Title of report and reason for exemption (if any)

Dahlia Gardens and Abbotts Road – Traffic Calming

Decision maker

Councillor Andrew Judge - Cabinet Member for Environmental Sustainability & Regeneration.

Date of Decision

17th March 2011

Date report made available to decision maker

15 March 2011

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

Decision

The proposals for Dahlia Gardens and Abbotts Road traffic calming measures are approved as per the report.

Reason for decision

The scheme responds to issues of speeding traffic and safety in Dahlia Gardens and Abbots Road. The issues raised in the statutory consultation have been answered appropriately.

Alternative options considered and why rejected

Doing nothing would not address the issues of speeding traffic and safety in these two roads.

Documents relied on in addition to officer report

Included in report

Declarations of Interest

Publication of this decision and call in provision

Send this form and the officer report* to 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.
**Cabinet Member:** Environmental Sustainability and Regeneration  
**Date:** 10 March 2011  
**Agenda item:**  
**Wards:** Pollards Hill  

**Subject:** Dahlia Gardens and Abbotts Road – Traffic Calming  
**Lead officer:** Chris Lee, Director of Environment & Regeneration  
**Lead member:** Councillor Andrew Judge  
**Forward Plan reference number:**  
**Contact officer:** Edward Quartey, Tel: 020 8545 4869, email:edward.quartey@merton.gov.uk

**Recommendations:**

That the Cabinet Member for Environmental Sustainability and Regeneration considers the issues detailed in this report for the implementation of traffic calming measures in Dahlia gardens and Abbotts Road, as shown on plans Z73/213/01-03, Z73/213/01-04 and Z73/213/01-05.

A. Notes the outcome of the statutory consultation carried out in February 2011 on the proposed traffic calming measures for Dahlia Gardens and Abbotts Road, as shown in Appendix 3.

B. Notes the representations received and officer’s comments to the objections, as detailed in Appendix 2.

C. Considers the objection against the proposed measures and the arguments for their implementation as detailed in Appendix 2.

D. Approve the proposals and agrees to proceed with the making of the Traffic Management Order (TMO) and the implementation of the traffic calming measures in Dahlia Gardens and Abbotts Road, as detailed in drawing number Z73/213/01-03, Z73/213/01-04 and Z73/213/01-05 in Appendix 1.

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**1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

1.1. The purpose of this report is to inform the Cabinet Member for Environmental Sustainability and Regeneration of the outcome of a statutory consultation conducted in February 2011, in Dahlia Gardens, Abbotts Road and surrounding roads for the introduction of traffic calming measures, as shown on plans Z73/213/01-03, Z73/213/01-04 and Z73/213/01-05 in Appendix 1.

1.2. It sets out the officer’s responses to objections received during the statutory consultation for consideration by the Cabinet Member before making a decision on the scheme. All representations received along with officers’ comments to the objections are included in Appendix 2.

1.3. It recommends that the Cabinet Member approves the traffic calming measures for Dahlia Gardens and Abbotts Road, as detailed in Section d above.
2 DETAILS

2.1 The Council made specific allocations from 2010/11 from Merton Capital Budget to implemented 20mph zones in a number of residential roads across the borough. In addition to this allocation, the Council also secured funding from TfL for the 2010/11 financial year, to introduce a 20mph zone in Commonside East area and Sherwood Park Road area, bounded by Wide Way, Manor Road, Commonside East and Chestnut Grove (already a 20mph zone – implemented during the 2009/10 financial year).

2.2 The Commonside East area 20mph zone is currently being implemented and is on the boundary with the Eastfields area 20mph zone, which was implemented during 2009/10 financial year with funding secured from TfL.

2.3 The Sherwood Park Road area shares a common boundary with the Commonside East area 20mph zone and the Pollards Hill area 20mph zone. This area is mainly residential with a small number of businesses fronting Sherwood Park Road and a primary school in Ivy Gardens. Most of the roads within the area have traffic calming measures, whilst other roads are very narrow with parking on both sides of the carriageway.

2.4 Due to a number of constraints, the Council was unable to consult residents within the wider area, as planned, for the proposed Sherwood Park Road area 20mph zone. However, it was considered feasible to respond to some residents’ concerns regarding safety and speeds in some of the roads within the area by consulting on the introduction of the appropriate traffic calming measures in Dahlia Gardens and Abbotts Road. These proposed traffic calming measures, in addition to the existing ones in other roads within the area will contribute toward the proposed Sherwood Road area 20mph zone programmed for consultation during the 2011/12 financial, subject to funding being secured and approval by the Cabinet Member.

Traffic volumes and speed surveys

2.5 In July 2011, traffic volumes and speed surveys were carried out in Dahlia Gardens and Abbotts Road. The surveys were undertaken for a period of 24 hours, for 7 days. The tables below show the recorded traffic volumes and speeds.

