

**CORPORATE SERVICES DEPARTMENT**  
Director – Caroline Holland



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**Date: 4 May 2016**

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for  
Environmental Sustainability and Regeneration**

The attached **Non-Key** decision has been taken by the Cabinet Member for Environmental Sustainability and Regeneration, with regards to:

- Reducing the Speed Limit on Croydon Road from 40mph-30mph

and will be implemented at **Noon on Monday 9 May 2016** unless a call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant sections of the constitution.

Yours sincerely

**Chris Pedlow  
Democracy Services**

## NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

### 1. Title of report and reason for exemption (if any)

Reducing the Speed Limit on Croydon Road from 40mph to 30mph  
Introduce a Speed table

### 2. Decision maker

Councillor Andrew Judge, Cabinet Member for Environmental Sustainability and Regeneration

### 3. Date of Decision

29-04-2016

### 4. Date report made available to decision maker

29-04-2016

### 5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

### 6. Decision

- A) I note the result of the statutory consultation carried out between 7 April and 29 April 2016 for the following measures.
- Reduce the speed limit from 40mph to 30mph on Croydon Road between Carshalton and Red House roads.
  - A speed table on Croydon Road 13 metres east of its junction with Carshalton Road near the roundabout.
- B) I have considered the representation received in respect of the proposals as detailed in Appendix A.
- C) I agree to proceed with the making of the relevant Traffic Management Orders (TMOs)
- D) I agree not to hold a public inquiry on the statutory consultation process.

### 7. Reason for decision

Croydon Road will be made safer for all road users particularly vulnerable road users such as cyclists and pedestrians. The proposed measures will complement measures already implemented



### 8. Alternative options considered and why rejected

Do nothing-this would be contrary to Council's objectives in ensuring an improved and safe environment.

**9. Documents relied on in addition to officer report**

None

**10. Declarations of Interest**

None

**11. Publication of this decision and call in provision**

Send this form and the officer report\* to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

\*There is no need to resend Street Management Advisory Committee reports.

**Committee:** Cabinet Member Report

**Date:** 29<sup>th</sup> April 2016

**Agenda item:**

**Wards:** Pollards Hill & Cricket Green

**Subject:** Proposed 30mph Speed Limit and Raised Table on Croydon Road– Statutory Consultation

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

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

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

Contact Officer: Paul Miles, Tel: 020 8545 4869

Email: <mailto:paul.miles@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 carried out between 07 April 2016 and 29 April 2016 on the proposals to reduce the speed limit from 40mph to 30mph on Croydon Road between Carshalton and Red House Road and a proposed speed table on Croydon Road just off the Carshalton Road roundabout. Plan of proposed measures is attached as appendix 1
- B) Considers the one objection against the proposed reduction in speed limit. This is set out in section 3 of this report along with officer's response.
- C) Agrees to proceed with the making of the relevant Traffic Management Orders (TMOs) for the proposed 30mph limit and the construction of the speed table.
- 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 reduce the speed limit from 40mph to 30mph and install a raised speed table just off the roundabout. Please see appendix 1.
- 1.2 It reports the objection received and seeks approval to proceed with the making of the relevant Traffic Management Orders (TMOs) and the implementation of the proposed measures.

## **2. DETAILS**

- 2.1 Croydon Road is an A class road. It links Merton to Croydon. It is often heavily congested with long queue lengths during most periods of the day. There are, however, certain times that due to the straight and isolated nature of Croydon Road, it would be very easy for motorists to travel at excessive speeds which had in previous years resulted in the introduction of a speed camera. Historically the speed

limit along this road has been 40mph speed. However, since the introduction of the shared use footway / cycle path, which undoubtedly will encourage more pedestrians and cyclists to use Croydon Road, considerations must be given to a lower speed limit particularly when considering the bus stops along Croydon road with pedestrians attempting to cross this road. It is important to note that despite the lack of footway (until recently) pedestrians have and continue to attempt to use this road. Additionally, there are points that cyclists would also need to cross this road.

