

Committee: Cabinet Member Report
Date: 15 May 2024
Agenda item: N/A
Wards: Colliers Wood
Subject: Statutory Consultation – Proposed speed humps – Robinson Road
Lead officer: Dan Jones, Director of Environment, Civic and Climate Department
Lead member: Councillor Stephen Alambritis MBE, Cabinet Member for Transport
Forward Plan reference number: N/A
Contact Officer: James Geeson
Email: james.geeson@merton.gov.uk

Recommendations:

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

- A) Notes the result of the statutory consultation that was carried out between 29th February and 22nd March 2024, on the proposal to introduce road humps along Robinson Road, as shown on the plan in Appendix 1.
- B) Considers the representations received in response to the statutory consultation and officer's comments, as shown in Appendix 3.
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed road hump, as consulted.
- D) Agrees to exercise his discretion not to hold a public inquiry on the statutory consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation for road humps along the entire length of Robinson Road, as shown on the plan in Appendix 1.
- 1.2 It seeks approval to progress with the above recommendations.

2. DETAILS

- 2.1 As with majority of the roads in the borough, Robinson Road is subject to 20mph. However, for some time, the Council has been receiving concerns regarding excessive speeding. To determine the level of speeding in agreement with the Ward Councillors, a speed and volume survey was undertaken between the 1st and 10th of November 2023.
- 2.2 The traffic speed and volume survey data from 2 locations near nos. 83 and 147 Robinson Rd, showed that although the highest mean speed recorded was 21 mph (eastbound) and 19.6 mph (westbound), the highest 85% speed was recorded as 27.3 mph (eastbound) and 25.3 mph (westbound). This means that 85 % of motorists travelled in excess of 20mph.
- 2.3 There are a number of measures that can be introduced to traffic calm a road and reduce vehicle speeds, which includes vertical deflections (road humps, speed cushions and speed tables) and horizontal deflections (build outs, chicanes, priority systems).
- 2.4 Horizontal deflections occupy a great deal of kerb side space which mean loss of parking and at times, does result in an increase in speed as drivers often attempt to

navigate the obstacles in an aggressive and challenging manner. Vertical deflections particularly road humps are the most effective features that do not impact on parking.

3. PROPOSED MEASURES

- 3.1 To reduce the speed of traffic and improve safety and perception of safety for the residents and all user groups and to ensure motorists adhere to the maximum speed limit of 20mph, it is proposed to introduce road humps at regular intervals along the entire length of Robinson Road at approximate 70m apart. This will encourage motorists to travel at a consistent lower speed.

4. CONSULTATION

- 4.1 A statutory consultation to introduce the proposed speed humps was carried out between 29th February and 22nd March 2024. The consultation included the erection of street notices on lamp columns along Robinson Rd and the publication of the Council's intentions in the local papers and the London Gazette, as shown in Appendix 2. Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, as shown in Appendix 1, was posted to all the properties in Robinson Road and at the corner properties and some cul-de-sacs, totalling 395 properties.
- 4.2 The consultation resulted in 10 objections and 9 in support. The representations, along with Officer's comments are as shown in Appendix 3. Although the Council invites support as part a statutory consultation the statutory principally invitations objections, and consideration is given to validity of the objections during the decision making stage. A statutory consultation is not a vote nor based on the number of responses for or against the proposals. Although an assumption regarding level of support is not made, it can be considered that since only 10 residents chose to object and therefore majority of residents chose not to object.
- 4.3 All Emergency Services have been consulted and no objections have been raised.
- 4.4 All the Ward Councillors have been fully engaged during the consultation process.

5.0 RECOMMENDATIONS

- 5.1 To reduce speed of traffic and encourage compliance, it is recommended that the Cabinet Member approves the implementation of the proposed road humps.

6.0 ALTERNATIVE OPTIONS

- 6.1 Do Nothing. This will not reduce speeding and ongoing concerns from some residents.
- 6.2 To consider a speed camera. Due to strict criteria set out by the Police and TFL it is not possible to consider a speed camera and a speed camera is only effective for a small length of the road. Vertical deflections are effective at reducing speed of all traffic and due to the number of these features along the road, it encourages motorists to travel at a consistent low speed. The proposed road humps do not involve loss of parking and are the most effective speed reducing measure.
- 6.3 To consider build outs, priority systems and / or chicanes. These would involve the loss of large number of parking spaces and in some cases, motorists treat them as a challenge and attempt to navigate at a higher speed.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The full cost of implementation and project management is estimated at £40,000. Costs will be met by TfL (LiP) funding allocation.

