
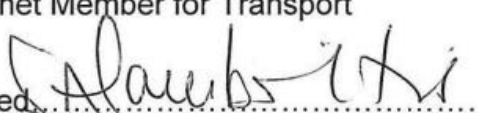


Name of decision-maker Cllr Stephen Alambritis Cabinet Member for Transport	DATE 4/11/24
REPORT/DECISION TITLE Crusoe and Friday Road Speed Humps	WARD(S) Colliers Wood
CHIEF OFFICER Dan Jones Executive Director Signed  Date: 4/11/24	CABINET/LEAD MEMBER Stephen Alambritis Cabinet Member for Transport Signed  Date: 4-11-24
DECISION CLASSIFICATION Non-Exempt <i>Cabinet Member for Transport Decision</i>	IS THE FINAL DECISION ON THE RECOMMENDATIONS IN THIS REPORT TO BE MADE AT THIS MEETING? <i>Cabinet Member for Transport Decision</i> <i>No meeting involved</i>

1 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 18th July and 16th August 2024 on the proposal to introduce speed humps along Crusoe Road and Friday Road as shown on plans attached in appendix 1.
- B) Considers the representations received in response to the statutory consultation (attached in appendix 2).
- C) Agrees to proceed with making of the Traffic Management Orders (TMOs) and the implementation of the proposed speed humps as consulted.
- D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

2 Purpose of Report and Executive Summary

2.1 This report presents the results of the statutory consultation that was carried out between 18th July and 16th August 2024 to introduce speed humps along as shown on plans attached in appendix 1.

2.2 It seeks approval to proceed with the making of the relevant Traffic Management Order.

3 Links to the Merton Priorities Strategic Theme 2 - Building a Sustainable Future (Borough of Sport/Civic Pride/Sustainable Futures)

3.1 This report relates to the Council's Strategic priorities as follows:

Creating a safer environment for residents and road users.

4 Introduction and Background

4.1 As with majority of the roads in the borough, Crusoe and Friday Roads are subject to 20mph. However, for some time, the Council has been receiving concerns regarding excessive speed. To determine the level of speeding problem, in agreement with the Ward Councillors, speed and volume surveys were undertaken for a one full week period in September 2023.

4.2 According to the survey results, the highest 85th percentile speed was recorded as 27.2mph (eastbound) and 27.9mph (Westbound).

4.3 Given that the speed limit is 20mph, it is believed that the proposed speed humps at regular intervals along both roads will effectively reduce traffic speed, and therefore reduce risk of harm.

4.4 Following Cabinet Member approval to proceed with statutory consultation in April 2024, the statutory consultation was undertaken between 18th July and 16th August 2024.

5 Available Options & Preferred Option

5.1 An option is not to introduce the proposed traffic calming measures but this will do nothing to reduce speed of traffic and address the ongoing concerns from some residents.

5.2 Another option would be to consider a speed camera. However, due to strict criteria set out by the Police and TFL, it is not possible to consider a speed camera and a speed camera is only effective for a small length of the road.

5.3 To consider buildouts, priority systems and / or chicanes. These would involve the loss of a considerable amount of parking spaces and in some cases, motorists treat them as a challenge and attempt to navigate at a higher speed.

Preferred Option

5.4 It is proposed to introduce road humps at regular intervals along the entire lengths of Crusoe and Friday roads. Vertical deflections are effective at reducing speed of all traffic and due to the number of these features along each road, the proposed features will encourage motorists to travel at a consistent low speed.

5.5 The proposed road humps do not involve loss of parking and are the most effective speed reducing measure.

5.6 It is recommended that the Traffic Management Orders are made to implement the proposed speed humps.

6 Reasons for Recommendations

6.1 The proposed speed humps will reduce the speed of traffic and improve safety and perception of safety for the residents and all user groups and will encourage motorists to adhere to the maximum speed limit of 20mph. The consultation feedback showed positive support for these proposed measures.

7 Consultation Results

7.1 The statutory consultation was undertaken between 18th July and 16th August 2024. Originally the consultation was due to end on 9th August but was extended a week due to the school summer holidays.

7.2 The consultation included the erection of street notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the local paper.

7.3 Consultation documents were available at the Link, Merton Civic Centre and on the Council's website. A newsletter with a plan, attached as Appendix 1, was also circulated to all the properties within Crusoe and Friday roads totalling 119 properties.