- 2.2 According to the reported accident data, over the last three years there have been 30 recorded personal injury accidents. Many of the accidents were speed related involving rear shunts. The proposals that are being implemented along Croydon Road are designed to improve the hostile environment by making it user friendly for all road users, address existing and potential accidents. One aspect of this include the reduction of the speed limit from 40mph to 30mph.
- 2.3 The key objective to these proposals include:
- To improve safety for all road users especially the more vulnerable users such as cyclists and pedestrians
  - Achieving the transport planning policies of the government, the Mayor for London and the borough.

### 3. **STATUTORY CONSULTATION**

- 3.1 The statutory consultation was carried out between 07 April 2016 and 29 April 2016 and 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 Guardian and the London Gazette and on the Council's website.
- 3.2 The statutory consultation also included all emergency services, freight transport association, road haulage association and London Buses.
- 3.3 The statutory consultation resulted in one objection which is detailed below along with officer's comments. No objections were received from the emergency services, London Buses or any other stakeholders.

#### 3.3.1 Objection

I object to traffic order 201, which proposes to reduce the speed limit on Croydon Road from 40 mph to 30 mph. The only valid reasons for permanently reducing the speed limit are either because:

1. The carriageway is a delicate structure which cannot be strengthened, such as in the case of Tower Bridge.
2. For environmental reasons.
3. To provide a proportional mechanism to reduce the likelihood and severity of casualties from traffic collisions.

Taking each of these points in turn:

1. The fabric of the section of carriageway in question is not delicate.

The Edinburgh Centre for Carbon Innovation commissioned the Transport Research Laboratory to provide independent evidence of the effects of speed on air pollution. One of the conclusions of the report, in 2012, is that, all other things being equal, motor vehicles which travel at 40 mph emit fewer pollutants than if they were to travel the same distance at 30 mph. This therefore weakens the argument for reducing the speed limit from 40 mph to 30 mph.

2. There is no reason to suggest that reducing the speed limit will significantly reduce traffic collisions. This is because:

a) The carriageway runs through a common. There are no buildings on either side of the carriageway and there are rarely users of the common who use the common immediately adjacent to Croydon Road.

b) The two primary groups of vulnerable users are pedestrians and pedal cyclists. However, both of these vulnerable groups will be protected from the motor traffic by the new shared-use footway which is currently being constructed.

c) Although you have not published the data which backs up your reasons for reducing the speed limit on [www.merton.gov.uk](http://www.merton.gov.uk), I suspect that you have not observed the Department for Transport's guidelines that you should not reduce a speed limit if the 85<sup>th</sup> percentile speed of free-flowing traffic implies that a higher limit is more appropriate. Although I have not taken a measurement of the 85<sup>th</sup> percentile speed of free-flowing traffic which removes the effects of the traffic lights at the junction with Windmill Road, on Croydon Road, my empirical observations of using Croydon Road are that virtually all motor vehicles will drive at a *minimum* of 40 mph when conditions are good.

In conclusion, there is no clear, objective reason to reduce the speed limit on the carriageway. All that will happen if you reduce the speed limit to 30 mph is that the majority of motor traffic will continue to drive at speeds which exceed 30 mph, as doing so at this section of road is frequently safe; even more so now that vulnerable road users will no longer be using the carriageway. This simply has the effects of making a mockery of the law and diluting motor vehicle users' respect of the law.

#### Officer's comments

The Council takes safety very seriously and applies engineering solutions to for example address existing personal injury accidents, reduce the severity of personal injury accidents; improve perception of safety for all road users; improve the environment for all road users etc

There have been 30 recorded personal injury accidents over the 3 year period up to November 2015. Many of the accidents were speed related involving rear shunts.