8.0 LEGAL AND STATUTORY IMPLICATIONS

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

9.0 HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

9.1 The implementation of any scheme endeavours to meet the needs of all road users particularly the more vulnerable such as those with disabilities and children. In this case other vulnerable road users such as cyclists will also benefit from the safety improvements.

10. CRIME AND DISORDER IMPLICATION

10.1 N/A

11.0 ENVIRONMENTAL IMPLICATIONS

11.1 The proposed speed humps will be constructed and implemented as per DfT criteria and guidelines. These features are effective at reducing speed of all traffic and maintain a low speed along the length of the road. As a result, there will be an improved safety and perception of safety by residents and road users. A lower speed reduces risk of accident / harm and severity of any accident.

APPENDICES

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

Appendix 1 - Newsletter and plan

Appendix 2 - Statutory Notice & plan

Appendix 3 - Statutory consultation representations & officer's comments

Appendix 4 - Speed Survey data

MERTON COUNCIL

Robinson Road, Colliers Wood Proposed Traffic Calming (Road Humps)



Statutory Consultation letter
February 2024

CLr Stephen Alambritis MBE
Cabinet Member for Transport



Dear Resident,

The purpose of this newsletter is to inform you that as part of the Merton's commitment to road safety, and in response to complaints about speed and rat-running, the Council is proposing to introduce road humps along the entire length of Robinson Road. *(See the plan overleaf, which can also be viewed on Merton's website)*

In November 2023, the Council carried out a 7-day traffic speed and volume survey at two locations. Although the highest mean speed was recorded as 21 mph (eastbound) and 19.6 mph (westbound), the highest 85% speed was recorded as 27.3 mph (eastbound) and 25.3 mph (westbound).

Given that the speed limit is 20mph, it is believed the proposed road humps placed at regular intervals will effectively reduce traffic speed and thereby physically enforce the 20-mph limit, reducing risk of collision and possibly rat-running.

Please note that there are a number of strict criteria set by the Met Police and TfL, it is not possible to consider a speed camera. The proposed features are therefore considered to be the most suitable for this road and will not affect any on-street parking.

To implement the proposed road humps, it is necessary to undertake a statutory consultation.

Statutory Consultation

The statutory consultation will be carried out between **29 Feb - 22 Mar 2024**. A Notice of the Council's proposals will be published in Wimbledon and Wandsworth Times and the London Gazette. Notices will also be placed on posts in the street.

Representations objecting to the proposals as described in this Notice, must be put in writing, either by email to Traffic.AndHighways@merton.gov.uk or in writing to the Environment, Civic and Climate Department, Future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, by no later than 22 March 2024. Please provide full postal address and quote reference: **ECC/RobinsonRd-TraffCalm**

Please note that a statutory consultation is not a vote or a tick-box exercise. The Council is required to give weight to the nature and content of representations and not necessarily the quantity. Your reasons are, therefore, important when making a final decision. We would also welcome comments in support of the proposals.

All representations, along with officers' comments and recommendations will be presented in a report to the Cabinet Member for Transport. Please note that responses to any representations received will not be made until after the Cabinet Member has made a final decision.

This information is also available on Merton Council's website and will be updated as the proposal progresses: <https://www.merton.gov.uk/robinson-road>

Colliers Wood Ward Councillors

(Contact details of Ward Councillors are provided for information purposes only)

CLr Laxmi Attawar
CLr Caroline Cooper-Marbiah
CLr Stuart Neaverson

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





**ROBINSON ROAD
PROPOSED TRAFFIC CALMING (ROAD HUMPS)**



LONDON BOROUGH OF MERTON

PROPOSED HUMPS – ROBINSON ROAD, COLLIERS WOOD

1. Notice is hereby given that the Council of the London Borough of Merton, under powers conferred by section 90A-F of the Highways Act 1980 and after consultation with the Commissioner of Police of the Metropolis, intend to introduce 8 round-top humps, each 3.7 metres long, with a maximum height of 75mm high across the full width of Robinson Road, Colliers Wood at the locations specified in the Schedule to this notice.
2. A plan of the area showing the proposed humps can be inspected during normal office hours on Mondays to Fridays at Merton Link, Merton Civic Centre, London Road, Morden, Surrey.
3. Any person desiring to comment on the proposal should send a statement in writing of their representations or objections and the grounds thereof in writing to the Environment, Civic Pride and Climate Department, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX or alternatively by email to trafficandhighways@merton.gov.uk quoting reference **ECC/RobinsonRd-TrafficCalm** no later than 22 March 2024.