### Table 1 – Recorded traffic volume and speed survey in Dahlia Gardens.

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume of vehicles (weekly)</th>
<th>85%ile speed (mph)</th>
<th>Highest recorded speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northwest bound</td>
<td>Southeast bound</td>
<td>Northwest bound</td>
</tr>
<tr>
<td>18 Dahlia Gardens</td>
<td>6959</td>
<td>6864</td>
<td>29.7</td>
</tr>
<tr>
<td>55 Dahlia Gardens</td>
<td>6305</td>
<td>6304</td>
<td>29</td>
</tr>
</tbody>
</table>
Table 2 – Recorded traffic volume and speed survey in Abbotts Road.

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume of vehicles (weekly)</th>
<th>* 85%ile speed (mph)</th>
<th>Highest recorded speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northbound</td>
<td>Southeast bound</td>
<td>Northbound</td>
</tr>
<tr>
<td>84 Abbotts Road</td>
<td>1715</td>
<td>1591</td>
<td>27.2</td>
</tr>
<tr>
<td>138 Abbotts Road</td>
<td>3982</td>
<td>3737</td>
<td>30.3</td>
</tr>
</tbody>
</table>

* This is the speed below which 85 out of 100 vehicles surveyed, travelled at.

Collisions data

2.6 There were no recorded personal injury collisions (PIC) in Dahlia Gardens in the 3 years period up to 30 December 2009. However there were 3 recorded slight PIC in Abbotts Road, of which 2 occurred within the vicinity of a junction.

Table 3 – Collisions in Abbotts Road

<table>
<thead>
<tr>
<th>Location</th>
<th>Classification</th>
<th>Parties involved</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Slight</td>
</tr>
<tr>
<td>Abbotts Road / Robinhood Lane</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Abbotts Road / Greenwood Road</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Abbotts Road (26m west of junction with Wide Way)</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>Total</td>
<td>3</td>
<td>-</td>
</tr>
</tbody>
</table>

3 PROPOSALS

3.1 It is proposed to implement traffic calming measures in Abbotts Road and Dahlia Gardens at the following locations:

- Raised junction at Dahlia Gardens / New Barnes Avenue
- Raised junction at Dahlia Gardens / Beech Grove
- Raised junction at Abbotts Road / Robinhood Lane
- ‘At any time’ waiting restrictions along the raised junctions in New Barnes Avenue, Beech Grove and Robinhood Lane
- Speed cushions within the vicinity of no. 16 Dahlia Gardens
- Speed cushions within the vicinities of 42, 80 and 116 Abbotts Road.

Advantages of proposed measures

- Raised junctions reduces speeds at junctions.
- Raised junctions can be used in isolation – they do not have to form part of a series of other features such as road humps.
- Raised junctions and speed cushions are more acceptable to emergency services than standard humps.
Raised junctions provide improved crossing facilities for pedestrians, especially vulnerable road users such as those with disabilities and parents with children to cross the road.

Waiting restrictions will improve sightlines for drivers within the vicinity of the junction.

Disadvantages of 20mph zone

- Can be expensive to construct.
- Vertical traffic calming features are often considered to be intrusive to the local environment.
- Impact on emergency services’ response time. However, the Council has not received any negative feedback from the emergency services.
- The physical measures can cause discomfort to drivers and passengers if speed is not lowered.

4 CONSULTATION UNDERTAKEN

FORMAL CONSULTATION

4.1 A statutory consultation was carried out between 10 February 2011 and 9 March 2011. The consultation leaflet is included in Appendix 4 and all representations received after the closing date, have been included in this report.

4.2 The consultation included the erection of street notices on lamp columns in the area, the publication of the Council’s intentions in the Local Guardian and the London Gazette. Consultation documents were also available at Merton Link in the Civic Centre, on the Council’s website and at the local library. Additionally, a newsletter with a plan (as shown in Appendix 4) was also circulated to all properties included within the consultation area. Ward Councillors were contacted by email prior to the consultation exercise.

4.3 Table 4 shows the results of the consultation and comments received from residents and officer’s response is included in Appendix 2.

Table 4 – Results of consultation

<table>
<thead>
<tr>
<th>Road</th>
<th>No. Distributed</th>
<th>No. Returned</th>
<th>Support</th>
<th>Against</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dahlia Gardens</td>
<td>285</td>
<td>9</td>
<td>6</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Abbots Road</td>
<td>181</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>-</td>
</tr>
</tbody>
</table>

4.4 RESPONSE FROM STATUTORY GROUPS

4.4.1 Metropolitan Police

_Police has no objection to this proposal._

4.4.2 London Fire Brigade

_No response was received from the London Fire Brigade._

4.4.3 Ward Councillors

_Ward Councillors responded in support of the proposals for Dahlia Gardens and Abbots Road._
The proposals considered in this report are in accordance with the objectives of the Mayor’s Transport Strategy – Road Safety, which are reflected within the Council’s Local Implementation Plan (LIP).

