

Committee: Cabinet Member Report

Date: 17 March 2021

Agenda item: N/A

Wards: Raynes Park & Village

Subject: Proposed Low Traffic Neighbourhood (LTN) Informal consultation
Raynes Park Area

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

Lead member: Councillor Martin Whelton, Cabinet Member for Housing, Regeneration and the Climate Emergency

Forward Plan reference number: N/A

Contact Officer: James Geeson, email: james.geeson@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

A) Notes the results of the informal consultation carried out between 28th January and 28th February 2021 on the proposals, as shown in the Newsletter in Appendix 1, to introduce linked LTNs aimed at removing rat running and to encourage safer walking and cycling within the Raynes Park area.

The proposed measures include:

- No-Left turn from Coombe Lane into Cambridge Road.
- No-Right turn from Cambridge Rd into Coombe Lane.
- Modal Filter: No-Entry into Avenue Road from Coombe Lane and No-Entry into Coombe Lane from Avenue Road.

B) Agrees to abandon the proposed measures in light of the local community's response to the informal consultation.

C) 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 informal consultation carried on the Council's proposals to introduce linked LTNs aimed at removing rat running and improve the general environment.

1.2 It seeks approval to abandon the proposed measures.

2. DETAILS

- 2.1 In response to a green recovery, DfT / TfL provided funding (subject to a bid process) to boroughs to consider, consult and implement LTNs on identified routes. These routes were identified by some residents and / or were previously known to be popular rat runs particularly during the peak periods.
- 2.2 A low traffic neighbourhood (LTN) is considered within a residential area, bordered by main roads (places where buses, lorries, non-local traffic should be), where "through" motor vehicle traffic could be discouraged or removed. Strategic road closures (bollards or planters) or banned movements prevent through traffic whilst maintaining access.
- 2.3 As part of the LTN programme, the Council was successful in its bid to DfT in securing funding to design, consult and implement a series of banned movements, designed to decrease if not remove rat running whilst maintaining access at all times.

3. INFORMAL CONSULTATION

- 3.1 The informal consultation on the proposals to introduce two linked LTNs within the Raynes Park area initially started on 25th January 2021. However, a revision to the newsletter was re-sent to the residents on 28th January 2021 and the consultation period was extended to 28th February 2021.
- 3.2 The consultation area, as shown on the plan in Appendix 2, was agreed with the Ward Councillors.
- 3.3 A total of 1538 properties were consulted via a newsletter posted to all those included within the consultation area. The newsletter detailed the reason for the consultation; the proposed measures, and location plans. A copy of the newsletter with the plan is attached in Appendix 1.
- 3.4 The newsletter included a webpage link on the Council's website that contains further information about the proposals with an online questionnaire (e-form) based on the following questions:
 - To what extent do you agree or disagree that rat-running, (drivers using the road to cut through the area), is a problem on your road?
 - Do you support the following measures to restrict vehicular movement on your local roads?
 1. No-Left turn from Coombe Lane into Cambridge Road.
 2. No-Right turn from Cambridge Rd into Coombe Lane.
 3. Modal Filter: No-Entry into Avenue Road from Coombe Lane and No-Entry into Coombe Lane from Avenue Road.
- 3.5 The consultation resulted in a total of 814 completed questionnaires. This includes properties outside the consultation area. To ensure correct analysis of these results, all blanks; duplicates; multiple returns from single properties have been removed, resulting in 722 returns.
- 3.6 Of the 722 respondents from both within and outside the consultation area, 82.4% do not agree that there is a problem with rat-running, compared to 13.6% who do agree, with 4% who are unsure.

- 3.7 The number of properties within the consultation area is 1538, and 455 residents completed the on line questionnaire representing a response rate of 29.6%. This response rate is considered to be reasonable for this type of informal consultation.
- 3.8 Of those within the consultation area who responded, 85.1% do not agree that there is a problem with rat-running in their road, compared to 12.7% who do agree there is a problem, and 2.2 % are unsure.
- 3.9 As shown in table 1 below, the results show that the majority of those who responded, do not feel that there is rat-running problem in the area and do not support the proposed measures.

Table 1:

| | Do you support the following measures to restrict vehicular movement on your local roads? (No-Left turn from Coombe Lane into Cambridge Road) | Do you support the following measures to restrict vehicular movement on your local roads? (No-Right turn from Cambridge Rd into Coombe Lane) | Do you support the following measures to restrict vehicular movement on your local roads? (Modal Filter: No-Entry into Avenue Road from Coombe Lane and No-Entry into Coombe Lane from Avenue Road) |
|----------|---|--|---|
| Agree | 40 (8.8%) | 39 (8.6%) | 71 (15.6) |
| Disagree | 411 (90.3%) | 413 (90.8%) | 343 (75.4%) |
| Unsure | 4 (0.9%) | 3 (0.7%) | 41 (9%) |

A detailed breakdown of these results on a road-by-road basis is attached in Appendix 3.

- 3.10 The most common theme from the comments received on the proposals is that the proposed measures will displace traffic into the surrounding roads, increasing traffic congestion and creating longer journeys with a negative impact on air quality.
- 3.11 The list of comments received from the general area are detailed in Appendix 4. Comments from residents beyond this area have been excluded for the purpose of this analysis, but have been acknowledged.
- 3.12 The local Ward Councillors have been fully engaged during the consultation process. The results of the consultation and officer's recommendations were presented to the Ward Councillors prior to preparing this report. Comments received from the ward Councillors, are detailed in Appendix 5.

4. OFFICER'S RECOMMENDATION

- 4.1 Based on the feedback received during the informal consultation and the lack of support for the proposed measures, it is recommended that the proposals are not progressed.

5. ALTERNATIVE OPTIONS

- 5.1 To proceed with the next stage which is a statutory consultation. This, however, would be contrary to the overwhelming objections received thus far and it is extremely unlikely that there would be a change in opinion during the statutory consultation.
- 5.2 To implement the proposed measures under an Experimental Order to allow residents to experience the proposals before making an informed judgement. This however, would be contrary to the overwhelming objections received thus far and will result in loss of confidence in

the Council and its established consultation process.

6. TIMETABLE

- 6.1 A newsletter detailing the results of the informal consultation and Cabinet Member decision will be distributed to all the consultees soon after a Cabinet Member decision is made.

7. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 7.1 The cost of design and consultation are covered by the LSP funding provided by DfT during T2 phase.

8. LEGAL AND STATUTORY IMPLICATIONS

- 8.1 The Traffic Management Orders 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.
- 8.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

9. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 9.1 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.
- 9.2 The design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses without any prejudice toward charitable and religious facilities.
- 9.3 The needs of commuters are given consideration but generally carry less weight than those of residents and local businesses.
- 9.4 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

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 N/A

11. RISK MANAGEMENT IMPLICATIONS

- 11.1 The risk of not acting in line with the majority feedback received would lead to a high level of objections, dissatisfaction and loss of confidence in the Council.

12. ENVIRONMENTAL IMPLICATIONS

12.1 N/A

13. APPENDICES

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

- Appendix 1** - Informal Newsletter and plan
- Appendix 2** - Consultation area plan
- Appendix 3** - Results of consultation road-by-road
- Appendix 4** - Consultation Comments
- Appendix 5** - Councillors' Comments

LOW TRAFFIC NEIGHBOURHOOD (LTN)

RAYNES PARK AREA – INFORMAL CONSULTATION

Issue: 28th January 2021 (Revised Version)



PLEASE NOTE

This is a revised document with an extension to the consultation period

Proposal

As part of Merton's LTN programme, we have been successful in obtaining funding for the introduction of a LTN, aimed at removing through traffic (rat running). Quieter streets are safer and encourage walking and cycling within your neighbourhood. Promoting active travel and safer streets are part of the Council's response to the Climate Emergency.

The proposals include the following measures:

- No-Left turn from Coombe Lane into Cambridge Road.
- No-Right turn from Cambridge Rd into Coombe Lane.
- Modal Filter: No-Entry into Avenue Road from Coombe Lane and No-Entry into Coombe Lane from Avenue Road.

An Automatic Number Plate Recognition (ANPR) camera will enforce the proposed measures. Access for the emergency services, authorised service vehicles and cycles will not be affected. Please see plan overleaf.

LET US KNOW YOUR VIEWS

Consultation

To determine the level of support, we are undertaking an informal consultation between **28th January and 28th February 2021**. The decision on whether or not to proceed with the next step, which would involve a statutory consultation on the proposals, will be subject to the responses received during this consultation. We would ask that you submit your questionnaire online using this link by no later than **28th February 2021**.

<https://www.merton.gov.uk/streets-parking-transport/traffic-management/low-traffic-neighbourhoods>

If you are unable to complete the questionnaire online and require a paper copy, please contact Traffic & Highways on 020 8545 3700, providing your full mailing address and quoting *LTN-Raynes Park*.

Please note - only one vote per address

We regret that due to the number of responses we receive during an informal consultation, it will not be possible to reply to each respondent. We welcome your comments on this proposal, which will be noted and included within the proposed measures where appropriate.

WHAT HAPPENS NEXT

The results of the consultation along with officers' recommendations, will be shared with all Ward Councillors and presented to the Cabinet Member for Adult Social Care and Public Health and the Cabinet Member for Regeneration, Housing and Climate Change for a decision. Once a decision is made you will be informed accordingly.

Based on this consultation feedback, the Council may consider the following:

- To Proceed to a 21 day statutory consultation prior to possible implementation.
- To Implement the proposal under an Experimental Traffic Management Order.
 - *This allows the Council to implement the restrictions during the statutory consultation period.*
 - *It allows the Council to assess and monitor the restriction and its impact.*
 - *It will enable residents and other road users to experience the restrictions thereby allowing them to make informed comments during the first 6 months of the statutory consultation after implementation. At the end of the Experimental Traffic Management Order, depending on the feedback received, the Council may choose to abandon the scheme, modify it or to make it permanent.*
- To abandon the scheme.