Dated 29 February 2024.

Paul McGarry
Head of FutureMerton

SCHEDULE

1. Outside Nos. 21-23 Robinson Road
2. Outside No. 24 Robinson Road
3. Outside the common boundary of Nos. 83 and 85 Robinson Road
4. Outside the common boundary of Nos. 103 and 105 Robinson Road
5. Outside No. 121 Robinson Road
6. Outside No. 92 Robinson Road
7. Outside the common boundary of Nos. 116 and 118 Robinson Road
8. Outside the common boundary of Nos. 134 and 136 Robinson Road

REPRESENTATIONS & OFFICER'S COMMENTS

REPRESENTATIONS - SUPPORT**Ref 001 – Norfolk Rd**

I am fully supportive of the plan to install speed humps on this road. There have been many cars from the Singleton Road area who speed down the road, irresponsibly and recklessly. These measures are well overdue and should have been implemented sooner (when the junction works were carried out a year or so ago). We lost a cat who was sadly hit by a speeding vehicle

Ref 002 – Robinson Rd

I fully support the above proposal to introduce traffic calming measures on Robinson Road. I first wrote to my local Councillor (George Reynolds at the time) shortly after we moved into our house on Robinson Road in 2006, requesting that traffic calming measures be introduced, due to the very high speeds that cars travelled down the road. I was told at the time that the reason for not introducing measures was that there had not been sufficient recorded incidents to justify it, but I am aware of a number of incidents over the years, some involving cars flipping over and damaging other parked cars. Our car has also been damaged quite badly when parked on the road. It is a particular concern with children when crossing the road (and my children are now coming home from school on their own), and given that there are sometimes cars parked on both sides of the road, you sometimes have to step out to see if cars are coming. I have also had problems seeing cars when driving out of our driveway (due to the parked cars), and if there is a speeding car coming (particularly from the top of Robinson Road) then there isn't much we could do to avoid an accident - we've had a number of close shaves. My only concern is that people will race between the bumps, which can be dangerous in itself, but I suppose there is not much that can be done about that.

Ref 003 – Robinson Rd

In response to your consultation letter for the proposed installation of traffic speed humps on Robinson Road, Colliers Wood- I wish to express my support for the scheme but also to request you make an improvement to the scheme. I live at xx Robinson Road which corners onto Park Road. Almost every day I experience issues related to, but not exclusively, to rat running of cars, vans and mopeds cutting the traffic on Colliers Wood High Street by turning into Robinson Road and then turning right onto Park Road to skip the traffic on the main road.

The problems I experience on a daily basis are:

1. When I am trying to safely move my car to get to work in the morning, cars doing the rat run don't wait for me to fully move out my parking space but negotiate around me at speed. Sometimes, they will use their car horns and sometimes they will shout abuse at me for interrupting their right hand turn at speed.
2. On the way home, I often find rat running cars tailgating me as they want to skip the traffic on Robinson Road. This means rather than park my car safely, I often carry on driving on Park Road and left turn, going around the block to ensure the rat running car doesn't collide with me.

The following events have happened over the last two years as a result of the rat running into Robinson Road and onto Park Road:

1. On two occasions cars have scrapped parked cars at the start of Park Road. On both occasions we heard the collisions and the cars which collided did not stop but left the scene.
2. On one occasion my fence was destroyed by a van which misjudged the turning and ended up in my front yard, The van fled the scene. We know it was a van because of the destroyed van parts scattered in our front yard. I have photographs and had to contact the council as the vehicle

destroyed the road name sign.

3. On one occasion, a rat running car collided with my son's car at speed. The insurance company deemed the rat running car at fault.

It's a very dangerous stretch of road. It's not just myself and my family who are affected. There are many people crossing the road and the rat running cars are often unaware of the cars parked at the start of Park Road. I believe the present scheme does not do enough to address the issue of rat running from Colliers Wood High Street into Robinson Road and onto Park Road. The scheme proposes one speed bump at the start of Robinson Road. I think cars on the rat run will speed up after the bump as there is at present no further obstacles to prevent speed. The bulk of the cars are turning into Park Road and there are no further speed bumps after the one at the start of Robinson Road. My suggestion is that the council puts in a speed bump at about 6-8 Robinson Road. The effect of this would be to prevent the build up of speed on the turn into Park Road. Thereby, making the rat running cars less likely to cause accidents. I think addressing rat running is one of the objectives of the scheme so I hope my proposal is carefully considered (or an alternative measure).

