

on Sutton North FOCUS

News from your local Lib Dem team for Sutton North:
Cllr Ruth Dombey, Cllr Marlene Heron and Cllr Steve Penneck

We must improve road safety on Collingwood Road

Parents who walk with their children along Collingwood Road have approached us about the dangers of speeding and heavy traffic. We know that these concerns are shared by many of you.

We have listened to the specific points that have been made, and discussed them with the Council's traffic engineer, with the local bus company and engaged the police.

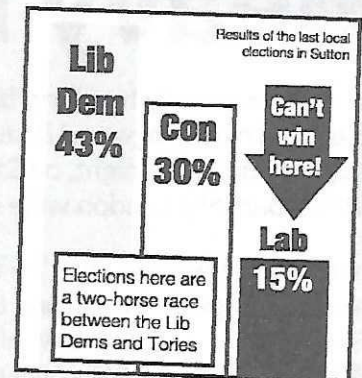
There are a number of issues along the road, some can be dealt with quite quickly, for others we will have to bid for funding against other schemes. There are three main problems:

1. Traffic speeding dangerously
2. Heavy lorries in excess of the weight restriction
3. Buses speeding in the middle of the night as they return to the bus garage.



Residents have expressed concern about the impact of heavy traffic on the fabric of their houses. They reported that the traffic causes vibrations and they showed us photographs of cracks in the walls.

The situation is made worse by confusing road signs, inadequate crossing facilities and poor sight lines at junctions. We have walked the road looking at specific problems and discussed them with the Council's traffic engineer and would welcome your feedback on whether we have identified the problems correctly and whether the solutions being developed would be supported. **MORE INSIDE**



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Heavy Lorries

There are actually two lorry bans in force. The sign at the by-pass end of Collingwood Road is a 16.5T weight limit. It applies during the night, on Sat afternoons and Sundays. This is part of a London wide scheme.

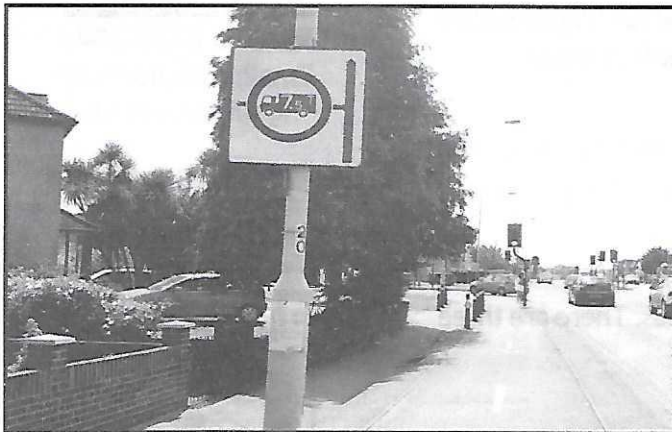
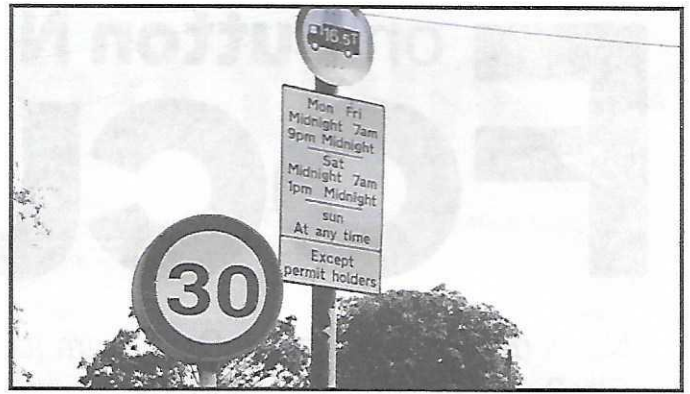
In addition there is a local 7.5T weight restriction also in force along Collingwood Road and the surrounding area. Essentially, it is effective within the area bounded by the A217, A232, St Nicholas Way, High St, Angel Hill and Rose Hill. This weight restriction is at any time. The sign for it is on the by pass just north of Collingwood Road (which is not very obvious to lorries turning in to Collingwood Road).

An easy way to tell the difference between a lorry under and over 7.5T is that anything with three axles would be over 7.5T.

So no lorries with three axles should be using Collingwood Road, and we will put up new 7.5T signs as soon as we can. In the meantime it would be good if residents could keep a note of any three axle vehicles using the road, noting the name of the company, the date and time and if possible the registration number. The Police advise that they will not enforce the lorry ban until the signs have been made clearer. In the meantime, we are prepared to contact companies and ensure they are aware of the ban. We have already been in touch with Sainsbury's, who have

confirmed that their vehicles should not be using the road and will ensure their drivers are aware of this.

Buses are exempt from heavy vehicle bans but should observe the 20mph speed limit. Data from TfL show that buses returning to the garage between midnight and 2am (about 20 a night) are often travelling between 20 and 30 mph. Residents tell us that the vibrations keep them awake. Sutton bus garage have told drivers that they must observe the 20mph limit. We have asked the police to conduct a speed check between 12 midnight and 2am, so that any speeding buses can be followed up.



Junctions of Anton Crescent with Collingwood Road

There are a number of concerns at the by pass end: whether the bollard crossing is safe; and whether parents have enough room to wait in Anton Crescent. Also there is concern that the two way road in Anton Crescent narrows the available pavement.

Options here might include remodelling the pavement in Collingwood Road and making this stretch of Anton Crescent one way (and widening the pavement). We will ask officers to look at options. These will need to be subject to consultation, and if they are to go forward will need to be part of the plan for which we will need funding.

At the Sutton end of Anton Crescent there is concern whether the pavement is wide enough. Also the bollards in Collingwood Road are on the far side (by pass side) and would not be used by parents coming down from central Sutton. We will look at moving these.

School crossing patrol in Collingwood Road

We have followed up the possibility of a school crossing patrol in Collingwood Road, and passed details on how to get started on this to the school, though recruitment difficulties have led to vacant patrols in Sutton at present.

If the school wishes to pursue it, then the Council would need to undertake some surveys and a safety assessment.