps and cameras – the fines that will need to be paid will be predominantly from the poor, and all of us in Mitcham will need to pay more to maintain our cars with the bumps in place, as has been proved in other areas.

Fifth, the upkeep for the council in keeping these areas in this manner will be expensive and require further funds from the tax payers. Roads with speed bumps or other traffic calming measures will need to be maintained more regularly and that maintenance will be more complicated and cost more.

Sixth, if the reason for this proposal is to somehow make journeys through Mitcham faster, it will not happen or have that affect for us – most of our journeys on the road are at times when the roads are reasonably clear and will therefore mean that our journeys will take a third longer and will cost us more in petrol.

Finally, I have not noticed any issues of speeding in our area; indeed, most people who use Cricket Green and Bramcote Avenue do so responsibly. In fact, it probably isn't possible to do more than about 20mph in our street because of all of the parked cars and so having this limit seems pointless.

Other points of interest:

1. Will the introduction of traffic calming measures make all our car insurance more expensive?
2. Whatever the reason for the proposal of this change, is there really evidence that the changes will bring about the required benefit?
3. It seems strange that the change will not affect council offices, or the area where mainly rich people live.

I look forward to your response as I am not in favour of this change.

**Mitcham Area**

I wish to object to the proposal of additional 20 mph speed limits in the Mitcham area, reference ES/MITCHAMAREA20MPH. I am a local resident, and the reasons for my objections are based on cost, congestion and justification evidence. I am unable to find a cost for this proposal and request that a cost of implementing the proposal be supplied and consulted upon prior to progression.

A 20 mph scheme for the high street in Wimbledon village was estimated to cost £20,000. Due to the much larger area of this proposal, and hence significantly more signage and infrastructure changes required my concern is that this cost will be much greater at a time when road conditions in the borough and especially the affected Mitcham area are suffering due to underinvestment and lack of maintenance. I would implore that the funds be used instead on resurfacing damaged roads which are causing a danger to cyclists, redesigning dangerous junctions such as dangerous near misses occurring at the merging of Lower Green West with London Road and repainting of faded and missing road markings on all the affected roads to restore road safety.

My next concern is that in an area where congestion is already evident at peak times, road traffic will be slowed further, exacerbating the issue.

My final concern is the lack of data-based justification for this proposal and the wider borough desire to move

to a 20 mph speed limit. Whilst safety is stated as the driving factor, I would like to see the data behind the justification, namely:

- Number of road traffic incidents having occurred on the roads covered by the proposal, including whether there were injuries or deaths.
- Data on the above incidents detailing the proportion that were at speeds occurring between 20mph and 30mph.
- A breakdown of the above filtered data stating which incidents were caused due to their speed.

Whereas the Wimbledon village and other 20 mph schemes use an American study referencing pedestrian injuries compared between the two speeds, further investigation of the referenced study revealed that it related to American vehicles over 30 years ago, which is not valid evidence to be using given that American automobiles are of a different design and construction to those utilised on British roads. Likewise, the braking performance, pedestrian detection, automatic braking and pedestrian impact safety of vehicles has developed greatly since the study meaning that the risk of death and or injury now is significantly lower than that which was referenced.

I implore that all of the above factors are taken into consideration for the proposal and urge that the funds are used on improving the road condition, junctions, lighting, markings, signage and creation of cycle lanes instead.

Environment and Regeneration Dept.  
Merton Civic Centre  
London Road  
Morden  
Surrey  
SM4 5DX

13<sup>th</sup> February 2019  
By Hand

Dear Sirs,

**Your Reference: ES/MITCHAMAREA20MPH**

I note from signs posted over the area that you are proposing to introduce a 20mph speed limit on a huge number of roads in Mitcham.

I wish to object to this proposal for the following reasons:

1. It is unnecessary.
2. Increases in signage are unsafe distractions to motorists.
3. The signage and road markings will cause a truly vast increase in the visual pollution in our borough. We have just suffered a huge growth in such pollution from the introduction of thousands of ugly wheelie bins to our streets and front gardens. At least the latter, I assume and hope, has a cost benefit to the borough.
4. At a time of financial constraints, the money would be better spent on other council services.

If you are proposing similar large-scale measures elsewhere in the borough, I wish to record my objection to those too.

I have been unimpressed by highways 'improvements' generally within Merton and believe the money could have been far better spent on improving other local services. One such concern was the expensive pavement works on Mitcham Common, including the creation of shared bicycle/pedestrian pavements. These would cause astonishment at the safety risk to pedestrians were it not for the fact they are not actually used. Perhaps a 5-year moratorium on highways spending is desirable, apart from essential maintenance, repairing the numerous ancient potholes, etc.?

Yours faithfully,

## Officer's Comment

For a number of years, the Council has prioritised road safety interventions and 20mph speed limits in and around schools and high footfall areas to protect the most vulnerable road users. We will still implement localised 20mph limits in priority areas whilst we roll-out the borough-wide speed limit.

Merton Council is supportive of lower speed limits and we have made a commitment in line with the Mayor of London's Transport Strategy to introduce a phased roll-out a borough-wide 20mph speed limit.

The project is in line with Mayor of London's strategy and Healthy Streets agenda and it is primarily about changing driver 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 will work alongside neighbouring borough's 20mph speed limits. This is expected to bring about a culture change so that it is socially unacceptable to drive over 20mph in London's local roads. Although the enforcement of speed falls under Police jurisdiction, the Council may consider speed reducing measures in certain areas subject to credible evidence of need, road safety priorities and available funding. 20mph speed limits will help create a street environment where people feel safer to walk and cycle thereby supporting improved health outcomes for everyone.

We are implementing the 20mph in stages for the following reasons.

- The extent of work, involved and availability of resources prohibits a singular roll-out.
- We are starting in Mitcham as Croydon and Lambeth are both 20mph boroughs and there are a number of adjoining streets between the boroughs that require a consistent 20mph approach

Funding is allocated to the borough via TFL's Local Implementation Plan (LIP). This allocated funding can only be spent on transport / road safety measures. It cannot be utilised for highway maintenance.

There are two main methods of speed limit enforcement, passive and active. Passive speed enforcement is achieved by changing the road environment, ranging from the minimal legal requirement of installing appropriate signage and road markings, to delivering engineering solutions consisting of various traffic calming measures. Active speed enforcement is carried out by either the police, who are responsible for enforcing all speed limits, or with the assistance of local residents who wish to take part in the Community Road Watch which is an initiative set up by TfL and the Police.

In terms of justification, there are certain improvements that the Council can make that provides an enhancement and it is believed that improving perception of safety is an enhancement. This proposal is in line with the ultimate goal of having a lower speed limit across the borough.