Ref 004 – Robinson Rd

I am writing in relation to the proposed traffic calming (road humps) measures on Robinson Road, Colliers Wood. Whilst I am in full support of the implementation of this measure, I can't help but feel that it would be beneficial to install a road hump prior to the intersection between Robinson Road and Park Road. It is this route that drivers will usually take to bypass the High Street and there will be nothing in place to prevent the the continuation of this 'rat run' between no. 1 and no. 23 Robinson Road, and drivers turning on to Park Road. As the owner and resident of 11 Robinson Road, opposite this junction, I often observe cars driving at speed across this short distance, dangerously cutting off the corner and ultimately driving down the wrong side of the road when entering Park Road. I would greatly appreciate this suggestion being taken into consideration and look forward to the implementation of this in due course.

As a resident of xx Robinson Road, and the owner of a vehicle and parking permit for the area, I would like to make clear my objection to the proposal to install speed/road humps along the road. I have never experienced any issues with speeding along this road either as a driver or as a pedestrian in the 2-year period I have lived at the above address. Installing yet more speed/road humps in the area will only continue to wear down the brake pads/discs of privately owned vehicles. I truly believe that this proposed installation is unnecessary and will cause disruption along the road during installation.

Ref 006 – Daniel Close

I write to confirm my support for the above traffic calming proposal for Robinson Road. I'm surprised by the relatively low speeds recorded by the survey as I regularly witness cars speeding along the road, and was once almost run over by one. Delivery vehicles and mopeds/motorcycles are similarly prone to speeding. Also, probably a couple of years ago, there was an incidence of a car flipping over; though I didn't witness the impact, I'm sure that the driver had to be going at a pretty high rate of speed to completely flip the car rather than merely cause a prang. As an aside, if you could take action in regard to cyclists on the pavement and putting pedestrians at risk, that would also be helpful, especially since the advent of rental bikes.

Ref 010 – Robinson Rd

Hi, I live at XX Robinson Road. I am strongly in favour of the proposals to place road humps along the road and where they are planned to be placed. The traffic frequently exceeds 20 mph when it passes down this long straight road and I feel it would improve safety.

Ref 014 – Robinson Rd

I hope this email finds you well. I'm writing regarding the Robinson Road, Colliers Wood, proposed traffic calming (road humps), reference 'ECC/RobinsonRd-TraffCalm'. I strongly welcome the proposal. I have written to the local councillors, Councillor Caroline Cooper-Marbiah, Councillor Stuart Neaverson, and Councillor Laxmi Attawar, and MP Siobhain McDonagh regarding this

matter in the past. They are aware of my concern regarding speeding and dangerous driving along Robinson Road and the surrounding area, and I am pleased to see that proposals have been made. The reasoning for my concerns are as follows, and I wish for these details to be considered as part of the statutory consultation being carried out. In the recent past there have been several high-speed incidents along Robinson Road, and in particular where one of the proposed speed humps is being planned to be positioned, near the junction to Norfolk Road. On Sunday, 16th January 2022 a traumatic traffic collision took place a couple of doors down from where I live, leaving me and my household deeply concerned about the safety of the road on which we live. It was not the first time that a high-speed collision has happened on Robinson Road: very early on the morning of Sunday 19th September 2021 a similar high-speed incident took place, damaging a number of cars (some of which continue to remain parked on the road still showing signs of the damage caused).

There are a number of concerns about the road and its current use:

- Despite being a residential road, we daily see cars travelling at well over the speed limit. This is possibly due to the straightness of the road, and a false sense of security about the ability to move quickly along the road without obstruction.
- Given the high volume of cars parked, the lack of ability to move two-directional traffic without obstruction leads to cars using excessive speed to move through the road when other cars approach in the opposing direction.
- The T-junction adjoining Norfolk Road, near where the collisions took place, is commonly used without reduction in speed. The turning is particularly blind, owing to the fencing and parked cars surrounding the junction. Those travelling on Robinson Road move along without consideration for cars looking to turn onto Robinson Road, and those travelling from Norfolk Road regularly turn onto Robinson Road with little to no reduction in speed.

Further to the above considerations, I wish to also mention again that there are a high volume of cars that park on the road. As such, I would like to stress that any speed reduction measures that are put in place do not affect the number of available parking spaces on the road. Observing the planned proposal, this does not appear to affect the parking restrictions already in place - however I wish to mention this incase there are any alterations to the plans.