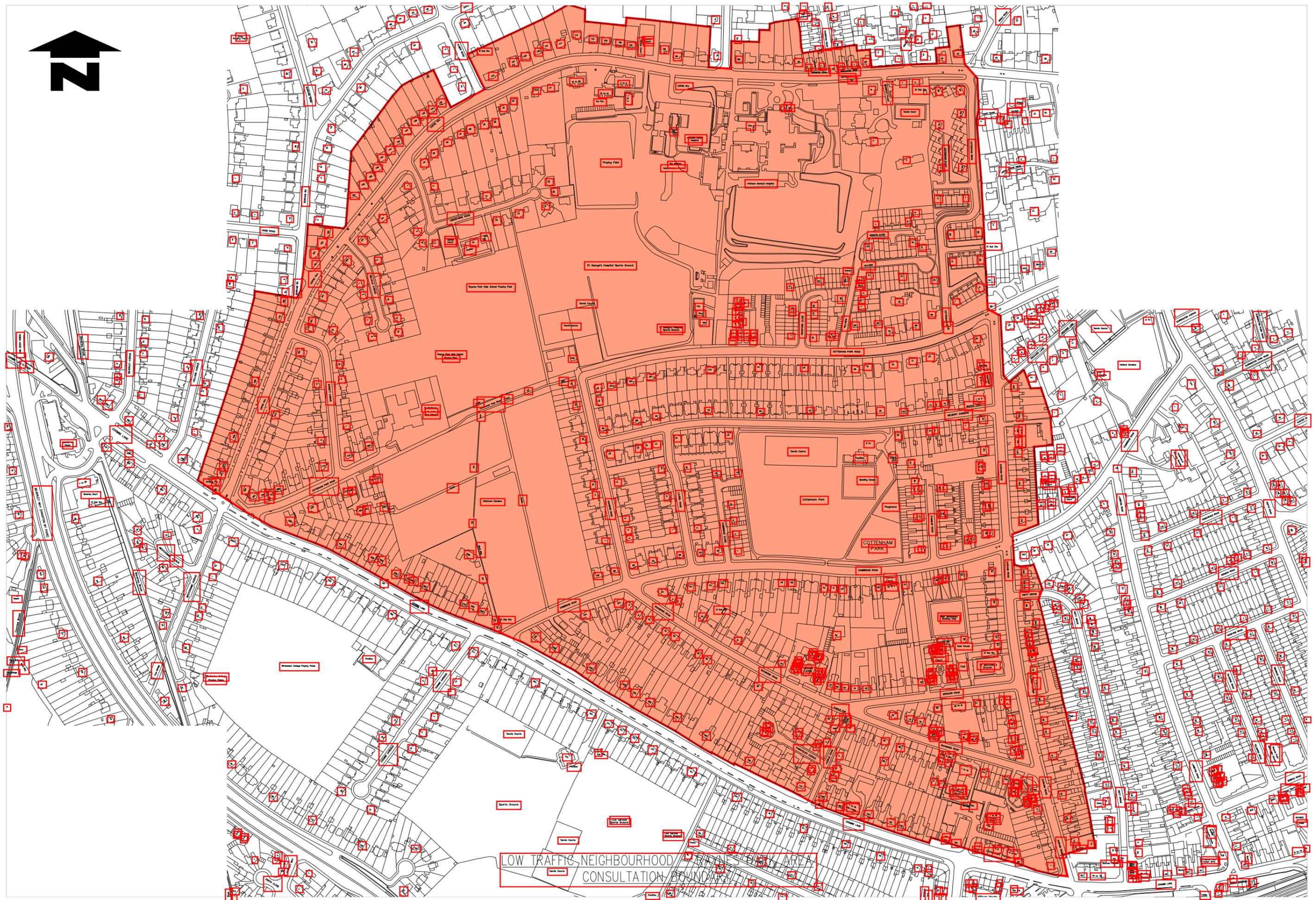
For all updates and additional information, please refer to the website.

<https://www.merton.gov.uk/streets-parking-transport/covid-19-transport-projects>

RAYNES PARK & VILLAGE COUNCILLORS

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

| | | | |
|--|--|--------------------|--|
| Cllr Adam Bush | adam.bush@merton.gov.uk | Cllr Thomas Barlow | thomas.barlow@merton.gov.uk |
| Cllr Omar Bush | omar.bush@merton.gov.uk | Cllr Andrew Howard | andrew.howard@merton.gov.uk |
| Cllr Stephen Crowe | stephen.crowe@merton.gov.uk | Cllr Najeeb Latif | najeeb.latif@merton.gov.uk |
| Cllr Rebecca Lanning - Cabinet Member for Adult Social Care and Public Health. rebecca.lanning@merton.gov.uk | | | |
| Cllr Martin Whelton - Cabinet Member for Regeneration, Housing & the Climate Emergency. martin.whelton@merton.gov.uk | | | |



LOW TRAFFIC NEIGHBOURHOOD CONSULTATION BOUNDARY

LTN - RAYNES PARK AREA - CONSULTATION RESULTS - WITHIN NEWSLETTER POSTAL AREA

| | Q4 - To what extent do you agree or disagree that rat-running, drivers using the road to cut through the area, is a problem on your road? | | | | Q5.1 - Do you support the following measures to restrict vehicular movement on your local roads? (No-Left turn from Coombe Lane into Cambridge Road) | | | | | | Q5.2 - Do you support the following measures to restrict vehicular movement on your local roads? (No-Right turn from Cambridge Rd into Coombe Lane) | | | | | | Q5.3 - Do you support the following measures to restrict vehicular movement on your local roads? (Modal Filter: No-Entry into Avenue Road from Coombe Lane and No-Entry into Coombe Lane from Avenue Road) | | | | | | | | | | |
|---------------------------|---|------------|--------------|-----------|---|------------|--------------|-----------|-------------|-----------|--|------------|--------------|----------|-------------|-----------|---|------------|--------------|----------|-------------|-----------|--------------|------------|--------------|-----------|-------------|
| | No. Prop | Total Resp | Resp Rate | Agree | | Disagree | | Unsure | | Yes | | No | | Unsure | | Yes | | No | | Unsure | | Yes | | No | | Unsure | |
| Atkinson Close | 81 | 0 | 0.0% | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! |
| Avenue Road | 6 | 2 | 33.3% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% |
| Burdett Road | 18 | 5 | 27.8% | 0 | 0.0% | 5 | 100.0% | 0 | 0.0% | 0 | 0.0% | 5 | 100.0% | 0 | 0.0% | 0 | 0.0% | 5 | 100.0% | 0 | 0.0% | 1 | 20.0% | 3 | 60.0% | 1 | 20.0% |
| Cambridge Close | 16 | 10 | 62.5% | 1 | 10.0% | 8 | 80.0% | 1 | 10.0% | 1 | 10.0% | 9 | 90.0% | 0 | 0.0% | 1 | 10.0% | 9 | 90.0% | 0 | 0.0% | 1 | 10.0% | 9 | 90.0% | 0 | 0.0% |
| Cambridge Road | 98 | 56 | 57.1% | 27 | 48.2% | 29 | 51.8% | 0 | 0.0% | 21 | 37.5% | 34 | 60.7% | 1 | 1.8% | 19 | 33.9% | 37 | 66.1% | 0 | 0.0% | 23 | 41.1% | 28 | 50.0% | 5 | 8.9% |
| Coombe Lane | 184 | 49 | 26.6% | 2 | 4.1% | 46 | 93.9% | 1 | 2.0% | 1 | 2.0% | 47 | 95.9% | 1 | 2.0% | 3 | 6.1% | 46 | 93.9% | 0 | 0.0% | 4 | 8.2% | 42 | 85.7% | 3 | 6.1% |
| Copse Hill | 111 | 32 | 28.8% | 1 | 3.1% | 31 | 96.9% | 0 | 0.0% | 0 | 0.0% | 32 | 100.0% | 0 | 0.0% | 0 | 0.0% | 32 | 100.0% | 0 | 0.0% | 0 | 0.0% | 29 | 90.6% | 3 | 9.4% |
| Cottenham Drive | 27 | 2 | 7.4% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% | 0 | 0.0% | 2 | 100.0% | 0 | 0.0% |
| Cottenham Park Road | 71 | 40 | 56.3% | 1 | 2.5% | 39 | 97.5% | 0 | 0.0% | 0 | 0.0% | 40 | 100.0% | 0 | 0.0% | 0 | 0.0% | 40 | 100.0% | 0 | 0.0% | 3 | 7.5% | 34 | 85.0% | 3 | 7.5% |
| Cottenham Place | 11 | 2 | 18.2% | 1 | 50.0% | 1 | 50.0% | 0 | 0.0% | 1 | 50.0% | 1 | 50.0% | 0 | 0.0% | 1 | 50.0% | 1 | 50.0% | 0 | 0.0% | 1 | 50.0% | 1 | 50.0% | 0 | 0.0% |
| Cranford Close | 31 | 7 | 22.6% | 1 | 14.3% | 6 | 85.7% | 0 | 0.0% | 0 | 0.0% | 7 | 100.0% | 0 | 0.0% | 0 | 0.0% | 7 | 100.0% | 0 | 0.0% | 0 | 0.0% | 5 | 71.4% | 2 | 28.6% |
| Durham Road | 246 | 54 | 22.0% | 6 | 11.1% | 43 | 79.6% | 5 | 9.3% | 5 | 9.3% | 48 | 88.9% | 1 | 1.9% | 4 | 7.4% | 48 | 88.9% | 2 | 3.7% | 11 | 20.4% | 38 | 70.4% | 5 | 9.3% |
| Heights Close & Hill View | 50 | 22 | 44.0% | 0 | 0.0% | 21 | 95.5% | 1 | 4.5% | 0 | 0.0% | 22 | 100.0% | 0 | 0.0% | 0 | 0.0% | 22 | 100.0% | 0 | 0.0% | 2 | 9.1% | 17 | 77.3% | 3 | 13.6% |
| Laurel Road | 39 | 12 | 30.8% | 1 | 8.3% | 11 | 91.7% | 0 | 0.0% | 1 | 8.3% | 11 | 91.7% | 0 | 0.0% | 1 | 8.3% | 11 | 91.7% | 0 | 0.0% | 1 | 8.3% | 10 | 83.3% | 1 | 8.3% |
| Lindisfarne Road | 28 | 10 | 35.7% | 0 | 0.0% | 10 | 100.0% | 0 | 0.0% | 0 | 0.0% | 10 | 100.0% | 0 | 0.0% | 1 | 10.0% | 9 | 90.0% | 0 | 0.0% | 2 | 20.0% | 7 | 70.0% | 1 | 10.0% |
| Melbury Gardens | 122 | 33 | 27.0% | 0 | 0.0% | 31 | 93.9% | 2 | 6.1% | 0 | 0.0% | 33 | 100.0% | 0 | 0.0% | 1 | 3.0% | 32 | 97.0% | 0 | 0.0% | 5 | 15.2% | 24 | 72.7% | 4 | 12.1% |
| Melville Avenue | 13 | 0 | 0.0% | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! | 0 | #DIV/0! |
| Oakwood Road | 49 | 21 | 42.9% | 0 | 0.0% | 21 | 100.0% | 0 | 0.0% | 0 | 0.0% | 21 | 100.0% | 0 | 0.0% | 0 | 0.0% | 21 | 100.0% | 0 | 0.0% | 1 | 4.8% | 17 | 81.0% | 3 | 14.3% |
| Panmuir Road | 58 | 13 | 22.4% | 0 | 0.0% | 13 | 100.0% | 0 | 0.0% | 0 | 0.0% | 13 | 100.0% | 0 | 0.0% | 0 | 0.0% | 13 | 100.0% | 0 | 0.0% | 0 | 0.0% | 11 | 84.6% | 2 | 15.4% |
| Parkfield Avenue | 28 | 8 | 28.6% | 3 | 37.5% | 5 | 62.5% | 0 | 0.0% | 3 | 37.5% | 5 | 62.5% | 0 | 0.0% | 3 | 37.5% | 5 | 62.5% | 0 | 0.0% | 2 | 25.0% | 5 | 62.5% | 1 | 12.5% |
| Prospect Place | 8 | 1 | 12.5% | 0 | 0.0% | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% | 1 | 100.0% | 0 | 0.0% | 0 | 0.0% | 1 | 100.0% | 0 | 0.0% |
| Richmond Road | 158 | 58 | 36.7% | 11 | 19.0% | 47 | 81.0% | 0 | 0.0% | 4 | 6.9% | 53 | 91.4% | 1 | 1.7% | 2 | 3.4% | 55 | 94.8% | 1 | 1.7% | 11 | 19.0% | 45 | 77.6% | 2 | 3.4% |
| Spencer Road | 85 | 18 | 21.2% | 3 | 16.7% | 15 | 83.3% | 0 | 0.0% | 3 | 16.7% | 15 | 83.3% | 0 | 0.0% | 3 | 16.7% | 15 | 83.3% | 0 | 0.0% | 3 | 16.7% | 13 | 72.2% | 2 | 11.1% |
| TOTALS | 1538 | 455 | 29.6% | 58 | 12.7% | 387 | 85.1% | 10 | 2.2% | 40 | 8.8% | 411 | 90.3% | 4 | 0.9% | 39 | 8.6% | 413 | 90.8% | 3 | 0.7% | 71 | 15.6% | 343 | 75.4% | 41 | 9.0% |