7.4 All statutory bodies including the Emergency Services were consulted with and no objections have been raised.

7.5 All Ward Councilors have been fully engaged during the consultation process.

7.6 The statutory consultation resulted in 2 objections and 6 supportive representations. All representations along with Officer's comments are set out in appendix 2.

8 Next Steps & Timetable: Communication and Implementation of the Decision

8.1 Once the Cabinet Member decision is made, it will be published and once it clears the call-in period, those who have made an objection will be notified individually. All the residents will be informed of the decision via a newsletter.

8.2 If approved, the TMOs will be made soon after the decision has cleared Call-In and implementation will be programmed.

8.3 The works are estimated to take approximately 5 days to complete.

9 Report Appendices

9.1 The following documents are to be published with and form part of the report:

- Appendix 1: Statutory Consultation Newsletter
- Appendix 2: Representations and officers' comments
- Appendix 3: Statutory Notice

Appendix 1: Statutory Consultation Newsletter

MERTON COUNCIL

Friday and Crusoe Road's-Proposed Speed Restriction Measures



Statutory consultation
July/August 2024

Cllr 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, the Council is proposing to introduce road humps along the entire length of Friday and Crusoe Roads . (See the plan overleaf, which can also be viewed on Merton's website)

In September 2023, the Council carried out a 7-day traffic speed and volume survey at three locations. Although the highest mean speed was recorded as 20.3 mph (eastbound) and 20.5 mph (westbound), the highest 85% speed was recorded as 27.2 mph (eastbound) and 27.9 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, thereby physically enforce the 20-mph limit, reducing risk of collision and possibly rat-running.

Please note that since there are a number of strict criteria set by the Police and TfL, it is not possible to consider a speed camera. It is considered that the proposed features are the most suitable speed reducing features and they will not affect parking.

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

The statutory consultation will start on 18th July and conclude on 9th August 2024.

A Notice of the Council's proposals will be published in Wimbledon and Wandsworth Times. Notices will also be posted on lamp columns along the road.

Representations against the proposals described in this Notice must be put in writing – either email Traffic.AndHighways@merton.gov.uk or write to the Environment, Civic and Climate Department, Future Merton, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than **9th August 2024**, quoting reference - **ES/RH/Friday-Crusoe 2024**

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

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

This information is also available on Merton Council's website and will be updated as the proposal progresses. merton.gov.uk/SpeedHumpsFriday-Crusoe