The proposals that are being implemented along Croydon Road are designed to improve the hostile environment by making it user friendly for all road users, address existing and potential accidents. One aspect of this include the reduction of the speed limit from 40mph to 30mph.

It should be acknowledged that the shared pedestrian and cycle path will lead to increased usage with cyclists and pedestrians needing to cross the road just off the Carshalton Road roundabout when traveling to Carshalton Road and bus passengers accessing the bus stop opposite Watney's Road. A reduction in speed will also make the environment safer for motorcyclists and improve the overall driving experience along Croydon Road

Studies also show that pedestrians are less likely to be severely or fatally injured if vehicles are traveling below 30mph. It should also be noted that some cyclists will continue to use the carriageway despite the presence of the shared-use path.

It is considered that there is no good justification in retaining the historical speed limit of 40mph along any road in Merton and given the overall advantages of a lower speed limit particularly when considering a reduction in number and severity of casualties, the introduction of a 30mph speed limit will be implemented subject to Cabinet Member approval.

## **4. OFFICERS COMMENTS**

- 4.1 The Council takes safety very seriously and reducing the speed limit to 30mph and installing the speed table at a location where vehicles accelerate at high speeds will improve safety for all road users and improve the environment. It is considered that there is no good justification in retaining the historical speed limit. It is therefore, recommended that the proposed measures that complement all the improvements made thus far are introduced.

## **WARD COUNCILLOR COMMENTS**

- 4.2 At the time of writing this report Ward Councillors have not provided any comment on the proposals.

## **5. TIMETABLE**

- 5.1 If a decision is made to proceed with the implementation of the 30mph speed limit then Traffic Management Orders could be made within four weeks after the made decision. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Local Guardian and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website and stake holders will be notified. The measures will be introduced soon after.
- 5.2 If agreed the speed table will be introduced during June 2016

## **6. ALTERNATIVE OPTIONS**

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

## **7 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS**

- 8.1 The cost of implementing the proposed measures is estimated at £35k. This includes the publication of the made Traffic Management Orders, construction of speed table, the road markings and the signs.

## **9. LEGAL AND STATUTORY IMPLICATIONS**

- 9.1 The Traffic Management Orders would be made under Section 82 and 83 of the Road Traffic Regulation Act 1984. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of the making of the Traffic Order by publishing the said notice in the local Guardian and the London Gazette.

## **10. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATION**

- 10.1 The implementations of reducing the speed limit and safe crossing points affects all sections of the community especially the more venerable road users and assists in improving safety for all road users as well as achieving the transport planning policies of the government, the Mayor for London and the borough.

- 10.2 Regulating and formulating the flow of all traffic will ensure the safety of all road users and improved access throughout the day