| Road Name | Your views - 4 To what extent do you agree or disagree that rat-running is a problem on Cambridge Road and Avenue Road? | Your views - 5.1 Support for LTN - No- Left turn from Coombe Lane into Cambridge Road | Your views - 5.2 Support for LTN - No- Right turn from Cambridge Rd into Coombe Lane | Your views - 5.3 Support for LTN - Modal Filter: No-Entry into Avenue Road from Coombe Lane and No-Entry into Coombe Lane from | Your views - 6 Comments or representations |
|----------------|---|---|--|--|---|
| Atkinson Close | Disagree | No | No | No | The link given in the letter is first and foremost incorrect. The plans suggested will create further chaos on smaller roads/ traffic along roads that are not specified on the map. Residents will have to adapt to the changes quickly in order to not get fined by the ANPR which is to be put in place creating further annoyance and resentment of the scheme. I believe this proposal should not go ahead. Best, Y |
| Avenue Road | Strongly disagree | No | No | No | Except for a little while at rush hour, Cambridge Rd shares the through traffic with Copse Hill which already has traffic calming measures. Both are residential Roads and this is important. None were designed as main roads. Avenue Road does not have a traffic problem at all. With these measures, traffic would be pushed onto Durham Road, Copse Hill and Pepys Road, causing difficulties in these roads. This whole area is very quiet and easy for old people and children to walk around. All of these roads are residential roads, and it smacks of NIMBYism to say that we should push the traffic onto Copse Hill and Durham road. Introducing the 20 mile an hour speed limit is enough I think. As people get used to it, and adhere to the speed limit, I feel that this is sufficient, (even though in fact the pollution is worse at that speed). |
| Avenue Road | Strongly disagree | No | No | No | 1. The would appear to be fixing a problem that doesn't exist. 2. If implemented it would be major inconvenience for those living in the area because all roads for me at least we lead to Durham road which is at peak times difficult to get out of into coombe lane when turning right especially. 3. Most times Cambridge road is not busy and is bigger than most all of the roads in Raynes Park. Forcing traffic into even smaller roads in not a good idea. |
| Burdett Avenue | Strongly disagree | No | No | No | I use Cambridge Road to go to the park or to the allotments, there is hardly any traffic on this road, By implementing this change I will have to drive all the way to Raynes Park and back again just to get to the park it is madness what you are trying to do. Every change the council do causes the residents more problems, you are not solving anything. Even controlled parking before that was implemented there was no problems with parking until you did this and the only people that benefit is the council by the rip off charges that you make, now we have to put up with zip cars parking everywhere which I'm sure brings in more money for the council. Why don't you just leave things as they are and stop interfering. |
| Burdett Avenue | Strongly disagree | No | No | Unsure | Cambridge Rd. is a key distributor road into the area which enables access with the minimum traffic to e.g. Hollymount School, Lambton Rd. Medical Practice, Waitrose via Amity Grove, Allotments, and access for the ambulance service. Without this all journeys would be more circuitous and increase traffic on Copse Hill and the Durham Rd. box junction, while increasing net vehicle movement through the designated area. |
| Coombe Lane | Strongly disagree | No | No | No | The proposals will only impair our amenity of our local area and do nothing but add to the potential grid lock in Coombe Lane making our access to schools and parks and the local amenities more difficult whilst preventing our freedom of movement and making our immediate road more dangerous and congested. As parents of a small child this is a disastrous proposal and we strongly object. |

| | | | | | |
|-----------------|-------------------|----|----|----|---|
| Coombe Lane | Strongly disagree | No | No | No | This is one of the most ridiculous proposals I have seen. There are no huge traffic numbers using Avenue Road or Cambridge Avenue and your proposals will actually increase the risk of harm to my young family. I walk my daughter to nursery every day down Avenue Road and I rarely encounter any traffic on these trips. The idea that this is being used as a rat-run is crazy. Please think again. This is complete overkill. |
| Burdett Avenue | Strongly disagree | No | No | No | I believe that if these proposals are passed it will leave a massive backup of traffic on Copse Hill going towards the village (which is bad as it is) and also a massive backup of traffic in Raynes Park and Durham Road. The proposal seems to be creating a problem that doesn't exist at the moment. |
| Coombe Lane | Strongly disagree | No | No | No | We live on Coombe Lane which is already a very busy road and often gets congested with buses, lorries and other vehicles and is very noisy. The current proposal will divert more traffic onto Coombe Lane, which will exacerbate the problem which already exist on this road, by simply moving the traffic from Cambridge and Avenue Road to another local road. The proposed measures will also lead to an increase in traffic in the centre of Raynes Park itself and the one-way system, which struggles at the best of times to manage the build up of traffic. Based on the current proposal, I would also have thought there would be a substantial increase in the traffic on Durham Road and Richmond Road. Increasing the traffic on these roads does not 'solve' the traffic problem for the residents of Raynes Park generally. The more roads are open and accessible, the more any traffic can spread out and there is less congestion overall. Where we live, we use Cambridge Road and Avenue Road a lot - not as a 'rat run' but for driving around the local area to take our children to clubs, friends etc. They are important access roads for local residents, especially when Coombe Lane is congested or there are road works (as happens very regularly). Finally, I do not agree that these are 'rat runs'. I have not seen cars speeding along these roads dangerously. I do however, know of many local people who use these roads sensibly and for whom it's important that they stay accessible. |
| Coombe Lane | Strongly disagree | No | No | No | This scheme is a terrible idea. I live locally, and I do not see a traffic problem; the residential roads behind Coombe Lane (Cambridge Road, Avenue Road, Richmond Road, etc.) are lightly used. This scheme, if implemented, would create unnecessary trouble for local residents. It would antagonise us, with no clear benefit. |
| Coombe Lane | Strongly disagree | No | No | No | Any of these restrictions will cause untold traffic in other areas as will just shift the traffic on. I use all of these accesses regularly and it will supremely irritate me not to be able to have the access that I do now. They do not cause a clog up or a danger to anyone at present and are best left alone |
| Burdett Avenue | Strongly disagree | No | No | No | Cambridge Road is not a rat-run, and traffic would typically use Copse Hill or Combe Lane. Cambridge Road is a local road used by local people, to access local amenities. The proposed amendments would disproportionately push traffic onto other residential roads, affecting a greater number of households. |
| Cambridge Close | Disagree | No | No | No | My property is adjacent to Cambridge Road. I do not regard Cambridge Road as a rat-run from Coombe Lane or v.v. I would certainly compliment your scheme IF it was necessary.As a result of your proposal a bottleneck will occur in Durham Road when local residents attempt to turn right into Coombes Lane.I am not at all affected by excess traffic flow in Cambridge Road and see no reason why your proposal should proceed. |
| Coombe Lane | Strongly agree | No | No | No | I strongly object to this proposal due to the following: Cambridge Road is too wide to become a 'rat run' & allows access to many residential homes in this area. This will also divert more traffic along Coombe Lane up to the traffic lights where cars stand idle causing more pollution If you reside in Parkfield Avenue or Avenue Road you will have to get there via Durham Road which is already a 'RAT RUN'. I think the council should look at traffic calming proposals for Coombe Lane as this road has become more dangerous since the 20 mph speed limit was introduced. |
| Coombe Lane | Strongly disagree | No | No | No | Please do not add to the traffic on Coombe Lane. |