Chapter 6 of the LIP contains the Council’s Road Safety Strategy, which details initiatives to make borough roads safer for all road users.

The environmental effects on the local community if the proposed measures are implemented are listed below:

**Advantages**
- Improve the local environment and road safety for all road users – particularly vulnerable groups such as children.
- Promote safe journeys to schools.
- Reduce the number and severity of injuries to road users.
- Reduce accident levels, especially for vulnerable road users.
- Lower the speed limit.

**Disadvantages**
- Increase perception of noise pollution and risk of non-compliance.
- Traffic calming can result in delayed attendance times for emergency vehicles.

Residents are permitted to park on both sides of the carriageway, as there are no parking restrictions in any of the roads investigated. This in effect narrows the useable carriageway width; however, the traffic and volume surveys conducted in Dahlia Gardens and Abbotts Road showed majority of drivers travelled within the speed limit of 30mph. But a small minority of drivers travelled between 51-56mph, which in the event of a collision could potentially be severe if not fatal.

Although no pedestrians were involved in the recorded collisions in Abbotts Road, it is considered that with a primary school, a secondary school, a library and a medical centre in close proximity to Abbotts Road, speed reducing measures should be introduced and would benefit the overall safety and perception in the area.

**TIMETABLE**

5.1. If approved, the Traffic Management Orders for the proposed measures would be made and the measures implemented within 2011/2012 financial year.

**FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

6.1 This scheme will be funded from the Transport for London LIP settlement for 2009/10 and is estimated at £70k.

**LEGAL AND STATUTORY IMPLICATIONS**

7.1 The Traffic Management Orders for a zone would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended) and 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.

7.2 The Cabinet Member must consider the factors set out in the results of the formal consultation set out in Appendix 3. While the views expressed by local residents must be considered, Cabinet Member is not bound to decide in accordance with the majority view and must take the other legal relevant factors into account.
HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1 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. Views of the residents are given consideration but it is considered that improving safety on the borough roads take priority.

8.2 Organisations representing motorists and commuters are consulted as part of the statutory consultation for draft traffic management and similar orders. Their responses, where available have been included in this report.

8.3 The implementation of traffic calming measures 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.

CRIME AND DISORDER IMPLICATIONS

9.1 N/A

RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1 The risk in not introducing the proposed traffic calming measures in Dahlia Gardens and Abbotts Road will be that the concerns raised by some residents regarding excessive speed will not be addressed. The proposal is likely to result in a reduction in traffic flows, speed and casualty/severity.

10.2 The road safety implications/risks during construction and maintenance have been fully considered at each stage of the design process.

10.3 A Safety Audit on the proposals for Dahlia gardens and Abbotts Road has been undertaken by external consultants in accordance with the Highways Agency design note on Road Safety Audits and no major concerns were raised.

10.4 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore, when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, ‘Managing Health and Safety in Construction’, published by the Health and Safety Commission. The CMD Coordinator appointed for this scheme is F.M.Conway Ltd.

10.5 Potential risks have been identified during the preliminary and detailed design stages. Therefore, the measures have been designed accordingly to manage them; these are detailed in the table below.

Management of Health and Safety Risks

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume of traffic during peak periods</td>
<td>The appropriate traffic management would be put in place to ensure access is maintained during construction</td>
<td>• Highways Project Officers undertaking detailed design</td>
</tr>
<tr>
<td>Areas outside school</td>
<td>Every effort will be made to undertake construction outside morning and after school peaks.</td>
<td>• Planning Supervisor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bus operators and emergency services</td>
</tr>
</tbody>
</table>
11 APPENDICES

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

- Appendix 1 – Plans of proposals drawing no. Z73/213/01-03, Z73/213/01-04 and Z73/213/01-05
- Appendix 2 – Representations and officers’ comments.
- Appendix 3 – Consultation documents.

12 BACKGROUND PAPERS

The following documents have been relied on in drawing up this report but do not form part of the report:

Department for Transport’s Traffic Calming - Local Transport Note 1/07 March 2007

Useful links:
Merton council’s web site: [http://www.merton.gov.uk](http://www.merton.gov.uk)

Readers should note the terms of the legal information (disclaimer) regarding information on Merton council’s and third party linked websites.

[http://www.merton.gov.uk/legal.htm](http://www.merton.gov.uk/legal.htm)

This disclaimer also applies to any links provided here.
I write to inform you that I am absolutely FOR the proposed Traffic calming measures on Dahlia Gardens. I am a resident on the road and feel the cars go far too fast.

We recently received notice for the council’s intention to implement traffic calming measures on Dahlia Gardens CR4. Although we do not object to these plans in principle, we just feel that this is probably an unnecessary expense in this time of economic crisis. Admittedly, I am not sure of the state of Merton Council’s finances, but I can't imagine that they are too dissimilar to that of other local councils, and with news of cut backs in all areas of council’s responsibilities, I can't help but feel that this money could be spent better elsewhere.

