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

Title of report and reason for exemption (if any)

Bristol Road – Traffic Calming

Decision maker

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

Date of Decision

Date report made available to decision maker

4 January 2012

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

Decision

Reason for decision

To improve safety by reducing traffic speeds in Bristol Road which is subject to 20mph limit?

Alternative options considered and why rejected

Do nothing – this would not address the speed & safety concerns in Bristol Road.

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.

Signed

Councillor Andrew Judge
Cabinet Member for Environmental Sustainability and Regeneration

Date  **********
**Cabinet Member:** Environmental Sustainability and Regeneration  
**Date:** 19 December 2011  
**Agenda item:**  
**Wards:** St Helier  

**Subject:** Bristol 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 3690, email: edward.quartey@merton.gov.uk

**Recommendations:**

It is recommended that the Cabinet Member for Environmental, Sustainability and Regeneration considers the issues detailed in this report for the traffic calming measures in Bristol Road, as shown on plan Z73/215/001 in Appendix 1.

A. Notes the outcome of the statutory consultation carried out in October 2011 on the proposed traffic calming measures, as shown in Appendix 2.

B. Notes the representations received and officer's comments as detailed in Appendix 2.

C. That the Cabinet Member for Environmental, Sustainability and Regeneration, approves the implementation of the traffic calming measures for Bristol Road, as shown on plan Z73/215/001 in Appendix 1 at an estimated cost of £5,000 to be met from the 2011/12 Merton Capital allocation.

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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 October 2011, in Bristol Road for the implementation of traffic calming measures, as shown on plan Z73/215/001 in Appendix 1.

1.2. It sets out the officer’s responses to representation 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 for Environmental, Sustainability and Regeneration, approves the making of the TMO and the implementation of the proposed traffic calming measures for Bristol Road, as shown on plan Z73/215/001 in Appendix 1.

2 DETAILS

2.1 As part of Merton’s commitment to reducing speed in residential roads funding was secured through Merton capital and TfL to investigate and implement 20mph zones in a number of residential roads across the borough. During 2008/09 financial year, a 20mph speed restriction was introduced in Bristol Road and surrounding roads bounded by St Helier Avenue, Central Road and Green Lane.
2.2 The implementation of the 20mph speed restriction within the area has been effective, as there have been no recorded personal injury collisions within the area and traffic speeds have also been reduced. However, traffic speed in Bristol Road is considered to be high for a residential road compared to other roads within the area. Please see table 1.

Traffic volumes and speed surveys

2.3 In June 2011, traffic volumes and speed surveys were carried out at 2 locations in Bristol Road for a period of 24 hours, for 7 days. Table 1 below show the recorded traffic volumes and speeds data. The data show that the majority of drivers travelled in excess of the posted speed limit of 20mph, with some few drivers travelling at excessive speed, which is considered as inappropriate for a residential road.

Table 1 – Recorded traffic volume and speed surveys.

<table>
<thead>
<tr>
<th>Location</th>
<th>Total volume of vehicles</th>
<th>* 85th percentile speed (mph)</th>
<th>Highest recorded speed</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>West bound</td>
<td>East bound</td>
<td>West bound</td>
</tr>
<tr>
<td>23 Bristol Road</td>
<td>2073</td>
<td>4419</td>
<td>24.7</td>
</tr>
<tr>
<td>13 Bristol Road</td>
<td>1715</td>
<td>2662</td>
<td>28.6</td>
</tr>
</tbody>
</table>

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

3 PROPOSALS

3.1 To ensure compliance of the 20mph speed limit in Bristol Road, the Council is proposing to implement sinusoidal road humps within the vicinities of nos. 13 and 23 Bristol Road. Sinusoidal Road humps are similar to round-top hump but have a shallower initial rise and are more cycle friendly.

Advantages of sinusoidal humps

- Effective at reducing traffic speeds and accepted by emergency vehicles.
- No loss of on street parking and minimum discomfort to cyclists and car occupants.

4 CONSULTATION UNDERTAKEN

FORMAL CONSULTATION

4.1 A statutory consultation was carried out between 20 October 2011 and 11 November 2011. A copy of the consultation leaflet is included in Appendix 3 and all representations received after the closing date has 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 3) was also circulated to all properties included within the consultation area. Ward Councillors were contacted by email prior to the consultation exercise.
4.3 51 newsletters were distributed to residents in Bristol Road and one responses was received at the close of the consultation period.

4.4 RESPONSE FROM STATUTORY GROUPS
4.4.1 Metropolitan Police
Police have no objections to the addition of sinusoidal road humps in Bristol Road.
4.4.2 Transport for London
No response was received from TfL.