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| Coombe Lane | Strongly disagree | No | No | No | I am a cyclist/commuter so appreciate the thought but preventing access to Cambridge Road in this way makes no sense at all - it is a major residential road in the area and for anyone coming to local primary school like Hollyfield from Kingston would come this way. As a car driver also I know it will completely snarl up Raynes Park high street which is already congested due to 4 traffic lights/pedestrian crossings within a few 100 yards. If you lived in Cambridge Road you would have to go all the way round Raynes Park just to get home if coming from Kingston (which a lot of people would be). If you're worried about cyclists why not improve the cycle lane on Coombe Lane so that the cyclists get off Coombe Lane and onto the cycle path. Many of the faster (mainly male) cyclists won't go on the cycle lanes as it slows them down. If you want to slow down Cambridge road then narrow the access from Cambridge Road slightly as it is very wide so cars do speed around there coming from Kingston A3 direction. |
| Coombe Lane | Strongly disagree | No | No | No | This measure will increase pollution, as cars will have to drive further and also increase congestion. It will not increase cycle usage. |
| Cambridge Close | Strongly disagree | No | No | No | We as a family are strongly opposed to the introduction of these measures. As a working family we need easy access to Coombe Lane (as a major road artery in the area) to get to work, access Kingston Hospital and visit local family. In turn my parents, travel down Coombe Lane on a regular basis to our home to provide childcare support. Coombe Lane provides resistant with a vital connection to the extended local area and the A3, restricting our ability to conveniently access it is completely unjust. The proposals would significantly impact local residents, creating additional journey time and significant inconvenience, for us to get to our own home. This is already a very low traffic area and such restrictive measures are not required. The proposals are trying to solve a problem which does not exist. We have been residents here for over 5 years, with young children, and can confirm Cambridge Road is exceptionally quiet and does not suffer from heavy traffic usage in anyway. The current parking restrictions (1 hour in the middle of the day) work well at preventing people parking here for daily access to Raynes Park station. We are also concerned that restricting access to our property in this way, would impact on the market value of properties in the area. Thank you for the consideration of our objections. |
| Cambridge Close | Strongly disagree | No | No | No | This will significantly impact residents' ability to access and leave area. It will put more pressure in Durham Road and Copse Hill where there is already congestion and school routes. Increased traffic on these roads will make them more dangerous. Cars will try and cut through other smaller roads to get around the proposed no turns, doing u turns on Coombe Lane, cutting through to Raynes Park. The junction at Durham Road/coombe lane is already dangerous turning right. Queuing traffic will increase pollution. |
| Coombe Lane | Strongly disagree | No | No | No | I am frequently on Cambridge Road, walking or driving, and see little evidence of heavy or rat run traffic on it. I believe this measure is unnecessary and will cause significant inconvenience to local residents with minimal benefit to local residents, cyclists and walkers. No exit from Coombe Lane between Copse Hill and Raynes Park will increase what are already major tailbacks to/from the Coombe Lane/Copse Hill roundabout and at Coombe Lane/West Barnes Lane at rush hour, increasing pollution and traffic noise for residents on Coombe Lane and Copse Hill. In general local residents who use Cambridge Road to access other parts of Wimbledon and elsewhere will have more circuitous routes and longer routes and journey times, increasing inconvenience and pollution. Cottenham Park allotment holders will be forced to take longer routes to access the allotments, increasing inconvenience to them and diverting extra traffic onto the very roads this scheme is attempting to protect. I would expect some traffic from A3 going in the Raynes Park direction that would have used Cambridge Road will use Durham Road instead, thus simply diverting any traffic-related issues there |
| Coombe Lane | Agree | Yes | Yes | Yes | I support LTNs in general on principle, and this one in particular. We need to encourage safer streets and reducing emissions. The 20mph speed limit on Coombe lane is good but poorly sign posted and not enforced. |

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| Cambridge Close | Strongly disagree | No | No | No | What evidence do you have that Cambridge Road is a 'Rat Run' as you call it? What qualifies as a 'Rat Run'? I agree that it is a convenient way of going towards Kingston avoiding the centre of Raynes Park which is already a people intensive area in this neighbourhood, dealing with the amount of footfall to the Station and the interchange of bus routes. Cambridge Road is big and wide and well able to cope with the amount of traffic now using it. If you want to calm the traffic flow why don't you put in width restrictions? Why you are messing about with Avenue Road is totally beyond me, I have lived in Richmond Road both to the east and west of Avenue Road over the 15 years from 2000 to 2015 and now in Cambridge Close, if you must do anything put in width restrictions in Richmond Road, that will slow the traffic down. |
| Cambridge Close | Strongly disagree | No | No | No | I am sure why the suggestions were made to deny access at the junction of Cambridge Road and Coombe Lane. Cambridge Road is not a 'rat run' and is not a busy road. The proposals will mean that access to Cambridge Road, Richmond Road and the surrounding roads will have to be via Durham Road. Residents will have to travel along Coombe Lane and come up Durham Road and turn into Cambridge Road or Richmond Road. That will increase traffic along Coombe Lane and Durham Road. Coombe Lane is a through road to Wimbledon and therefore already busy. Durham Road is also a busy road. It is narrow with parked cars on either side. It is also a bottle neck with a kindergarten at the intersection with Coombe Lane. Durham Road is also a bus route and when the buses are travelling along the road it is effectively single lane. I am most definitely against a suggestion that will achieve nothing other than increased traffic in other roads What does need attention is the 20 mph sign at the Coombe Lane end of Cambridge Road. It is so old that it is not picked up by passing cars! |
| Coombe Lane | Strongly disagree | No | No | Yes | Policies must be: Safety, Air & Noise Pollution, General Environment. This proposal is misguided - Cambridge road is low traffic, quiet, wide, minimal road parking, 20 mph speed limit and speed humps on eastern section. If plan introduced residents from local streets have to take longer detours to travel west towards A3 or Kingston hospital and returns. This causes more air/noise pollution. Proposed camera on Coombe Lane just to record cars left turn into Cambridge Road is wrongly spent money - it should be spent on Speed camera for Coombe Lane to enforce 20mph limit. CL is mini race track! This proposal will make it worse. CL should have traffic calming measures like humps or zig zag zones (see Copse Hill) more zebra crossings for safer crossings near bus stops. My family cycles the area, walk Cambridge road every week and use 57 bus regularly. My plug in (semi electric) car use is restricted to longer journeys and electric usage for town mileage. This proposal is ill thought out and a folly just to spend money from central funds. Please do more for Coombe Lane and rebalance the equilibrium for ALL residents. |
| Coombe Lane | Strongly disagree | No | No | No | The (many elderly) residents of the maisonettes bounded by Coombe Lane, Parkfields Avenue and Avenue Road have only on-street parking and use Avenue Road on a daily basis. Stopping turns in to / from Cambridge & Avenue road will impact this greatly as residents would need to drive to Raynes Park (Durham Road) or Cottenham Park Road to even access their own spaces via driving round various roads the back. These are already both traffic hotspots. As I live on the corner of Avenue road, as well as not being able to utilise our parking space conveniently any more I am concerned about the privacy impact of a camera on the corner of the road and would like this clarified. |

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| Coombe Lane | Strongly disagree | No | No | No | As a local resident I often walk down Cambridge Road to go to Cottenham Park. As you have chosen to give us no background information, traffic flow number of vehicles per hour et cetera et cetera the only point I can make is that the road is very lightly used, and the left and right-hand turn restrictions are unnecessary. Prior to 2020 lockdown, throughout 2019 I unfortunately had three medical procedures. To recover I spent three periods of one month each exercising. The exercise was to walk for well over an hour twice a day. As I live across the road from the entrance to Cambridge Road off Coombe Lane, I chose to walk across the road into Cambridge Road up to Pepys Road into Cottenham Park Road down Durham Road and re-join Cambridge Road and then walking round Cottenham Park repeatedly and finally home. On my two daily outings I saw very little traffic movement, hardly any children playing in the middle-of-the-road and one very large articulated vehicle that drove down the road. I did not think of asking the driver to stop and to check if he had made a mistake or he was delivering locally. The proposal is ill thought out and I object to it being enacted even for a trial period. Joe Cory 177 Coombe Ln S., W20 0RG |
| Cambridge Close | Strongly disagree | No | No | No | Dear Sirs, I am furious that this is even being considered: - Cambridge Road is not a busy road and it is not overwhelmed with traffic. I have a young family and if i had thought that Cambridge Road was a busy dangerous narrow road I would be saying so. The speed is currently 20mph which is a sensible measure in any case. - Restricting access at the bottom of Cambridge Road will increase queuing on Durham Road. It will create a bottle neck. It will increase pollution in Raynes Park, which is what this scheme is supposed to be preventing. Durham Road is not only a residential road, it is also a route for people walking to the station, not to mention the nurseries on that road. Has the impact on health been properly considered? - The journey time for residents in the affected area will be much more than " a few minutes" as stated. Particularly once the bottleneck at Durham Road is accurately assessed in a post covid world. - A right turn at the bottom of Cambridge Road is important route to Kingston hospital for those with families driving themselves. Please remember that many are encouraged to use their own car not use ambulances unless absolutely necessary. - I am strongly against this proposal. However i cannot see how any "experimental traffic order" can be assessed until we have more normal road usage. This is unlikely to be achieved for many months, and i would not want the impact on Durham Road assessed if car usage is generally at low levels already. Please reconsider this proposal. Yours faithfully, Stuart Barron BA Hons MA MRICS ACIARB |
| Cambridge Road | Strongly disagree | No | No | No | The proposal is entirely unnecessary as the whole area is already a low traffic neighbourhood which is very little used by through traffic. The left turn from Coombe Lane into Cambridge Road is the natural access point to the area for hundreds of residents, and closing it would send residents on a circuitous route via either Copse Hill or central Raynes Park in order to reach their homes, thus increasing traffic and pollution on other already busy residential roads. The proposal would restrict freedom of movement for local residents and would create inconvenience and problems for hundreds of people. The scheme would create more unwelcome street signs (of which there are already too many) and would require costly monitoring by use of ANPR. If the 20mph speed limit is not being observed, the 'smiley faces' signs are the best (and least costly) way of encouraging people to slow down. As a resident of Cambridge Road, I am surprised not to have received direct communication of this proposal. The consultation area is far too limited to reflect the number of people who would be affected by the scheme, and strangely residents in roads off Copse Hill have been consulted who would not be at all affected by the effective closure of access to and from a major part of West Wimbledon by preventing the left turn into Cambridge Road from Coombe Lane, and the right turn into Coombe Lane at that point. This is a safe junction with good visibility in both directions, and there is no reason to change it. Lorries are already prevented from entering the area at that point by existing signage. Please scrap this senseless proposal, leave the roads as they are, and use any available funds to improve the roads and pavements in this area, many of which are in a terrible state. |