The state of the roads in the area has been terrible (potholes etc), and getting worse since the harsh weather at the end of last year. I have not seen much evidence of these being repaired.

As I said earlier, the idea is fine in principle; we just sincerely hope that this has been looked at in the wider scheme of things.

I am writing to give my support to the proposals to introduce traffic calming measures into Dahlia Gardens.

I myself live at No. 3 Dahlia Gardens and for some time have had concerns about the volume and speed of traffic passing along the road.

Whilst I am fully in support of the proposal, I would like to raise a concern that there is not enough being put in place at the North West end of the road.

With speed cushions positioned as described (i.e. approximately outside No. 16 Dahlia Gardens), there is still, in my opinion, a very high likelihood that those vehicles who currently abuse the speed limit, will continue to do so at this end of the road and this makes it an extremely dangerous bend (to the North West of No. 1). Did the location of the speed survey take into account the speed at which some vehicles round this bend? It is very dangerous and I myself always have to exercise a large degree of caution when driving or walking.

I would very much like the Council to consider putting in a raised junction at the North West end of Dahlia Gardens or, alternatively, some more speed cushions on this bend?

I am emailing regarding the proposed calming measure in Dahlia Gardens, I have lived in this road for over 16 years and the amount of traffic and the speed of the cars has increased over the years. I know you are trying to do something for the residents, which is long overdue, but when the speed cameras were put in place car drivers who cut through our road knew they were there, so it defeated the object. I live at the beginning of the road just pass the bend, as soon as they see the road is clear from when they turn into the road they speed down it, they flash headlights when it becomes dark which is annoying, there is one road user no matter what time of day he bibs his horn to let people know he is coming, my suggestion on that is do not use our road if you cannot cope with other road users. The less traffic the better as it is a cut through from the estate, New Barnes Avenue and Beech Grove have barriers at the end, which previously in discussion about opening them but residents there were not in
agreement, so we take the brunt of the traffic. The old lady over the road got her cat killed by three fast
cars the cat did no stand a chance. A few weeks ago there was a huge smash at the end of the road
and a ambulance called, my husband has often gone out a 6.30am to work and a van has nearly
-crashed into him at the end of the road on his side, so it starts as early as that. We also have the
problem when we go to park on our drive, the people using our road as a cut through do not give you
time to park, we have had many of arguments regarding this as they do not give you time to breath
there up your rear, they think they have the right of way. In the past residents were going to get a
petition up on traffic measures, as before we had the alley gates we used to get cars going through our
back alleys especially on refuge day. Our road is getting like a B road not a side road it was nice when I
first moved in but not anymore.

We do need traffic calming measure but to put the cushions up as far as no. 16 which is nearly halfway
down the road, what about the dangerous bend near the alley gates and the junction of Dahlia Gardens
with Sherwood Park Road, something should be put there cushions and a raised junction with 20mph.
We also have a lot of people parking their cars on the pavement or even on the tarmac, which allows
cars to go extra fast and not good for pedestrians especially if you have a pushchair. Suggestion is the
barriers to be moved up to the other end of New Barnes Ave and Beech Grove or close of Chestnut
Grove to stop us having the high volume of road user that is where the traffic is coming from.

22017914
I am emailing on behalf of my mother who lives at No19 Dahlia Gardens and has received your
consultation on proposed traffic calming measures for the road.

In principle she is happy with the proposals and does not believe that she will be unduly affected by
them. However, we would like to put on record that should the scheme design be changed so that any
proposals are located closer to No19, we would like to be re-consulted on them. She is keen not to
have parking outside her property restricted or have a measure installed nearer to her property with the
associated noise causing inconvenience, especially during the summer months with windows open.

Thank you for your consultation and hope that you are able to implement speed reduction measures
along this road.

22017931 - Police
Thank you for your letter of the 11th Feb. Police have no objections to the proposed traffic calming
measures. Please contact me if I can be of assistance.

AGAINST

22017913
I wish to register my opposition to the proposed speed cushions to be located outside my property. The
reason I am opposed to the speed cushions are because they would impede my access to drive
particularly in manoeuvring of my car onto the drive, which cost me £700 plus to have the kerb dropped.
To have cushions erected would make this more difficult. The other point is that from your survey only
x2 cars were monitored as speeding. I am aware that we do occasionally have cars speeding down our
road but I would say it was not sufficient to warrant the cost however cheaply for cushions. I think the
raised junctions will be more than sufficient in dealing with the occasional careless thoughtless speeding
driver. I would hope that you will give my opinions due consideration, I am aware that my neighbours
are of the same outlook regarding this matter

Officer comments

The location of the proposed speed cushion will not impede access to the drive, as the height will be
75mm and located approximately 1 metre into the carriageway from the edge of the kerb.