In addition, I wish to voice my approval to the design of the speed humps - there are some residential areas that use two or three smaller humps. The design for one 3.7 metre hump comes as a relief - with several smaller humps, cars risk ducking and swerving to ride the humps. With one larger hump at each of the proposed points, there is no risk of cars parked near the humps being hit due to a swerving car. I wish to voice my approval of this.

I hope the above representation is of help in proceeding with the proposed traffic calming measures. I wish to also express my thanks to the councillors and our MP for their help in pursuing this matter. If there is anything further I can add, I would be grateful to hear from you.

Ref 016 – Robinson Rd

Please let me voice my support for the planned speed humps on Robinson Road. It's a densely populated road with lots of children, dogs, elderly and disabled people, and cyclists regularly travelling on it. Due to the curvy nature of the road plus parking on both sides, it is often difficult to see when a car is coming when stepping out. The installation of speed humps would greatly assist in fewer dangerous accidents if vehicles are less able to career at speed down the road.

Ref 018 – Robinson Rd

Thank you for your consultation document, in a nutshell this can't happen fast enough!! Please see attached two photos showing serious crashes on Robinson Rd, it's a miracle no one was killed!!

I'm somewhat amazed that the highest speeds you recorded were not that high at all, but I guess if the person with the camera was standing there in a HIGH-VIS jacket with a few councillors and police as well then said speeding motorist had time to slow down.

I can assure you, I see cars on a regular basis going at 40-60 MPH on Robinson Road!! So please

install these speed humps before we have another serious crash!!

REPRESENTATIONS - OBJECTIONS

Ref 005 – Robinson Rd

As a resident of XX Robinson Road, and the owner of a vehicle and parking permit for the area, I would like to make clear my objection to the proposal to install speed/road humps along the road. I have never experienced any issues with speeding along this road either as a driver or as a pedestrian in the 2-year period I have lived at the above address. Installing yet more speed/road humps in the area will only continue to wear down the brake pads/discs of privately owned vehicles. I truly believe that this proposed installation is unnecessary and will cause disruption along the road during installation.

Officer's Comments:

The traffic speed and volume surveys conducted over a 10-day period have recorded the highest average 85th% percentile speed at 27.3 mph, eastbound. This is significantly higher than 20 mph speed limit for this road. It is therefore considered acceptable to consider traffic calming/speed measures. Drivers travelling at a steady speed under the 20-mph speed limit are less likely to experience hard braking or acceleration, which cause higher levels of wear to brake pads and higher exhaust emissions.

Ref 007 – Robinson Rd

I am the tenant at XX Robinson Road and would like to object to the proposed additional traffic calming measures. The proposed road humps are stated as having the dual purposes of reducing speed in the area and reducing rat running. This second reason (prevention of rat-running) is non-sensical. This has already been achieved by introducing bollards/street blocks preventing vehicles from using Robinson and Devonshire roads to access the Tooting Station, Lavender Fields or Colwood Gardens areas. The only purpose of cars travelling down the length of Robinson Road is residential or deliveries to residential addresses. The only times that the first 20 yards of Robinson Road and the length of Park Road are used as a 'rat-run' is when there are roadworks on Colliers Wood high street. Due to the additional fixed cycle lanes and the bus stops being moved into the road, traffic has worsened on this road generally and when there are any roadworks the road becomes impassable, with delays of up to 20-30 mins stretching back beyond Tooting Broadway station. A more effective way to reduce rat running concerns would be to coordinate with construction teams so that alternative routes are made available when there are roadworks at pinch points. This may involve allowing traffic to pass in an orderly fashion through bollarded roads to reduce stress and congestion - however, this is likely to reduce driver frustration and reduce reckless and impatient driving. In respect of the first reason (reduction of speed), the Council's own consultation letter, 'highest' mean speed was recorded at 21mph, showing that the newly imposed 20mph speed limit is being adhered to in general. The speed humps would be unlikely to deter those drivers who are determined to push the speed limit from doing so (e.g., more reckless delivery drivers).

Officer's Comments:

The proposed road hump have a dual purpose, with the primary purpose of reducing vehicle speed and other benefits such as deterring rat-running, which may or may not be the main issue, which may not be all of the time. When assessing vehicle speed data, the analysis does not use the mean or average speeds, but the 85th percentile speed- See section 2.3 for clarification.