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| Cambridge Road | Agree | No | No | No | Poorly thought out scheme which far from reducing pollution will increase it, because it will create the need to travel further distances to achieve the same ends. It will drastically reduce accessibility for local residents, is a waste of resources and I strongly oppose it. |
| Coombe Lane | Strongly disagree | No | No | Yes | NO LEFT TURN FROM COOMBE LANE INTO CAMBRIDGE ROAD At present people living on coombe Lane who want to go Oakwood Road , Laurel Rd , Melbury Garden , Richmond Road , Spence Road ,Wimbledon Hill / Wimbledon Common turn left in Cambridge Road If left turn from Coombe Lane is stopped , all cars will either have to go Durham road , thus increasing traffic on Coombe Lane or will have to go to Copse Hill round about and then take turn into Copse Hill. In morning hours , this roundabout is extremely busy with traffic coming from Kingston and A3. Adding cars from Coombe Lane will make it worse. People living on Coombe lane and wanting to go to Oakwood Road , Laurel Rd , Melbury Garden , Richmond Road , Spence Road will have to take unnecessary extra journey. At the same time allowing cars to turn right into Cambridge Road will defeat the purpose of restricting cars wanting to turn left into Cambridge Road NO RIGHT TURN FROM CAMBRIDGE ROAD INTO COOMBE LANE This will create lot of inconvenience to people living on Cambridge road who want to go Kingston or want to take A3. They will have to go to Copse Hill or Durham Road , thus increasing traffic on those roads. NO ENTRY INTO AVENUE ROAD FROM COOMBE LANE. This is acceptable as Avenue road is a narrow road and two way traffic can create difficulties. However this is upto residents of Avenue Road , Richmond road and Spencer Road. |
| Coombe Lane | Strongly disagree | No | No | No | Whilst I support the overarching objective of the Council's Climate Emergency, the LTN is no way to go about it. If the Council wants to reduce through traffic & improve the environment with quieter and safer streets, then residents need more incentives and less punishment. For example, the council should instead focus on incentivising people to take public transport and increasing opportunities for charging electric cars. The proposed measures will deepen the divide between wealthier and poorer residents in the area, increasing pollution for those living near main roads (i.e. Coombe Lane). The measures will lead to severe delays in the area, stress, choke points, and is a danger to public safety. It will likely create significant congestion which will increase engine idling and increase fuel consumption, thereby delivering a negative impact on the quality of air. |
| Cambridge Road | Disagree | No | No | Unsure | We (David and Christine Fecci) live at the bottom end of Cambridge Road. Theoretically we would benefit from a reduction in motor traffic passing our door. However....in normal (non-Covid) times we frequently visit Kingston, where our son and his family live. We are both over 80/75, so we drive. Under the proposed scheme, instead of turning right into Coombe Lane (100 yards away) we would have to detour either to the bottom of Durham Road and turn right there (an extra 1.0 miles) or else up to the top of Cottenham Park Road and down the length of Copse Hill (an extra 1.4 miles). Either route would gratuitously increase the traffic and pollution in the Richmond Road/Cottenham Park Road pocket when the intention is to reduce it. This would be a perverse result. We are strongly opposed to this strange scheme. We think the funding available would be better spent on speed bumps in Cambridge Road between the Durham Road and Coombe Lane Junctions. |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | Personally I would have preferred the scheme to go further and close the junction with Coombe Lane, however I think the scheme as it stands will be an improvement on the status quo in a road which has a school, two parks and allotments as well as Nursery in Cottenham Park and another primary school near by and which when we are not in lockdown has become a rat run for cars coming off and going to the A3/Kingston. In normal times there is a constant stream of cars in rush hour and a number of larger lorries and coaches. Elderly people, parents with small children and dog walkers struggle to cross the road to and from the park and the allotments. At a time when the Council has declared a climate emergency with the consequent need to encourage cycling and walking and reduce vehicle traffic, schemes like this need to become more common. |
| Coombe Lane | Strongly disagree | No | No | No | Restricting traffic from Coombe Lane into Cambridge Road and vice versa will add to the already significant flow of traffic in Coombe Lane and as seen lately when the utilities decide to dig up Coombe Lane there would be no prospect of being able to divert elsewhere of which we have suffered 6 such episodes in the past year. |

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| Coombe Lane | Strongly disagree | No | No | No | Totally unnecessary This is the authorities who don't know what to do with tax payer money if they have money to burn put car parking spaces in Coombe Lane outside 170-178 |
| Coombe Lane | Disagree | Unsure | No | No | Living on Coombe Lane with limited parking space outside block of flats between 170 and 184 Coombe Lane, the remaining permitted parking spaces are on Avenue Road. This means returning home from either direction along Coombe Lane would result in significant detour with the proposed changes, should none of the 5 Parking spaces (shared between more then 10 flats) become available (detour via Copse Hill or Durham Road depending on direction of travel) |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | The junction of Cambridge Road with Coombe Lane will need to be amended by moving the kerb to prevent traffic turning left into Cambridge Road from Coombe Lane (A3 direction). How would a camera differentiate between a vehicle turning left or right from Coombe Lane into Cambridge Road, similarly when exiting Cambridge Road? |
| Cambridge Road | Strongly disagree | No | No | No | I live on Cambridge Road, and have done so for 29 years. I am surprised the council considers the road a "rat run" . By comparison Cambridge Road is a quiet road and the traffic flow has not increased over the years. The proposed restrictions would cause more congestion on already busy roads (Durham Road , Copse Hill) |
| Cambridge Road | Strongly disagree | No | No | No | Cambridge Road is a wide, well ventilated, road which is nothing like a rat run. This scheme will not reduce the number of journeys we make. However, it will lengthen them, causing greater risk of accident, congestion and pollution. Our car is a diesel due to following government advice based on earlier "studies" of the kind so well regarded in the council's proposal. As a 74 year old who has never cycled I am unlikely to start now. My wife who does cycle will find it more difficult when exiting Cambridge Road to cross to the Coombe Lane cycle track if there is not a stream of traffic slowing to turn left into Cambridge Road, especially since the recently introduced 20mph speed limit has produced a slow steady stream of traffic with few gaps in it. The traffic around Raynes park station shopping centre is heavy enough without adding to it as this scheme would. From my experience of the Tulse Hill LTN, LTNs are very unpopular with local residents and visitors. |
| Cambridge Road | Strongly disagree | No | No | No | I do not see any real rat run problem in Cambridge Road. If the access to Coombe Lane right hand turn and left hand turn into Cambridge Road is removed, all this will do is shift all local traffic onto Copse Hill or through the centre of Raynes Park, which really cannot be a good result for anyone. This is definitely a non-issue which will make local residents' every day activities more difficult. |
| Cambridge Road | Strongly disagree | No | No | No | I consider the proposed scheme completely unnecessary, inconvenient for local residents and a waste of valuable taxpayers money that could be better spent on other more significant issues. I spent most of my day in Cambridge Road and have not evidenced the kind of problems that the scheme suggests a problem and I would like to see the actual evidence. The proposal talk about generic problems without being specific. I do not consider there is a significant problem and strongly suggest Merton Council rethink this proposal |
| Cambridge Road | Strongly disagree | No | No | No | By restricting vehicular access to Cambridge Road from Coombe Lane and vice versa, and by restricting access to and from the Avenue you will be forcing all residents wanting to travel to Kingston or the A3 to drive through Raynes Park to get to West Barnes Lane, or loop up round to Copse Hill, both of which are already busy routes. Additionally, Durham Road is an important bus route and these proposals will increase traffic along this road, having an impact on journey times. These proposed diversions will add 1-1.4 miles to each and every journey increasing traffic and pollution. I have been a resident of Cambridge Road for 42 years and I've not found there to be an issue with rat running commuter traffic. I believe this proposal is attempting to resolve a problem that doesn't exist and will instead cause significant inconvenience to residents for very little if any gain. |