The speed survey reported the highest recorded speed being between 51-56mph; at this speed a
potential collision would be serious if not fatal. The width of the road is approximately 7.3 metres with
parking on both sides of the road (where there are no drive ways), which leaves approximately 3.3
metres of useable carriageway space, the Council aims at reducing speed of traffic particularly on
residential roads, thereby discharging its duty to improve safety on its roads.
12242017

I was appalled to read the proposed traffic calming measures in Dahlia Gardens. What a waste of money! Without any recorded personal injury collisions in the 3 year period to December 2009 why are these measures being considered? What is wrong with putting a 20mph limit on the Sherwood estate, they are already in place on the Pollards Hill Estate? Dahlia Gardens roadway has many parked cars night and day that drivers negotiate when meeting cars from other direction therefore to have additional obstacle to watch out for, e.g speed cushions, would make driving more hazardous. Raised junctions at Beech Grove (not Beech Drive or Beech Avenue, as indicated in your printed leaflet) and New Barnes Avenue and speed cushions will not reduce the speed of those drivers who would normally go at speed. I am sure the ambulance service will prefer not to have speed humps/cushions especially when travelling with vulnerable patients. To access Beech Grove from Mitcham Town centre I already have to drive over 14 speeds humps and one extended raise pad and although I slow down to travel over the humps for someone with back problems I still find it extremely uncomfortable. If there is funding from transport for London, please put it to good use by filling the potholes, improving pavements and sorting out road drainage problems.

Officer comments

The proposed traffic calming measures in Dahlia Gardens will form part of the proposed traffic calming measures required for the programmed 20mph zone in Sherwood Park Road area during the 2011/12 financial year, subject to Cabinet Member approval and funding.

The Pollards Hill Estate is within a 20mph speed limit, hence the signs, which have been erected to inform drivers of the speed restriction within the area. The difference between a 20mph speed limit and a 20mph zone is that traffic calming measures are required at a maximum distance of 100 metres apart to ensure that a 20mph zone is self-enforcing. With a 20mph speed limit, if the average speed limit is less than 24mph, sign can be erected without any traffic calming measures.

With parking on both sides of the carriageway, the usable carriageway width is reduced; however the recorded highest speed of 51-56mph during the survey period shows that drivers are travelling above the speed limit of 30mph. As it is the Council's duty to improve safety on its roads, it is proposed to carryout theses measures to ensure lower speeds are maintained at all times and improve road safety.

Emergency services prefer the type of traffic calming features that are being proposed as these features have minimum adverse impact on their response time.

Frustration of having to travel over a number of traffic calming measures from Mitcham Town Centre to this area is appreciated, however, it is considered that the proposed measures will have safety benefits for all road users. Design and installation of the proposed traffic-calming measures will be in accordance with the guidelines provided and are likely to cause minimum discomfort to drivers and any vehicle occupants when compare to other types of vertical deflections.

Due to the nature of the allocated funding, it is not permitted to reallocate to other types of works such as road repairs.

12242611

I am writing to you with my strongest objections on putting these non-effective raised junctions; it is a waste of money that can go far towards other more constructive projects. By putting this junction in front of my property not only will it devalue but also be unbearable when several trucks and cars slow in front of my bedroom, my property does not stand far enough back. Firstly you have installed them on Galpins and on Common side, they have made no impact on speeds.... people still drive over these junctions in excess of 30 miles per hour, this is another example of this council’s lack of understanding regarding what the rate payers require. Merton council seem to be paying these road contractors a lot of money and not getting value for money in return. I put it to you are council members silent partners of the highways contractors? We need to police their shoddy workmanship and make them accountable for our money spent. Before this council proceed with I must warn you that I will pursue this matter in court as I am still awaiting the councils response on excessive large trucks parked on the corner which makes this extremely dangerous, perhaps send your officers out at night to deal with ongoing issues instead of putting more money towards the roads works which is disorganise and wasteful, and serves no real purpose. Or fixed column 11 street lamp on Watneys Road, which has not worked in excess of
5 months! I will eagerly await your reply, perhaps if you are serious come along and see me.

Officer comments

The Council’s objective is to reduce speed of traffic particularly in residential road and thereby improve safety and perception of safety. Design and installation of the proposed traffic-calming measures will be in accordance with the guidelines provided and are likely to cause minimum discomfort to drivers and any vehicle occupants when compare to other types of vertical deflections. Studies carried out on the various traffic calming measures elsewhere often show a reduction in speed. In the absence of ‘after’ surveys along Commonside East, the appropriate comments cannot be made at present. An after study will also be carried out if the proposed measures are introduced and its effectiveness will be monitored. Other issues that have been raised have been forwarded to the appropriate officers to address.

COMMENT

22017911

I have been presented with a council’s intentions for traffic calming measures to dahlia gardens. I live at no. ?? and would like to know what impact this will have on me parking outside my property as well as the use of my drive. I have a ford transit van that parks across the front of the property and this cannot be parked on my drive otherwise it would hang over, causing an obstruction. The reason for my concern is that my van has been broken into many times when the vehicle has not been parked directly outside my property. I would be most grateful for your response and hope to hear from you in the near future.