Ref 008 – Robinson Rd

I would like to oppose the proposed traffic calming measures on Robinson Road. Ref: ECC/RobinsonRd-TraffCalm. The bumps will cause unwanted vibrations to the houses which are already quite old, built on clay and many don't have foundations. In addition the old clay services pipes are close to surface and can be disturbed and damaged by the vibrations. As the newsletter says the mean highest speed of traffic is 21mph on Robinson Road, which really doesn't warrant money spent to reduce this by 1mph, plus the angst caused to residents. The amount of traffic on

Robinson road is fairly low so seems a waste of effort and tax payers money and I am not in favour of my money being placed in this project. There are alternative methods such as road narrowing measures that could equally slow the traffic down by 1mph, if really needed. Does Merton council really have the spare funds to be pursued for damages by residents if any road vibrations cause damage to property? I'm sure the money could be better spent elsewhere.

Officer's Comments:

It is noted that there may be some noise and vibration primarily due to inappropriate speed; however, the construction and spacing of the features are designed to discourage speeding when driving over each feature thereby minimising the noise nuisance. The features will reduce speed of traffic and may deter rat running and therefore, it is considered that the benefits outweigh the occasional noise / vibration that may be caused by few irresponsible drivers. Road narrowing are more expensive and would mean loss of great deal of parking. Additionally, in some instances, it encourages aggressive driving.

[See comments in ref 005 for assessment of speed.](#)

Ref 009 – Robinson Rd

Morning I'm a residence of Robinson Road ref quote ECC/RobinsonRd-TraffCalm I oppose the speed humps on Robinson Road I believe it's going to cause more traffic pollution/and noise pollution and not reduce it, Robinson Road is a very quiet residential area and does not need speed humps. These will also cause damage to nearby buildings and houses as we have deliveries to houses and to our nearby local businesses. I have also done some research that this road is built on clay and not so stable. Whenever a train goes by we could feel the vibration and houses shook and this will cause major problems with the houses that are situated in Robinson Road. In fact one area on the road which I have reported on many occasion is sinking. And this is an unnecessary expense please rethink this plan through again maybe speed cameras if it's that bad.

Officer's Comments:

[See comments in ref 008 for vibration and noise.](#)

Ref 011 – Robinson Rd

I do understand the mean terminology and I appreciate there may be a few more speeding, but I suspect this was before the road layout was changed. Where I am at number xxx, there has been a noticeable difference in the speed of cars since the road alterations just a bit further up. Wonder if the traffic analysis was carried out prior to this. Perhaps it has solved the issue without having to install the ghastly humps. I work from home most of the time and I don't really experience much speeding traffic, so not sure why this is an issue that needs solving. Hopefully this can be reconsidered

Officer's Comments:

[See comments in ref 005 for justification for humps](#)

Ref 012 – Robinson Rd

Robinson Road has a 20 mph limit which is good enough. Cars have slowed down therefore we object to having humps on Robinson Road. It would increase noise on the road. We are concerned about our house shaking as it already shakes when trains pass by. Having vehicles constantly driving over humps would also create more noise and possibly damage low vehicles. Home deliveries would become difficult.

Officer's Comments:

[See comments in ref 008 for vibration and noise.](#)

[The proposed road humps will not affect deliveries. It is unclear why the objector believes this would be the case. All drivers, including delivery drivers / riders must adhere to the speed limit and drive sensibly in roads with traffic calming and speeding features.](#)

Ref 013 – Robinson Rd

Please find attached my letter of objection to the proposed decision to put speed humps in Robinson Road. I am so passionate to the fact that you are totally missing where the real danger lies, that I am willing to offer my services, in any way to help you obtain the evidence.

No No No To Humps In Robinson Road

I am totally apposed to the erection of speed humps in Robinson road. I have lived in this road for 42 years, and I really don't think that this action is necessary, it is only going to cause inconvenience to residents and unnecessary stress on our vehicles. I really do not think that you have thought this through thoroughly enough, technically Robinson road is a dead end, it leads nowhere, Lyveden that also spurs off from Robinson road also leads nowhere, as do all the roads on the left hand side of Robinson leaving from the high street. This means that most of the traffic using Robinson road are residence, residence visitors, delivery vehicles and council waste collection vehicles. And in my opinion is definitely not a **Rat Run**. And I am not sure where the idea came from that it was.

My biggest worry is that this action that you intend to take has not been **physically** surveyed correctly and contains **serious errors** and is going nowhere to improve the **real commitment to safety that you are trying to achieve** which should be **Park road**. I travelled along Robinson road a few days ago, about 1.45 in the afternoon, on my journey through Robinson road I did not meet or pass another vehicle until I approached Park road, I then had to **stop** as a white van and 2 cars turned left into Robinson road from the high street then immediately turned right into Park road, they then speed along Park road, onto Cavendish road. (Which is also becoming dangerous with cars pulling out of park road and not always giving due care and attention to traffic travelling down Cavendish road), they then turn back out onto the high street, happy to have avoided a large section of traffic, and this is happening all day every day because of the continues congestion that has been created on the high street. Also the Marlborough road junction with Park road has also been made quite dangerous to cross due to traffic using park road as a **Rat Run**.