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| Cambridge Road | Strongly disagree | No | No | No | Object: 1. LTN would lead to more traffic jams, and pollution: proposal would lead to more traffic in Copse Hill, Durham Rd, Raynes Park centre, and surrounding roads. Pollution and noise would increase. CO2 and noise would increase due to more mileage, more bottle-necks & stationary vehicles. People's journey time, petrol consumption and personal expenditure also increase. 2. Durham Rd become stationary, tail-backs both ways: buses pass every 5 minutes & cars parked on both sides, cars already give way to allow buses to pass. Diverting more traffic down Durham would be hazardous, extremely congestive and bring traffic to a stand-still. 3. Sporting Events: potential grid-lock, increased pollution in local roads, increased danger for children. Sporting events are held at Wim College & Old Wim sports fields in Coombe Lane, near Cambridge Rd. Old Wim hosts Old Wim, Donhead school & Wim Warriors rfc. Events up to 4 *a week. Parents park Cambridge, Oakwood, Richmond Rd - most welcome. People driving to sports events would divert to reach the parking causing traffic chaos pollution & noise esp in Richmond, Cambridge (has play park) and Oakwood. 4. Traffic in Cambridge Rd is not a concern in area: there is very little traffic for most of day. What was traffic flow survey date ? 5. Proposal requires installation of cameras. Strongly object to ugly poles and enforcement cameras, due to not fitting in with local scenic area. 6. Potential court case: A number of London councils are being taken to court by local community alliance, re imposition of LTN. Sure Merton does not want to added to the list. 6 Council should spend (our) money on zebra crossings rather than LTN. Z-crossings would make crossing safer, not increase congestion, pollution, peoples' time & money. One on Cambridge Road, near park main entrance, one near Old Wim sports ground, one near Wim Coll sports ground. Also. if LTN imposed (I strongly object) local res should be exempt, to avoid extra c900 miles pa. |
| Cambridge Road | Strongly disagree | No | No | No | We have three school-age children with frequent sporting, cultural and other activities requiring connection to and from Coombe Lane and the A3. The proposal will significantly increase our journey distances and times. Rat-running is not a problem, by volume, in Cambridge Road. Traffic is light and there is rarely, if ever, any delay in accessing Coombe Lane at any time of the day. The only traffic issue is that some drivers break the speed limit. Traffic calming devices and speed cameras would be far more effective at deterring rat-running, and more importantly speeding, than the proposed changes. As parents of school-age children who need to use the right out-left in traffic rights in force today, the proposed ban on right out-left in would add materially to our journeys requiring us to drive down Richmond Road to reach Coombe Lane. Richmond Road is far narrower and congested than Cambridge Road and so the proposal will increase local journeys, increase local pollution and increase congestion at the intersection of Durham Road and Coombe Lane (an already complicated and congested intersection. In short, the proposal addresses a problem which does not exist (high volume rat running) and fails to address one that is real though not unique to Cambridge Road (driving above the speed limit). In addition, the proposal adds to local journey times, congestion and pollution. I oppose the proposal. |
| Cambridge Road | Strongly disagree | No | No | Yes | This is the most ridiculous measure I have seen yet. Copse Hill is a backed up nightmare in the mornings, Durham road is too narrow to support more traffic in the mornings. Pushing traffic further up Cambridge road then down lambton road and into the very narrow Pendarves up Pepys which is usually backed up from the top of Cottesham Park road down past the junction of Pepys and Cambridge in peak hour when schools are in use. I know this because I have to get.to work this way. Cambridge road is one of the widest in the area amd can support its current level of traffic. Put some parking restrictions along the allotments in peak hour instead. This has to be one most ill thought out measure by council. Really sit down and think it out properly. |

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| Cambridge Road | Agree | No | No | No | Despite there being a rat-run issue the proposed measures will create more issues than they will fix. With residents forced to travel to Durham road or Copse hill to gain access to the A3 or Coombe/Kingston, both of which are already too busy. Traffic backs up along Coombe Lane and up Copse Hill every morning (pre-covid), residents in Cambridge Road, Richmond Road, Oakwood road and the surrounds will be forced to travel further than they currently do and sit for longer in traffic, creating more pollution than they do today. There must be a better solution, what about bollards and speed cameras on Cambridge Road? |
| Cambridge Road | Strongly disagree | No | No | No | If the aim of the Council is to decrease traffic, it will not succeed because many will be driving through the same area, mostly smaller roads to access the only 3 or so different exits. This will increase congestion, slow traffic with increase fumes and increase pollution. From our home the alternative travel options would be as follows: If we are driving to Kingston, Roehampton or Putney via A3 or to London • though smaller roads to Durham road – this is a staggered junction involving West Barnes Lane that is also controlled with traffic lights. Though the exit from Durham Road has a Box Junction, right turn is difficult because of the busy Coombe Lane, traffic to and from West Barnes Lane controlled by traffic lights. There will be a build-up of traffic waiting to turn right, also delaying vehicles turning left. Waiting and increased traffic will lead to extra exhaust fumes and congestion. • Alternatively, join the one-way system in Raynes Park before joining Coombe Lane. It might even be tempting to go through Amity Grove to access Coombe Lane. • The third alternative is to use Copse Hill through other roads Oakwood Road, Cottenham Park Road and take short cut through narrow and uphill Cottenham Drive to Copse Hill and turn to join Copse Hill, up to Coombe Lane. Also adds extra miles, • Alternatively, join Copse Hill at junction with Cottenham Park Road at Ridgeway, busy with all school traffic etc • If driving to London to access A3, while a quick drive along Coombe Lane is easier and quicker, alternative is access A3 via Parkside. This means extra drive through the Cottenham Park Area – Cambridge Road, Cottenham Park, up to the round-about with Ridgeway, turn into Goodhayes Road, go past Kings College School and Wimbledon Common. • – all of the above will increase traffic through areas the NTN is actually trying to reduce traffic; it will increase traffic congestion and fumes and environmental pollution. While we appreciate the goals of L |
| Coombe Lane | Strongly disagree | No | No | No | I feel very strongly that these proposed changes should not be introduced. The traffic along these roads, which I use regularly for walking and driving, is minimal and I would have thought the money would be better spent policing the speed limit along Coombe Lane which is rarely abided by. Applying these restrictions would simply move any minor issues further down the road towards both the roundabout at Copse Hill or Durham Road in the other direction - both of which carrying heavy enough traffic already. |

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| Cambridge Road | Strongly disagree | No | No | No | If the aim of the Council is to decrease traffic, it will not succeed because many will be driving through the same area, mostly smaller roads to access the only 3 or so different exits. This will increase congestion, slow traffic with increase fumes and increase pollution. From our home the alternative travel options would be as follows: If we are driving to Kingston, Roehampton or Putney via A3 or to London • though smaller roads to Durham road – this is a staggered junction involving West Barnes Lane that is also controlled with traffic lights. Though the exit from Durham Road has a Box Junction, right turn is difficult because of the busy Coombe Lane, traffic to and from West Barnes Lane controlled by traffic lights. There will be a build-up of traffic waiting to turn right, also delaying vehicles turning left. Waiting and increased traffic will lead to extra exhaust fumes and congestion. • Alternatively, join the one-way system in Raynes Park before joining Coombe Lane. It might even be tempting to go through Amity Grove to access Coombe Lane. • The third alternative is to use Copse Hill through other roads Oakwood Road, Cottenham Park Road and take short cut through narrow and uphill Cottenham Drive to Copse Hill and turn to join Copse Hill, up to Coombe Lane. Also adds extra miles, • Alternatively, join Copse Hill at junction with Cottenham Park Road at Ridgeway, busy with all school traffic etc • If driving to London to access A3, while a quick drive along Coombe Lane is easier and quicker, alternative is access A3 via Parkside. This means extra drive through the Cottenham Park Area – Cambridge Road, Cottenham Park, up to the round-about with Ridgeway, turn into Goodhayes Road, go past Kings College School and Wimbledon Common. • – all of the above will increase traffic through areas the NTN is actually trying to reduce traffic; it will increase traffic congestion and fumes and environmental pollution. While we appreciate the goals of L |
| Cambridge Road | Strongly disagree | No | No | No | Happy to keep things as they are. No changes |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | I would like to strongly support this initiative please. I live close the the corner of Cambridge Road and Coombe Lane and in addition to the increase in traffic volume using Cambridge Road as a cut through, there has also been an increase of van and taxi/uber parking outside the Cambridge Road allotments. More recently there are a number of school buses which use this junction as a pick-up and drop off spot. The combination of these two factors combined has resulted in unwanted congestion, noise and in some cases littering and fly tipping. Cars using Cambridge Road as a cut through often do so in excess of the 20mph speed restriction and are a danger to children (there are parks and a School on Cambridge Road) and pets. As a local resident I realise I will probably be most affected by the new traffic rules however this would be a small sacrifice in my estimation in exchange for the bigger benefit of a more peaceful and safer residential road. This initiative has my full support |

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| Coombe Lane | Strongly disagree | No | No | No | I am a regular walker and driver along all of the roads involved in this proposal. I travel along them at various times of day throughout each day. I have never experienced problems with rat-run cars and no vehicular access has ever impinged on my enjoyment of walking down these roads, either with my family or with my dog. Additionally, I have always found other drivers coming "the other way" to be polite and compliant at giving way where necessary. I entirely disagree with all aspects of these proposals and challenge where the data is to support them. The roads currently provide useful and convenient access to allotments, parks and other facilities locally and, as a regular user of them, I have not noticed any significant or worse issues with rat-runs in those roads that could be alleviated by the introduction of these measures. All the areas in the wider vicinity suffer from commuter traffic, however I think the proposals suggested will only push any potential issues further down the road, towards Durham Road, central Raynes Park and areas of higher congestion (both pedestrian and vehicular). This will potentially increase risk of pedestrian injury by vehicles, especially on corners of Durham Road with Coombe Lane, etc which are already extremely tricky to navigate. It is feasible that people frustrated by the changes will simply race towards/narrower parts of Richmond Road, Cottenham Park, Durham Road, et cetera. The area that you are suggesting needs "safe-guarding" is in fact some of the widest road in the area - and to channel traffic away from it, towards narrower parts of the same road and higher areas of congestion, seems ridiculous and a waste of public funding. Higher priority should be policing/ managing the 20 mph limit on heavy-traffic roads such as Coombe Lane (an average speed check camera perhaps?) and also managing the use of those roads by large skip companies that routinely and relentlessly use them. |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | This is a great idea as Cambridge Road is demonstrably plagued with a high number of speeding drivers. I think the scheme should be complemented with speed tables or other traffic calming measures for cars being driven down Cambridge towards Coombe lane, particularly in the vicinity of the allotments and park. |
| Cambridge Road | Disagree | No | No | No | This scheme would add to traffic on Copse Hill and Durham Road, both of which are residential roads. It would not divert traffic from residential to main roads which is the object of the exercise. |
| Cambridge Road | Strongly disagree | No | No | No | From the A3/Kingston direction on Coombe Lane traffic would be forced through one set of traffic lights (at the Junction with West Barnes Lane) and the first option for residents/visitors would be to turn left into Durham Road, which is already a relatively busy road and bus route lined with parked cars. This would have an impact amongst others on the twice a day vehicle traffic delivering/collecting children from Hollymount School in Cambridge Road as well as all residents whether on bikes or in cars. This worsens traffic flow and increases every journey for residents and visitors and of course increasing numbers of legitimate delivery vehicles. I would suggest that almost all traffic coming from Raynes Park along Coombe Lane towards the A3 that would turn right into Cambridge Road or Avenue Road is intent on parking within or near the proposed LTZ. To prevent this would worsen the journey for those people. I would dispute that the proposed LTZ zone and surrounding areas need in any case to be LTZ and are better served by cameras to monitor the 20mph zones. The part of Cambridge Road within the LTZ is wide and straight and as a frequent user I can say most traffic now moves at speed within the 20 mph limit. The roads, other than Cambridge Road, that are within this proposed LTZ are all lined with residents cars and are areas where it is near impossible to drive quickly or cut through to another area to avoid driving through the centre of Raynes Park with its shops and station. In fact as I write this I cannot understand why this proposal has got as far as this. It should be scrapped altogether. |
| Cambridge Road | Strongly disagree | No | No | No | This scheme will force traffic on to Durham Road, which is narrow, busy with 200 bus and a large nursery, The right turn from Durham Road onto Coombe Lane always has a queue of traffic and turning is often delayed further by traffic turning right onto Durham Road from Coombe Lane. This scheme is badly thought out, and a survey of this junction would confirm this. |