Officer comments

The 'At Any Time' waiting/parking restrictions associated with the proposed traffic calming measures in Dahlia Gardens will only apply to the corners of New Barnes Avenue and Beech Grove to improve sightlines for drivers entering/exiting the two side roads. The proposed measures will not affect the current parking provision within the vicinity of the property.

Abbotts Road

SUPPORT

22017909

I am a resident of Abbotts Road Mitcham Surrey CR4 1JY and have just received a copy of the proposed traffic calming measures planned for road, I am in full support for this proposal to take place as I have often witnessed drivers speeding along my road; What I would also like to bring to your attention is the parking of vehicles on the corner of Abbotts Road and Sherwood Park Road. This is a serious accident waiting to happen. The worst times of the day seem to be school drop off and pick up times also again overnight between 6:00pm and 7:30am, I've seen parents and children cross the road here and were very nearly knocked down. Double yellow lines have been implemented on the opposite side of the road (common / school side of Abbotts Road) and this would immensely enhance safety on the other side of Abbotts Road if also implemented. Driving home from work some days I can barely squeeze pass especially if as often large vans have been parked on this corner. I eagerly await your comments on this matter.

22017931 – Police

Thank you for your letter of the 11th Feb. Police have no objections to the proposed traffic calming measures. Please contact me if I can be of assistance.

AGAINST

22017961

Further to your recent correspondence on "Traffic Calming Measures – Abbotts Road" regarding the proposals for implementation of speed cushions outside my property (44 Abbotts Road) I formally object for the following reasons.
The fourth paragraph of your document states that "there were 3 recorded personal injury collisions in Abbotts Road, of which 2 occurred within the vicinity of a junction". My property is not by a junction and the map shows the incidents occurred at the other end of Abbotts Road.

Two of the 3 incidents involved "V1 stopped to avoid opened door hitting V3 and pushing it into V2" and "V2 opened door into path of V1". I fail to understand how speed cushions would have prevented this occurrence.

During the speed survey in week 6/7/10 – 12/7/10 only 6 vehicles from a total of 3306 exceeded the 30mph speed limit at this end of Abbotts Road and again I do no believe speed cushions and/or 20mph would prevent this type of occasional rash driver speed.

My husband is disabled and we have a Disabled Persons Badge on my car. I am in the process of applying for a Disabled Parking Bay (DPB) because my husband and the resident of No. 42 Abbotts Road have walking difficulties. A speed cushion outside my property would prevent the approval of the DPB. My husband has a degenerative condition and his walking and steadiness will worsen gradually. Doctor confirmation of his condition can be provided if necessary.

Our bedroom is in the front of the property and my husband has problems with sleep, waking several times during the night. If cars are constantly slowing down and accelerating outside our bedroom window, this will cause further detriment to his sleep pattern and general health.

I hope that these objections will be considered equally as those "concerns" raised by some residents, who obviously have not been told they would have a speed cushion outside their property and I therefore request you give weight to the nature and content of my objections and look forward to the notification that this proposal has not been approved by Cabinet Member for Environmental Sustainability and Regeneration.

Officer comments

- Although the collisions occurred away from your property, it is always better to investigate and implement traffic measures along an entire length of road than just concentrating at a location. This will prevent the problem from being mived from one location to the other on the same road.
- If the drivers involved in the collisions were travelling at lower speeds, they will be able to stop and avoid driving into other vehicles.
- The proposed speed cushion will form part of the traffic calming measures for the Sherwood Park Road area 20mph zone, when it is consulted and implemented during the 2011/12 financial year, subject to approval by the Cabinet Member. As the recorded 85%ile speed was approximately 30mph and the carriageway very narrow with parking on both sides of the road, the minimum traffic calming measures will help in achieving traffic speeds are reduced. The most effective traffic calming measures are the road humps that extend from kerb to kerb, however this is not acceptable to the emergency services, hence the proposals to introduce a speed cushion.
- The proposed speed cushion will be located away from your property to within no. 44 Abbotts Road, with the view of your application for a disabled parking permit being successful.
- The design of the proposed speed cushions will minimise any environmental impact.

I am appalled to find such draconian measures being proposed on what is generally a quiet (apart from school run times) side road.

1. Please provide full details of the 3 accidents (in 3 years !!) , date, time, injury sustained, age of person involved, cause of accident and all other relevant information obtainable from the STATS 19 data you have at your (or perhaps XXXXXXX in Road Safety) disposal.

2. Who are the local residents that raised the matter - I require this information under Freedom of information act if you are unable or unwilling to provide.
3. Please provide full details of the traffic counts and timings supporting this measure as the bulk of the traffic occurs (as mentioned earlier) during the school run, which by virtue of the volume of traffic is slow anyway.

4. Please provide evidence of why the proposed locations for traffic calming have been chosen. What are the legal requirements and reasoning for the positioning of these measures?