I would very much appreciate you do further **physical** checks rather than relying on mechanical equipment which is obviously giving a false account, Robinson Road might appear busy, but that is because it is virtually the only access **in** and **out** of the area to residents of Robinson, Lyveden, East gardens, West gardens, Daniel Close and Defoe Close..

I would like to propose that you consider making Park road No Entry from Robinson road, with a camera that would allow residents of Park road to register their vehicles, so that they are not inconvenienced in any way. And the revenue that you will definitely get from vehicles choosing to continue turning into Park road regardless of restrictions, will cover the cost of any initial outlay. I hope that You will take my concerns **seriously** and **reconsider** your action.

Regards, [REDACTED] Robinson Road [REDACTED]

ECC/Robinson Rd TraffCalm

Officer's Comments:

See comments in ref 005 for justification for humps.

In addition to Robinson Rd proposal, the Council is also considering a proposal for Park Rd to reduce rat-running, rather than speeding, which recent survey have shown are within acceptable levels. This will however be done as two separate schemes. Park Road residents will be consulted in due course. It is noted that rat running on Robinson Rd is limited but as far as speed is concerned, it is irrelevant as to who may be speeding. Residents and their visitors speeding is treated same as any other motorists speeding.

Ref 015 – Robinson Rd

I am writing to object to speed humps on Robinson Road. Speed humps will increase air pollution, and inconvenience the majority of road users who abide by speed limits. Instead the few who break speed limits should be prosecuted. In addition the argument that Robinson Road is a 'rat-run' is spurious. There are no through-routes from the eastern end of Robinson Road to London Road.

It is adjacent Park Road that is a 'rat-run', being used by vehicles avoiding congestion on Colliers Wood High Street. Vehicles leave Colliers Wood High Street, speed south on Park Road endangering other road users, only to rejoin Colliers Wood High Street again from Cavendish Road. This is where measures need to be taken: making the middle of Park Road a no-thought-route (not speed humps).

Officer's Comments:

[See comments in ref 005 for justification for humps.](#)

[See comments in ref 013, for addressing Park Rd rat-running.](#)

Ref 017 – Robinson Rd

We are residents of Robinson Road in Colliers Wood and we are writing to make a representation against the proposed traffic calming measures on Robinson Road. Whilst we believe there should be some measures put in place to reduce traffic speed, the current proposal of 8 speed humps does seem a bit excessive. Please see information for representation below:

Reduction of traffic speed

Some traffic calming measures would be useful to reduce traffic speed, particularly at the end of the road towards Devonshire Road (eastbound) where the road narrows. But 8 speed humps appears a bit excessive. 4 humps would be more proportional given the road doesn't have that much traffic on it.

Discourage through traffic

The majority of Robinson Road (the part beyond Park Road) is doesn't take through traffic, it is a dead end. There isn't that much traffic on the road as far as we are aware and you can't cut through to anywhere going along Robinson Road.

Improved perception and road environment

Not sure how this proposal improves perception and road environment. Would like to see the evidence for that.

Other Considerations

Cars slowing down and accelerating for speed humps could increase noise and air pollution on the road, particularly if there are 8 humps.

Traffic humps cause wear and tear on vehicle brakes and suspension, and may cause damage on cars with low ground clearance.

Emergency Service vehicles could be unnecessarily slowed down.

Traffic could be diverted on to other streets locally.

There seems to be quite a lot of utility repairs on the road and places where the road has sunk. Would speed humps cause more of an inconvenience in relation to that - increased issues with utilities? Work having to be more extensive when there are issues? And therefore overall more of an inconvenience to local people.

In summary, we are not opposed to traffic calming measures but consider this proposal to be excessive and therefore, it should be reconsidered.

Officer's Comments:

[The construction, design, number of humps and spacing is in line with DfT guidance. Doubling the spacing will fall outside the guidelines for this 20 mph road and would not reduce speed of traffic.](#)

Drivers are likely to drive at higher speed between each feature, whilst only slowing down on approach to each feature. See comments in ref 005 for braking and emissions.

See comments in ref 007 for dual purpose of humps.