4.4.3 Ward Councillors
4.4.3.1 Ward Councillors were consulted prior to the area wide consultation exercise and no objection has been raised to the proposals as it is presented.

5 RECOMMENDATION
5.1 It is recommended that the Cabinet Member approves the making of the traffic management order and the implementation of the traffic calming measures in Bristol Road.

6 TIMETABLE
6.1. If approved, the Traffic Management Order for the proposed measures will be made and the measures implemented within 2011/2012 financial year.

7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS
7.1 This scheme will be funded from the Merton Capital settlement for 2011/12 and is estimated at £5k.

8 LEGAL AND STATUTORY IMPLICATIONS
8.1 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 Traffic Management Orders for the waiting restrictions would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a traffic management order or to modify the published draft order. A public inquiry should be held where it would provide further information, which would assist the council in reaching a decision.

9 ALTERNATIVE OPTION
9.1 Do nothing. This would not address the speed and safety concerns in Bristol Road.
10 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

10.1 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.

10.2 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.

10.3 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.

11 CRIME AND DISORDER IMPLICATIONS

11.1 N/A

12 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

12.1 The risk in not introducing the proposed traffic calming measures will be that the safety concerns in this road will not be addressed.

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

12.3 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.

12.4 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 Every effort will be made to undertake construction outside morning and after school peaks.</td>
<td>• Highways Project Officers undertaking detailed design • Planning Supervisor • Bus operators and emergency services</td>
</tr>
<tr>
<td>Areas outside school</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

13 APPENDICES

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

- Appendix 1 – Plans of proposals drawing no. Z73/215/003
- Appendix 2 – Representations and officers’ comments.
- Appendix 3 – Consultation documents.
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.
<table>
<thead>
<tr>
<th>REPRESENTATIONS</th>
<th>APPENDIX 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMENT</td>
<td></td>
</tr>
<tr>
<td><strong>12260963</strong></td>
<td></td>
</tr>
</tbody>
</table>
| In response to the proposed traffic calming measure, I would firstly like to say that we are in total agreement with the need for this. In fact we were surprised at the relatively low recorded speeds as we quite often see and hear vehicles passing our house at what would appear to be extremely high speeds.

However I am concerned with the position of the proposed hump as it seems it will be in alignment with our lowered kerb which allows me access to our off street parking. I am registered as disabled and have a white line painted across the lowered kerb to deter people from parking there. So my questions are, will this hump make it very difficult for me to access and exit my off street parking, which considering last years severe weather which was difficult enough with the normal camber and slope of the road and secondly will the white line be reinstated.

My suggestions would be that the hump be relocated further up the road outside a house with no lowered kerb.

**Officer comments**

The position of the road hump will not hinder access into your off street parking and the white line will be reinstated once the works are completed.
Dear Resident

The Council is consulting you on proposals to implement traffic calming measures in Bristol Road, as part of its ongoing commitment to manage traffic speed in residential areas.

During the 2008/09 financial year, a 20mph speed restriction was introduced in Bristol Road, as part of the Middleton Road area 20mph speed limit. The implementation of the 20mph speed limit within the area has been effective, as there has been no recorded personal injury collisions within the area and traffic speeds have reduced. However, traffic speed in Bristol Road is considered to be very high for a residential road compared to other roads within the area, as shown in the table below.

The table below shows traffic speed and volume data collected outside no. 13 and no. 23 Bristol Road between 8 June 2011 and 14 June 2011.

<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>West bound</td>
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<tr>
<td>23 Bristol Road</td>
<td>3943</td>
<td>4419</td>
<td>24.7</td>
</tr>
<tr>
<td>13 Bristol Road</td>
<td>2073</td>
<td>2662</td>
<td>28.6</td>
</tr>
</tbody>
</table>

As can be seen from the speed data, the majority of drivers travelled in excess of the posted speed limit of 20mph, with a few drivers travelling at excessive speed, which will be considered as inappropriate for a residential road.

**PROPOSALS**

To address the excessive speed, the Council is proposing to implement sinusoidal road humps within the vicinities of nos. 13 and 23 Bristol Road. Sinusoidal humps are traffic calming measures similar to a round-top hump but with a shallower initial rise. This offers road users less discomfort when they travel over them.

**Advantages of sinusoidal road humps**
- Effective at reducing traffic speeds,
- Accepted by the emergency services,
- No loss of on-street parking,
- Causes minimum discomfort to cyclists and vehicle occupants.

**Disadvantages of raised junctions**
- Can be expensive to construct,
- Intrusive to the local environment.

**WHAT HAPPENS NEXT**

A Notice of the Council’s intentions to introduce the above measures 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 11 November 2011, quoting reference ES/SGE/BRISTOLROAD.