5. South bound traffic has occasionally may have driven at inappropriate speeds out of frustration to avoid the recent poor phasing of traffic signals - was this taken into account during your measuring period? Were there defective traffic signals (junction of Manor road, Rowan road, Wide Way, & Northborough road) at the time of your traffic count?

6. What is the cost for the traffic calming measures compared with the imposition of a 20 mph zone between the affected roads, specifically Abbott's road, Greenwood road and Robin Hood Lane?

7. What is the cost of your proposed traffic calming measures?

In summary why should residents’ tranquillity be blighted by the imposition of traffic calming due to inappropriate behaviour by one or two drivers? Is this not an overreaction in order to increase spend against your LIP funding?

I have copied our local councillors into this e-mail as the imposition of traffic calming measure will no doubt affect some local property values and as mentioned earlier increase local ambient noise as vehicles do tend to (even at low speed) scrape traffic calming measures reducing our quality of life.

I would very much like to discuss this matter further, please advise how this arranged

Officer comments

1. Details of the 3 collisions in the 3 years period are in the report.

2. The names of the residents who raised concerns regarding traffic speeds in Abbotts Road with the Council will not be provided. This information is exempt under the Freedom of Information Act, 2000, as it is personal data about other people. The exemption that applies is section 40(2) of the Freedom of Information Act, which prevents disclosure of information where this would contravene the Data Protection Act. Disclosure of the names of the residents would breach the first data protection principle, which requires that data processing is fair and lawful. As the residents who raised concerns would not expect their names to be disclosed, this could be considered unfair processing. In accordance with the Freedom of Information Act, 2000, this is a refusal notice.

There is a right of appeal against this decision - contact XXXXX, the Information Governance Manager at Merton Council, Civic Centre, Morden, SM4 5DX or e-mail data.protection@merton.gov.uk. Requests for the traffic speeds to be reduced in Abbotts Road and Dahlia Road were also received from the ward councillors and the MP on behalf of some residents.

3. Summary of the traffic volume and speed surveys for the 7 day period up to 12 July 2010 is in the report. However, full data has been forwarded under FOI

4. The proposed locations of the traffic calming measures have been chosen to reduce traffic speeds and the number of collisions along the section of Abbots Road being considered. These locations will also satisfy the requirement for spacing of traffic calming measures within a 20mph zone, if the proposed Sherwood Park Road area 20mph zone is consulted and approved by the Cabinet Member for Environmental, Sustainability and Regeneration during the 2011/12 financial year.

5. The traffic volume and speed surveys were carried out during school term for a period of 7 days and would have taken into account the phasing of the traffic signals during the peak and off-peak hours. There was no evidence that the traffic signals at the junction of Manor Road, Rowan Road, Wide Way and Northborough Road were defective during the survey period.

6. The cost of introducing traffic calming measures in Abbotts Road will be very similar to the cost of a 20mph zone in Abbotts Road, Greenwood Road and Robinhood Lane. This is because traffic calming features are required for a zone. This is to say that for the introduction of a zone, traffic calming measures would be required in Abbotts Road as currently there are no traffic calming measures and each feature must be at a maximum distance of 100 metres apart to satisfy the legal...
requirements for a 20mph zone.

7. The cost of the proposed traffic calming measures in Abbotts Road is within the report – estimated £70k
Dear Resident

Until recently, it was the Council’s intention to consult on introducing a 20mph zone in the Sherwood Park Road area, as part of its ongoing programme to manage excessive and inappropriate speeds in residential roads. However, due to a number of constraints, we are unable to consult residents on the wider scheme, bounded by Wide Way, Manor Road, Commonside East and Chestnut Grove (already a 20mph zone). Instead, the Council is responding to concerns raised by some residents regarding safety and speeds in some of the roads within the area by introducing the appropriate traffic calming measures only in Dahlia Gardens and Abbotts Road in this financial year.

Funding is available from Transport for London (TfL) for the 2010/11 financial year and the Council is consulting residents of both roads on the proposed speed reducing measures. If approved and these measures are introduced (subject to the results of the statutory consultation and a decision by the Cabinet Member for Environment, Sustainability and Regeneration), the proposed traffic calming measures will form part of a wider 20mph zone scheme, to be consulted in the next financial year, subject to funding being made available.

The table below shows traffic speed and volume data collected outside no. 84 and no. 138 Abbotts Road between 6 July 2010 and 12 July 2010.

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume of vehicles</th>
<th>*85%ile (mph)</th>
<th>Highest recorded speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>North bound</td>
<td>South bound</td>
<td>North bound</td>
</tr>
<tr>
<td>84 Abbotts Road</td>
<td>1715</td>
<td>1591</td>
<td>27.7</td>
</tr>
<tr>
<td>138 Abbotts Road</td>
<td>3982</td>
<td>3737</td>
<td>30.3</td>
</tr>
</tbody>
</table>

* Speed below, which 85% of the total vehicles surveyed, travelled at.