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| Cambridge Road | Strongly disagree | No | No | No | I have been a resident on Cambridge Road for the last 5 years. I travel to Woking each day to work as a Bursar at a school. My partner also works as a teacher at a school in Kingston. We offer a huge amount to our local community and are appalled to hear of the proposed changes to changes to the traffic at the junctions of Cambridge Road and Combe Lane. The traffic around there is already awful in the morning and will only get more terrible with these changes meaning houses are impacted and the local community are detrimentally impacted. These changes are unnecessary and will have an awful impact. Emergency vehicles will be delayed and we will ALL have a huge impact on our currently limited effected lives. This is a terrible proposal. |
| Coombe Lane | Strongly disagree | No | No | Unsure | The roads in question are not busy roads and already have a 20mph speed limit. If the proposal goes ahead it will throw a great increase on CopseHill/Coombe Lane interchange and lead to considerable delays and would encourage drivers to "take a chance" if they want to turn right towards Kingston. Similar comments apply to Durham Road/Coombe Lane. This is a complete waste of money and would seem to be nothing more than a method of raising money through fines |
| | Disagree | No | No | No | This scheme would make currently busy roads, such as that through Raynes Park centre (i.e. past the station), even busier. Much more useful would be to enforce the 20 mph limit on Cambridge Road. The declared failure to do this makes a mockery of the 20 mph scheme. I am against the new proposals. |
| | Strongly disagree | No | No | No | Cambridge Road does NOT have a problem with too much traffic - has there been any traffic surveys to establish how much traffic actually uses Cambridge Road. It will make the Coombe Lane - Copse Hill junction even more congested than it already is - leading to long traffic queues approaching the junction and especially up Copse Hill. Static cars in queues are bad for the environment and local people especially children. Using the term rat run driving is very emotive and clearly intended to portray use of such routes in a negative light. This seems a very biased term!! I am very much against this ill conceived plan. |
| | Strongly disagree | No | No | No | The proposals will merely shift traffic to other busy roads - Durham Road, Pepys Road and Lambton Road, two of which are busy bus routes. |
| | Strongly disagree | No | No | No | Preventing vehicles from accessing Coombe Lane to/from Cambridge Road would only serve to add extra journey time onto individual journeys which would be forced to make a longer round trip while also adding volume of traffic to Coombe Lane, a road that has already been narrowed for bicycle lanes in recent years and has bus routes running along it, adding to more pollution by having traffic sitting in queues for longer. Whenever Coombe Road has road works (several in recent years) the queues are even longer. When the consultation document talks about 2 km being a walkable distance, this doesn't seem to take into consideration those who a) may not be able to walk easily because of injury, disability, age, carrying heavy loads or with children or b) those with all the time in the world to spare. Obesity in children and others is not caused by a lack of exercise as the document appears to say. It is caused by eating foods that cause the body to accumulate fat (predominately processed and high carbohydrate foods) as opposed to those that are converted to an energy source that can be easily accessed by the body. Walking and exercise may well help to develop muscle tone and help lung function, but it does not reduce obesity without food factors first being addressed. |

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| Cambridge Road | Strongly agree | Yes | Yes | Yes | We have lived on Cambridge Road for 15 years and have noticed a significant increase in non-local, through traffic - including commercial vehicles such as lorries, vans and skip wagons -in that time. Despite having (unenforced) weight restriction signage put at the western end of the road, and having had a 20mph (unenforced) limit for a number of years, the amount of speeding traffic continues, particularly, but not exclusively, at rush hour. It seems now that everyone has a satnav, our road is advertised as a handy cut through for motorists coming from and to the A3, and conveniently allows them to skip the traffic lights on the main road through Raynes Park Centre/Coombe Lane. The result is that Cambridge Road is having to accommodate excessive amounts of non-local traffic, bringing with it excessive noise, pollution and hazard. While local residents mostly adhere to the 20mph limit, through traffic generally doesn't, and we're continuously tailgated, flashed and overtaken by commercial vehicles when we drive at 20mph. Cambridge Road is a unique street - a residential side road with parking on both sides, two parks, allotments, two nurseries and a primary school. Hundreds of local families with young children come along the road to Hollymount school and the parks daily. At present it's not safe for children to cycle or cross and difficult for families to navigate. Dozens of elderly residents exercise/walk their dogs in Holland Gardens and Cottenham Park too and it's not easy for them to get across the roads when vehicles are continuously speeding past. In my time here I've witnessed several close shaves involving school children and I'm currently trying to teach my own 9 yo child to cross safely - not easy with lorries and non-residents rat running through. Although this scheme does impact our driving route out of the road slightly, we are willing to adjust our driving habits for the health and safety of the hundreds of children that come along here each day. |
| | Strongly disagree | No | No | No | Hi team, Requesting to please do not apply proposed measures. Please consider the following points. 1- No Entry, Right/left points means residents living on Cambridge road to either take longer route or divert via Copse hill while coming from Kingston. This means more traffic on Coombe lane, Copse hill and Durham and Richmond roads. 2- No left turn to Spencer road and Cambridge road means traffic increasing Richmond, Coombe Ln and Durham roads. 3- Similar with Oakwood road no right turn means people going to allotment at Cambridge road or Coombe lane have to take longer alternatives routes to reach their destinations. In summary, with all these measures they will introduce more traffic flow on roads which are more busy or quitter now. Hence no restrictions to be applied. These restriction will also introduce more journey times, more consumption of fuel and vehicle and road wear and tear. Eventually these restrictions are creating a dent on environments and should be discouraged. Instead money to be spend on improving walkways and cycle paths. At the moment cycle path on Coombe lane is in sorry state (this has to be resurfaced), there is no cycle path on Copse hill, Cambridge road and Durham road (they should be built). These are some points which need to be reviewed and reconsidered to improve walking and cycling facilities instead of creating more trouble of residents in area and creating harm to environment. |
| Cambridge Road | Strongly disagree | No | No | Unsure | I am a resident on Cambridge road and am often out and about in the neighbourhood, I bike to work every day also. However I feel the road is extremely quiet anyhow, even before the lockdown measures. Creating a cut off from Cambridge road & Coombe lane I feel would only make other surrounding roads busier while at the same time attempting to reduce car traffic through a road which doesn't really require it. |
| | Strongly disagree | No | No | No | Please goto Tooting and Park Lane in Mayfair and speak to the black cabs, they will tell you what a disaster the ltn have been. The build up of traffic waiting at the traffic lights is increasing pollution, which means this system is flawed. |
| Cambridge Road | Agree | Yes | Yes | Yes | Whilst I support the concept of limiting Rat Runs, as a Resident of Cambridge Road I would still wish to access Cambridge Road from Coombe Lane and also turn right from Cambridge Road into Coombe Lane - therefore any restrictions should only apply to Non-Residents Vehicles. Residents should still be permitted access and the area should be camera controlled. |

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| | Disagree | No | No | No | I am a local resident and Cambridge Road is very close to where I live. I use it consistently for access to the A3 and for journeys to Kingston. If you block it off as you propose, you will force even more traffic down Copse Hill, Durham or Pepys Road which already suffer from congestion. It will cause a great deal of inconvenience to local residents forcing us to detour via the routes mentioned above. Speed cameras and/or more speed bumps would be a more effective solution without the inconvenience to other residents in the area. |
| | Strongly disagree | No | No | No | In normal times there are no issues with rat runs in the area and adding this camera is another to TAX local people. By adding these restrictions it will make people think twice about moving to Raynes park or doing business in the local area further disabling local business. Also If you add the camera it will also add to journey times and increase car population when picking up local kids from cubs and beavers in Wimbledon 19th scout den and local school runs undoing any past environment work. Please spend this money in local schools that have been hard hit by government spending cuts. Regards Sean |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | Our support of the scheme is particularly so that access to the park for children is safer. We would want any changes to be monitored to ensure that the objective of reducing traffic and increasing safety are met and to ensure that there are no unintended consequences to the changes. |
| Cambridge Road | Strongly disagree | No | No | Unsure | The Cambridge Road junction with Coombe Lane is not busy with traffic It is not a road with a high density of pedestrians - one side of the road is allotments. This junction is mainly for traffic heading to/returning from the A3. If one cannot travel this way we will be obliged to use Durham Road which is already often congested at the junction with Coombe Lane. Buses also use this road. There are far more pedestrians walking to the shops in Durham Road and they will be affected by extra pollution. There are also childrens' nurseries in Durham Road. I am amazed that anyone would think that this proposal is a good idea. It is bound to create far more problems for the Rayne's Park Area rather than help in any way shape or form. Please do not implement this scheme, please think it through properly. |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | Cambridge Road is only 1km long. Situated on it are 2 parks and 1 school. It provides no direct route to the village for people driving from the East or West and it provides no direct route to Raynes Park / Wimbledon from people driving East or West. It is used as a rat run for people trying to avoid the centre of RP or for people trying to cut through to the Ridgeway. It is used by commercial vehicles and people on the school run. It is a perfect site for an LTN and would transfer the area and give people the option of walking or cycling rather than simply getting in the car. It should also cause minimal inconvenience to residents. |