## **11. CRIME AND DISORDER IMPLICATIONS**

- 11.1 N/A

## **12 RISK MANAGEMENT IMPLICATIONS**

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

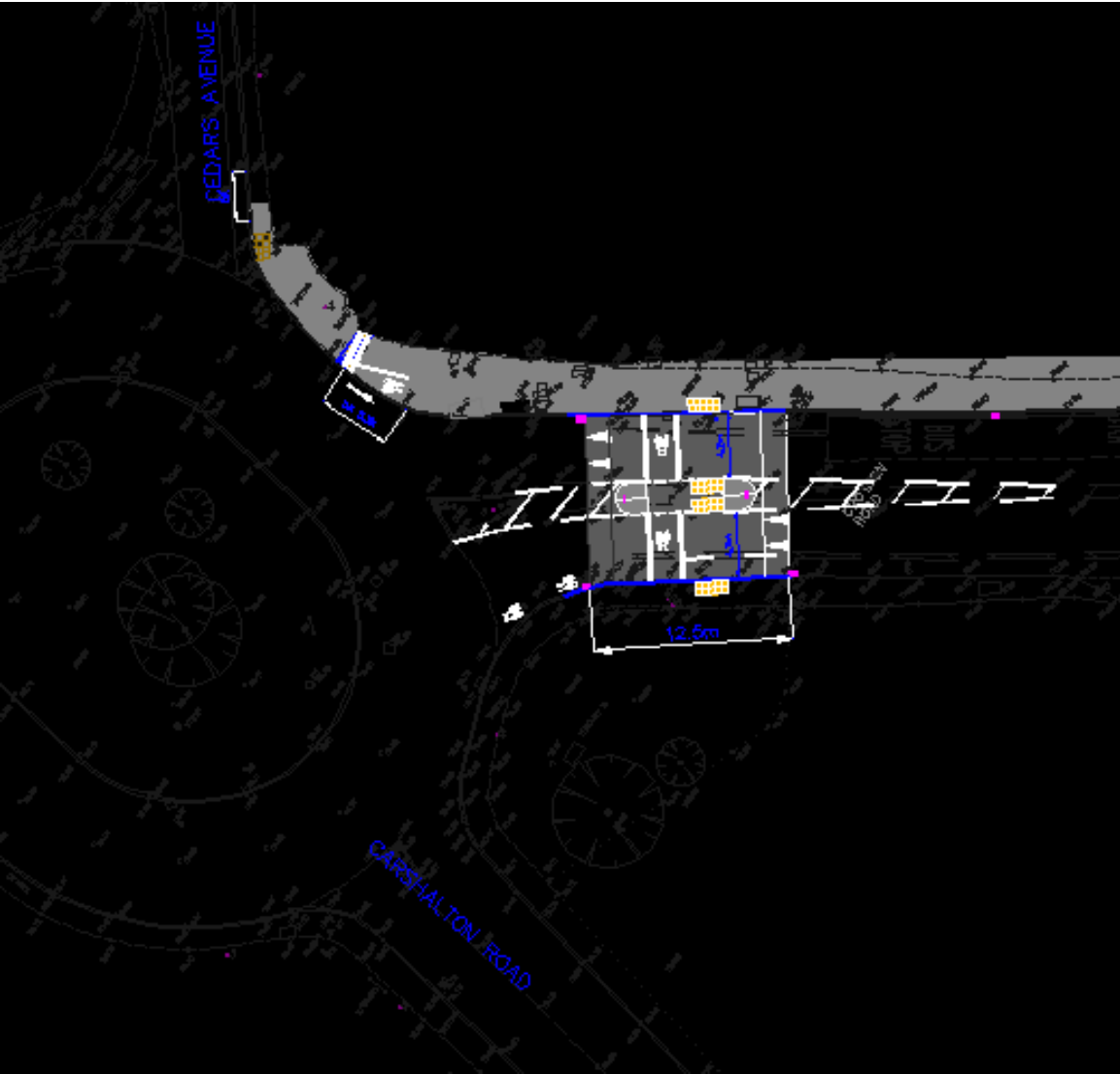
## **13. APPENDICES**

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

Appendix 1 – plan of proposed speed table



Appendix 1





## Merton Council - call-in request form

### 1. Decision to be called in: (required)

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### 2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(g) irrelevant matters must be ignored.	

### 3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	

**4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)**

Required by part 4E Section 16(c)(a)(ii) of the constitution:

**5. Documents requested**

**6. Witnesses requested**

**7. Signed (not required if sent by email): .....**

**8. Notes**

Call-ins must be supported by at least three members of the Council (Part 4E Section 16(c)(a)(i))

The call in form and supporting requests must be received by by 12 Noon on the third working day following the publication of the decision (Part 4E Section 16(c)(a)(iii)).

The form and/or supporting requests must be sent **EITHER** by email from a Councillor's email account (no signature required) to [democratic.services@merton.gov.uk](mailto:democratic.services@merton.gov.uk) **OR** as a signed paper copy (Part 4E Section 16(c)(a)(iv)) to Democracy Services, 7<sup>th</sup> floor, Civic Centre, London Road, Morden SM4 5DX.