In the 3 year period up to 30 December 2009, there were 3 recorded personal injury collisions (PIC) in Abbotts Road, of which 2 occurred within the vicinity of a junction. All of the collisions were regarded as slight injury collisions. Although the table shows that the majority of drivers travelled within the posted limit of 30mph, a small minority travelled at excessive speeds, considered inappropriate for a residential road.

PROPOSALS

The Council is proposing the following traffic measures to ensure driver speeds are reduced:

1. **Raised junction**
   - Abbotts Road / Robinhood Lane
     - **Advantages of raised junctions**
       - Reduces speeds at junctions.
       - Can be used in isolation – they do not have to form part of a series of other features such as road humps.
       - More acceptable to emergency services than standard humps.
       - Improved crossing facilities allows pedestrians, especially vulnerable road users such as those with disabilities and parents with children to cross the road.
       - Improved sightlines.
     - **Disadvantages of raised junctions**
       - Can be expensive to construct
       - Construction may cause temporary traffic disruption including temporary road / traffic lane closure

2. **Implement speed cushions**
   - within the vicinities of nos. 42, 80 and 116 Abbotts Road.
Advantages of speed cushions
- Effective at reducing traffic speeds,
- Accepted by emergency services.
- Inexpensive to construct
- No loss of on-street parking
- Cyclists can pass between them.

Disadvantages of speed cushions
- Can not be used to reduce speeds of larger vehicles such as heavy goods vehicles.

WHAT HAPPENS NEXT
A Notice of the Council’s intentions to introduce the above measures, which form part of the overall agreed scheme will be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to the Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX or email trafficandhighways@merton.gov.uk by no later than 9 March 2011, quoting reference ES/SGE/ABBOTTSROAD. Objections must relate only to the elements of the scheme that are subject to this statutory consultation.

All representations along with Officers’ comments and recommendations will be reported to the Cabinet Member for Environmental Sustainability and Regeneration for a decision. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council’s Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council’s normal office hours Monday to Friday, 9am to 5pm. A copy can also be inspected at Pollards Hill Library.

This information is available on Merton Council’s website, www.merton.gov.uk/abbottsroad.
Dear Resident

Traffic Calming Measures

Appendix 3

Consultation documents

www.merton.gov.uk

Edward Quartey, Project Engineer
e-mail: edward.quartey@merton.gov.uk
Tel: 020 8545 3428

Councillor Martin Whelton
e-mail: martin.whelton@merton.gov.uk
Tel: 020 8545 3425

Councillor Richard Williams
e-mail: richard.williams@merton.gov.uk
Tel: 020 8545 3424

Councillor Jeff Hanna
e-mail: jeff.hanna@merton.gov.uk
Tel: 020 8545 3423

App. 3A: Table 1.2

<table>
<thead>
<tr>
<th>Location</th>
<th>Volume of vehicles</th>
<th>No. of bounded vehicles</th>
<th>Speed observed with 85% (mph)</th>
<th>Highest recorded speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dahlia Gardens</td>
<td>6864</td>
<td>36</td>
<td>29.5</td>
<td>*85% (mph)</td>
</tr>
<tr>
<td>Dahlia Gardens</td>
<td>6304</td>
<td>31</td>
<td>29.7</td>
<td>*85% (mph)</td>
</tr>
<tr>
<td>Dahlia Gardens</td>
<td>6959</td>
<td>39</td>
<td>29.5</td>
<td>*85% (mph)</td>
</tr>
<tr>
<td>Dahlia Gardens</td>
<td>6305</td>
<td>34</td>
<td>29.7</td>
<td>*85% (mph)</td>
</tr>
</tbody>
</table>

There were no recorded personal injury collisions in the 3 year period up to end of December 2009 in Dahlia Gardens.

The table below shows traffic speed and volume data collected outside no. 18 and no. 55 Dahlia Gardens between 6 July 2010 and 12 July 2010.

The Council is proposing the following proposals:

- Implement speed cushions
- Raised junctions

The proposals are intended for Dahlia Gardens. Although the table shows that the majority of drivers travelled within the posted limit of 30mph, a small minority of drivers travelled at excessive speed, considered inappropriate for residential roads.

If you need any part of this document explained in your language, please tick the box and contact us either by writing or by phone using our contact details below.

If you wish to contact an officer about the proposals, please use the following details:

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E-mail: edward.quartey@merton.gov.uk
Tel: 020 8545 3428

Councillor Martin Whelton
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Tel: 020 8545 3424

Councillor Jeff Hanna
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Tel: 020 8545 3423

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**Disadvantages of speed cushions**

- Can not be used to reduce speeds of larger vehicles such as heavy goods vehicles.
- Disadvantages of raised junctions

- Can be expensive to construct.
- Can not be used to reduce speeds of larger vehicles such as heavy goods vehicles.
- Disadvantages of speed cushions

- Can not be used to reduce speeds of larger vehicles such as heavy goods vehicles.