Lower speeds create a safer road environment, reduces risk of a road traffic collision and reduces severity of any collision, thus enhancing the road environment for all road user and residents.

All statutory bodies including emergency services have been consulted and they have not raised any concerns.

All roads will unfortunately require some form of utility repair or upgrades and any feature will have to be put back by the utility companies. Such features do not prevent their work.

Ref 019 – Robinson Rd

I wish to express my dissatisfaction with the proposal to install road humps in Robinson Rd for the following reasons;

I have lived in the road for 10 years and have never heard of a serious accident/ incident and just 1 minor car crash many years ago. I also lived in Park Rd (round the corner) prior to this and have never ever considered the road busy or a rat run. Why does a 7 day survey that no one asked for now potentially result in changes no one requested.

The frequency & volume of cars is very low and does not warrant the cost and disruption to residents.

The speed limit of 20mph was introduced without consultation and is still fairly new and it takes time to change behaviour from doing 30 for many many years. Your survey was very limited and 1 quoted speed was under 20mph and another not far off 20mph. Perhaps if you did a survey now the results would be even better.

Cars are always parked on both sides which itself is a traffic calming measure.

The recent traffic calming junction adjustments at the junction with Lyveden Rd negate the need for this additional expense and disruption.

At a time when council tax has risen 4% there are more important things to spend this budget on.

What will be the maintenance costs once they wear down or need replacing? Council's can't afford to fund road repairs now.

I do not want a road bump outside my house, causing noise when cars clunk over it, plus it may reduce car parking spaces.

This is a completely unnecessary proposal when traffic volumes are low; no serious incidents; and Road behaviour is adapting to the lower 20mph limit.

Please do give this your careful consideration if residents have not actually asked for this and there is no history of incidents; please do spend tax payers money more wisely on some thing more worthwhile that benefits more people in the borough. Wasting time and money on a scheme that is not necessary is unfathomable in a cost of living crisis.

Officer's Comments:

See comments in ref 005 for justification for humps.

The cost will be met by allocated TfL funding for traffic management.

See comments in ref 008 for vibration and noise.

LOCATION 1 - NEAR NO. 83 ROBINSON RD

DAY	DATE	WESTBOUND			EASTBOUND		
		TOTAL VEHICLE	AVERAGE MEAN SPEED	AVERAGE 85TH% SPEED	TOTAL VEHICLE	AVERAGE MEAN SPEED	AVERAGE 85TH% SPEED
Wed	01/11/2023	647	18.2	22.9	723	19.1	24.4
Thu	02/11/2023	611	18.4	23.6	703	18.9	24.5
Fri	03/11/2023	696	18.7	23.4	796	19.1	24.2
Sat	04/11/2023	641	19.1	23.8	747	19.6	24.7
Sun	05/11/2023	536	19.2	23.7	651	19.4	24.8
Mon	06/11/2023	624	18.8	23.8	773	19.1	24.9
Tue	07/11/2023	624	18.4	23.6	711	18.9	24.6
Wed	08/11/2023	590	19	23.5	677	19.1	23.9
Thu	09/11/2023	660	18.5	23.3	742	18.8	23.7
Fri	10/11/2023	693	18.7	24	788	19.1	24.7
TOTAL		6322	19.6	23.6	7311	19.1	24.4
DAILY TOTAL		632			731		

LOCATION 2 - NEAR NO. 147 ROBINSON RD

DAY	DATE	WESTBOUND			EASTBOUND		
		TOTAL VEHICLE	AVERAGE MEAN SPEED	AVERAGE 85TH% SPEED	TOTAL VEHICLE	AVERAGE MEAN SPEED	AVERAGE 85TH% SPEED
Wed	01/11/2023	340	19.7	25.3	395	20.9	27.4
Thu	02/11/2023	319	19.7	25.3	365	21.6	27.9
Fri	03/11/2023	326	19.5	24.8	414	21.1	27.3
Sat	04/11/2023	287	20.2	25.7	381	21.8	27.9
Sun	05/11/2023	282	20.1	25.9	328	21.2	27.1
Mon	06/11/2023	333	19.9	25.3	398	21	28.2
Tue	07/11/2023	306	19	25	380	20.7	27.1
Wed	08/11/2023	318	19.6	25.4	347	20.1	25.2
Thu	09/11/2023	330	18.9	24.1	360	20.5	27.2
Fri	10/11/2023	341	19.4	25.6	421	21.2	27.3
TOTAL		3182	19.6	25.3	3789	21.2	27.3
DAILY TOTAL		318			379		