Your Colliers Wood Ward Councillors

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

Cllr Laxmi Attawar

Laxmi.Attawar@merton.gov.uk

Cllr Caroline Cooper-Marbiah

Caroline.Cooper-Marbiah@merton.gov.uk

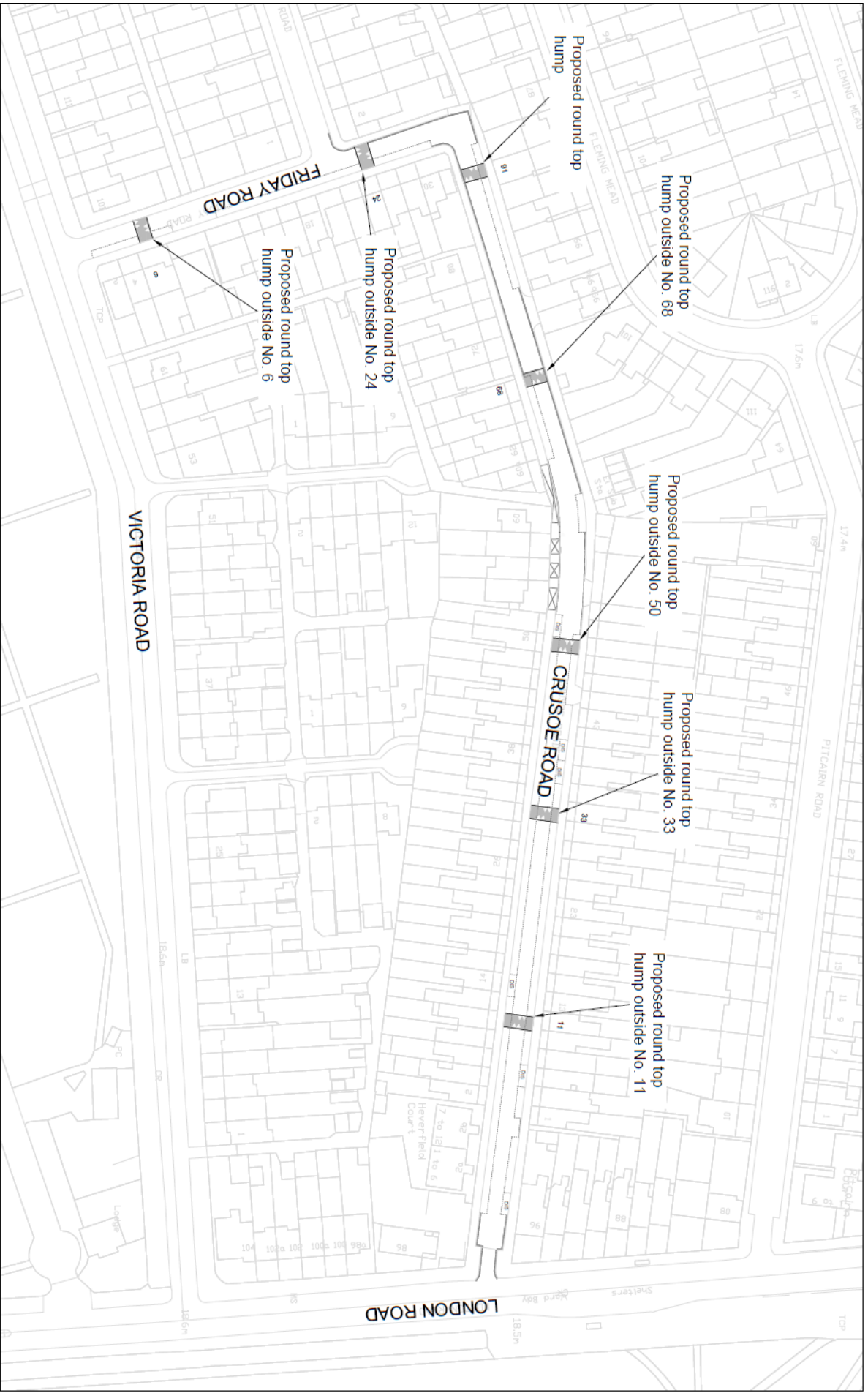
Cllr Stuart Neaverson

Stuart.neaverson@merton.gov.uk

Cllr Stephen Alambritis MBE, Cabinet Member for Transport

stephen.alambritis@merton.gov.uk

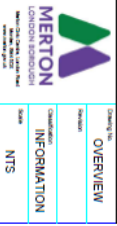




Notes
Do not scale from this drawing

Item	Proposed	Revised	Revised	Revised	Revised	Revised	Revised	Revised	Revised	Revised

ENVIRONMENT CIVIC PRIDE AND CLIMATE DEPARTMENT FUTURE MERTON	Proposed Transport and its Open Space Strategy at Merton Council - Transport Planning and Planning Department - 2023/24 Approved by Council on 19th April 2024	
	Date: 19/04/2024 Version: 1.0	Date: 19/04/2024 Version: 1.0
PROJECT TITLE CRUSOE & FRIDAY ROAD'S PROPOSED SPEED HUMPS	OVERVIEW CLIENT: MERTON LONDON BOROUGH AUTHOR: MTS	



Support

Ref 01-Crusoe Road

I'm really pleased that road humps are being installed on Crusoe Road as I live at // Crusoe Road with my partner and two young sons and the amount of dangerous speeding on the road has me worried for my family. The installation of road humps is a welcome addition to the road and should mean there is no dangerous driving at excess speeds going forward.

I look forward to them being installed in the near future!

Ref 02-Crusoe Road

I'm writing to express my support for the installation of speed bumps on Crusoe Road. I have witnessed several instances of people driving dangerously fast down Crusoe Road and so while ideally, drivers would comply with the speed limit and speed bumps would not be required, sadly this does not seem to be the case. A couple of weeks ago, I witnessed a driver deliberately speeding up after I signalled for him to slow down while I was waiting to cross the road with my baby & toddler.

I look forward to seeing them installed soon.

Ref 03-Crusoe Road

I wanted to give my support and thanks for the speed hump proposal for my road (Crusoe) and Friday Road. I'm sure most road users try to obey the 20mph rule, but there are still many who use Friday and Crusoe as a quick alternative to Victoria, which has speed humps. There are some who achieve shocking speeds for an otherwise quiet road. I worry about safety, especially with so many parked cars, and that an accident could happen.

Speed humps are a great solution that should prevent rat running while not compromising on-street parking spaces. Victoria, being a much wider road, with houses further set back, is the more appropriate road for larger volumes of traffic, and as it already has humps, hopefully drivers are already obeying mph limits.

I hope the proposal succeeds.

Ref 04-Crusoe Road

I also want to strongly support this proposal. We've lived on Crusoe Road since 2010 and while most people - particularly people who live on the street - drive sensibly and within the speed limit, there are people who drive much too quickly for a residential street. This is particularly the case during the morning 'rush hour', which is also when children are on the way to school and are therefore likely to be crossing the road. Speed humps seem a sensible way to make the road safer and better for residents and sensible road users.

Ref 05-Crusoe Road

I am resident on Crusoe Road (no //) and have reviewed your consultation letter about putting speedbumps in through Crusoe and Friday roads. I am very supportive of this as we are seeing traffic bolting down Crusoe at high speeds, especially late at night. As a parent with young children, I feel it is really important we implement this measure at the earliest opportunity to try to slow cars down as much as possible.

If you need any further information, please do not hesitate to contact me.

Ref 06-Crusoe Road

I'm writing to support the proposed introduction of road humps in Crusoe Road.

I'm a resident of Crusoe Road. This is almost exclusively a fairly narrow residential road. There are times when cars most certainly exceed the 20mph limit.

Most evenings and throughout the night, as in many residential streets, there is rarely a spare parking spot - cars park on both sides of the road. Hence the restricted visibility thus caused supports the introduction of speed humps.

Sometimes in the early hours drivers drive at a very fast speed along the road.

I look forward to a swift implementation of the proposal.

OBJECTIONS

Ref 07-Crusoe Road

As a resident on Crusoe Rd, I would like to object to the current proposals to install speed humps on Crusoe and Friday Roads for the following reasons:

1. The speed tests demonstrate no need for speed humps with average speeds being in-line with the speed limit.
2. Speed humps are very sore on car suspensions and brakes even when going at a snail's pace, and this proposal will only hurt residents who have cars and need to go over them daily, as I do which I need for work.
3. The argument relating to a "rat race" is probably unfounded based on speed (as evidenced by the speed tests) or based on short cuts (given that Crusoe Rd doesn't particularly lead to anywhere "useful"). Besides, should people use it for any sort of short cut currently, speed bumps are highly unlikely to influence their choice - to be perfectly frank, I use "rat races" in many other parts of London regardless of the existence of speed humps; they don't hinder drivers in terms of short cuts.

Ultimately, I believe the proposals are a waste of all-too-short council resources in terms of both time, money and personnel, and on balance, residents are likely to be negatively affected rather than there being an overall gain for us, which is the presumed reason for action.

Officers Response:

The traffic speed and volume surveys conducted over a 7- day period have recorded the average 85th percentile speed to be 27.2mph eastbound and 27.9mph westbound. This is significantly higher than the 20mph speed limit for this road. When assessing vehicle speed data, the analysis does not use the mean or average speeds, but the 85th percentile speed. Based on the results, concerns raised about speed of traffic and feedback, the Council believes that mitigation against speeding is necessary and the proposed traffic calming features will be effective at reducing speed of all traffic.

The construction, design and number of humps and spacing will be in line with DFT guidance. Drivers adhering to slower speeds should not cause damage to suspension and are less likely to experience hard braking or acceleration which causes higher levels of wear to brake pads.

Ref 01- No address supplied

I am sharing this email in objection to the letter I have received from you regarding the proposed introduction of speed bumps on Friday and Crusoe Roads (ES/RH/Friday-Crusoe 2024).

The main issues with speed in the area comes from London Road (main road) which is a large stretch of road which cars find it natural to do higher speeds on. If you do wish do control the speed in the area consider installing them there instead.

Crusoe Road had cars parked either side all the way down which act as a natural speed reduction measure as cars need to pull in to pass. In reality this measure feels like a waste of tax payer money and a ploy to say you've done something when not actually addressing the main issue.

Officers Response:

The traffic speed and volume surveys conducted over a 7- day period have recorded the average 85th% percentile speed to be 27.2mph eastbound and 27.9mph westbound. This is significantly higher than the 20mph speed limit for this road. When assessing vehicle speed data, the analysis does not use the mean or average speeds, but the 85th percentile speed. Based on the results, concerns raised about speed of traffic and feedback, the Council believes that mitigation against speeding is necessary and the proposed traffic calming features will be effective at reducing speed of all traffic.



LONDON BOROUGH OF MERTON

PROPOSED HUMPS – CRUSOE ROAD AND FRIDAY ROAD, CR4

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 7 round-top humps, each 3.7 metres long, with a maximum height of 75mm high across the full width of the road, at the general 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 **ES/RH/Friday-Crusoe 2024** no later than 16 August 2024.

Dated 25 July 2024.

RAJ MISTRY
Interim Director of Public Realm

SCHEDULE

1. Outside No. 11 Crusoe Road
2. Outside No. 33 Crusoe Road
3. Outside No. 50 Crusoe Road
4. Outside No. 68 Crusoe Road
5. Crusoe Road, 10 metres east of its junction with Friday Road
6. Outside No. 6 Friday Road
7. Outside No. 24 Friday Road

10 Background Papers

N/A

11 Cross-Cutting Issues and Implications and Sign-Off

Issue	Implications	Sign-off
<p>Legal including Human Rights Act</p>	<p>The Traffic Management Orders required for the Notice for the speed humps would be made under Section 90A-F of the Highways Act 1980.</p> <p>Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.</p>	<p><i>George Chesman</i> solicitor for South London Legal Partnership 25/09/2024</p>
<p>Finance and other resources</p>	<p>All associated costs are covered by the TFL funding allocation in project accessibility programme (000103) and Traffic schemes (000117) within cost centre 740308.</p> <p>The estimated cost is £30,500 which includes consultation, staff costs and implementation. Any potential additional charges on completion will be contained within this budget.</p>	<p><i>Binoy Pillai</i> Capital Strategy, Regeneration and Risk Manager 25/09/2024</p>
<p>Equalities</p>	<p>As part of its stated commitment to equality, Merton supports the delivery of its statutory duties under the Equality Act 2010. This includes the protection of people from discrimination on the basis of 8 'protected characteristics. An Equality Assessment has been carried out on the proposed speed humps</p> <p>Age – By reducing the speed of traffic it makes the road environment safer for all users including the young and the elderly.</p> <p>Disability – The speed humps is unlikely to affect those with a disability. By reducing the speed of traffic it makes the road</p>	<p>Paul Milles Commissioning Engineer 10/09/2024</p>

Issue	Implications	Sign-off
	<p>environment safer for all users including those with a disability</p> <p>Gender reassignment – N/A</p> <p>Marriage or civil partnership – N/A</p> <p>Pregnancy and maternity – N/A</p> <p>Race – N/A</p> <p>Religion or belief – N/A</p> <p>Sex – N/A</p> <p>Sexual orientation – N/A</p>	
Climate change	<p>The process of implementation by our contractor FM Conway will involve the consumption of energy. FM Conway recognise the importance of ensuring their work is as energy efficient as possible. In their Carbon Reduction Plan, they outline their short, medium and long-term net zero targets in relation to emissions. Their Net Zero Strategy addresses the issue of embodied carbon; ‘Increasing the percentage of RAP within our asphalt specifications will be acritical factor to reduce the embodied carbon within our product range, whilst also protecting the natural environment through our Circular Economy approach.’ RAP – Reclaimed Asphalt Pavement.</p>	<p>Paul Miles</p> <p>Commissioning Engineer</p> <p>06/09/2024</p>
Director	<i>Clearance/Approval of Report</i>	<p>Dan Jones</p> <p>Executive Director</p> <p>4/11/2024</p>
Cabinet Member	<i>Clearance/Approval of Report</i>	<p>Stephen Alambritis</p>

Issue	Implications	Sign-off
		Cabinet Member for Transport <i>4/11/2024</i>
REPORT AUTHOR: Paul Miles – Commissioning Engineer Tel no. 020 8545 3670 paul.miles@merton.gov.uk		