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| | Strongly disagree | No | No | No | I am strongly against all LTN controls in Raynes Park, I do not think they are justified & would have a negative impact on traffic in the rest of Raynes Park, causing more congestion and pollution, the opposite of what you are trying to achieve for residents. I do not live within the immediate roads adjacent to the LTN, but am close on Pepys Road(& prior to this lived on Durham Road close to junction with Cambridge Road). I have lived in Raynes Park for 20 years & both my children were born & are growing up here. I am a regular user of Cambridge Road, on foot, bike & by car. I don't see any requirement or meaningful demand for measures to be introduced, especially on Cambridge Road. I can't see any evidence to confirm any route is excessively used as a 'rat run' and it certainly doesn't resonate with my experience & would like to see this information published prior to any decision. Cambridge Road is a feeder road primarily to connect the residents of the Cottenham Park area, both on and close to Cambridge Road, to the A238 towards the A3, New Malden, Kingston etc. It is not a busy road, even during rush hour, there are often very few cars using this road and rarely is there ever a car ahead of me (when in car, on bike or walking) at the junctions at either end of this road to Durham Road or A238. I also regularly cycle on this roads with my children and am totally comfortable them riding on this road (unlike the roads through Raynes Park apart from the cycle path where it exists). Anyone coming from A3 direction has option to travel up Copse Hill towards the village, or stay on A238 if heading towards Raynes Park/Wimbledon, there is really very limited benefit from using Cambridge Road to cut across either route, although technically possible I see no evidence this is a meaningful issue. Likewise, heading to the A3, there is no benefit to cut through Cottenham Park/Cambridge Road routes from either Village or Wimbledon directions, except when temp road |
| | Don't know | No | No | Unsure | It seems pretty drastic move to completely stop traffic along Cambridge Road and I'm not sure how this can be justified. It is bound to have an impact on all the surrounding roads as people are forced to go on alternative routes. Wouldn't we all like to close off our road given the chance? The fact is we live in London and it is a road to be used - it is not overly busy and is not a private road or a dead end. I do understand traffic may not always go at 20 mph and I do think more should be done in the Wimbledon/Raynes Park area generally to ensure people drive safely/at the speed limit. There seems to be very little enforcement around Coombe Lane, Durham Road or Ridgeway particularly. Cars do go too fast but does anyone ever get 'caught'? |
| | Strongly disagree | No | No | No | Last thing people need is the threat of fines and extra stresses/inconveniences after the year everyone has had. Increasing driving distance by blocking certain roads will actually increase pollution - its unlikely to deter people from using cars. Obviously there are benefits to walking/cycling but driving is the safest way to travel and prevent catching/spreading covid-19. |
| | Strongly disagree | No | No | Unsure | There is already heavy traffic through Raynes Park and on Copse Hill. Preventing traffic from entering and leaving Cambridge Road, which does not suffer from excess traffic, will only exacerbate this problem |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | Traffic is currently inappropriately funnelled down Cambridge Road. Rat running through Cambridge Road has increased significantly in the 11 years I have lived on the road. Speed and weight limits are not being, and have not been, enforced, to the detriment of residents using the park, allotments, and children who would prefer to walk to the primary schools. Some may be arguing that the LTN proposed for Raynes Park would create a knock on effect of displaced traffic, however evidence from other LTNs, such as those implemented in Hammersmith and Fulham, shows that motor traffic on surrounding roads actually decreases, instead of increases. It is imperative that traffic is reduced throughout Merton Borough generally. The council has committed to do this for its residents - perfectly stated here: https://www.merton.gov.uk/streets-parking-transport/traffic-management/low-traffic-neighbourhoods Cambridge Road is an obvious place to start, due to the presence of schools, parks, and allotments along the road. Without hesitation I fully support the LTN for Raynes Park |

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| Cambridge Road | Disagree | No | No | No | 1. Loss of access to Coombe Lane in the Kingston direction would force residents and ratrunners coming from Worple Road to approach Coombe Lane via Durham Road which is already a difficult turn, and would cause great congestion in the centre of Raynes Park. If they wanted to get on to the A3 the shortest route would be along W. Barnes Lane, which too would cause congestion, given traffic lights in Raynes Park, traffic turning into Waitrose, and piling up of traffic when the W Barnes level crossing gates are closed. 2. Can traffic levels be accurately assessed during the Covid period? 3. there would be an increase of residential traffic in the lower section of Cambridge road and delivery vans would have to turn to exit, increasing danger to cyclists and pedestrians. |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | As a family we are fully supportive of this proposal and believe it will be a positive from a safety perspective. We would welcome the changes. |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | Traffic on Cambridge Road regularly exceeds the 20mph limit on the road. Irrespective of whether or not the proposed changes are implemented, it would be very good if ways are found to enforce the speed limit in the area. Similarly, it would be good if the weight limit for vehicles on the road was enforced, as currently it is not. |
| | Strongly agree | No | No | No | Merton Council's proposals are bad for ALL resident motorists in the area. The traffic in Copse Hill is going to be negatively affected. What is the evidence of rat runs in these quiet streets? No, very bad idea. |
| Cambridge Road | Agree | No | No | No | I have lived on Cambridge road for 58 years and I am really concerned with this proposal. This is the most ridiculous suggestion to traffic calming. It will cause so much chaos on all the surrounding the roads that it will add to cars speeding along this road, it does NOT address the speed issue on the road. The fact is, the traffic on Cambridge Road is not bad enough to create such havoc! All we need is to BAN heavy duty vehicles on Cambridge Road. And put in some SMALL and INEXPENSIVE traffic calming measures near the park, such as width restrictions. A small (painted on the road) roundabout at the junction with Richmond Road and Oakwood Road so that people have to stop and GIVE WAY there would suffice. All this confusion of making roads one way, no entry, no left and right turns will CREATE CHAOS - I STRONGLY OPPOSE THIS. It is nonsensical. I implore you to look at my suggestions. |
| | Strongly disagree | No | No | Yes | My concern is that the following: · No-Left turn from Coombe Lane into Cambridge Road. · No-Right turn from Cambridge Rd into Coombe Lane. will create a further problem on the neighbouring roads such as Lambton, Tolverne, Trewince and Pepys road. |
| Cambridge Road | Strongly agree | Unsure | No | Unsure | Increased traffic and heavy goods vehicles frequently use Cambridge Road - we are known locally as Raynes Park Bypass. However I feel this scheme will only make me use Richmond Road so to avoid humps, buses and traffic build up down Durham Road. It may push traffic from Oakwood Road/ Melbury Gdns onto Cambridge Road. People using the park may feel they have to U turn to find a way out of area. What would happen with general deliveries? This scheme would simply displace traffic and create further problems- I feel this scheme has been put forward in haste although pleased that speed/volume of traffic in this road has been highlighted. Perhaps an attractive (wood sleepers with easy to maintain shrubs) narrowing entrance to Cambridge Road from Coombe Lane could be considered and two small pedestrian islands in front of park gates and small painted roundabout at junction of Richmond and Cambridge Road. Thank you |

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| Cambridge Road | Strongly agree | Yes | Yes | Yes | As a resident of Cambridge Road who has been working from home for the past year at a desk in a window overlooking Cambridge Road I am incredibly aware of the levels of traffic thundering past my house. Before the latest lockdown the traffic was at the highest levels I have seen in the 15 years we have lived here, especially during the usual "rush hour" times. There seems to have been a massive increase in coaches and lorries. Before and during lockdown speeding has been a particular concern, with many vehicles traveling in excess of 30mph, let alone the 20mph limit we are supposed to have. Our much loved cat was killed by a speeding vehicle in May and we now have two kittens whom I am dreading letting out when they are old enough. I am also incredibly worried about the safety of my children crossing our road and certainly do not feel confident to let them cycle. No scheme is perfect but I do believe this one will address the major issues whilst causing minimal disruption to others, which is obviously an important consideration. I would also like to say that I understand the importance of soliciting opinions from residents living on the nearby roads who will be affected by this proposal. However, I know that many of these people are unlikely to understand what it is like for us who live on Cambridge Road and will be naturally focussing on the inconvenience of the small detour in their journeys this scheme will cause. I do hope that those making the final decision will take into account the fact that our lives really are negatively impacted by the traffic and rat-running and are desperate for the authorities to take some positive action to improve our lives, the safety of families living in and using Cambridge Road and the local environment. |
| | Strongly disagree | No | No | No | Cambridge road is a very quiet road, and it appears to be a money making scheme by the council. It will also cause traffic to queue outside 2 nursery schools on Durham Road. Just a ridiculous idea. |
| Cambridge Road | Strongly disagree | No | No | Yes | There isn't a problem you will sure make a problem plus traffic to be worse by doing this. There is hardly any traffic go through Cambridge road one of the quietest roads I've ever lived on. Only time there back up traffic is if there temp lights at end or a crash. It's a very quiet road already |
| | Don't know | No | No | No | I think traffic in the Wimbledon Town / Wimbledon Village area needs to be thought about in a coordinated holistic fashion rather than by having each area propose an LTN, pushing traffic into another area which then also proposes an LTN. The proliferation of individual LTNs does not make sense. |
| Cambridge Road | Strongly disagree | No | No | No | This seems entirely unnecessary and will cause considerable issues for residents in the area trying to access their properties. There are very few cars passing through this area so the benefits will be minimal and the costs will be greater. Residents will be forced onto Raynes Park high street causing backlogs on Durham Road and around Waitrose, where they could previously avoid this area. The idea that money will be wasted on this, given the large number of other issues that need to be addressed much more urgently, seems utterly wasteful and out of touch with reality in the current economic climate. |
| Cambridge Road | Disagree | No | No | No | I oppose the scheme. LTNs lead to the displacement of traffic onto other roads, pollution on other roads and no right turn onto Coombe Lane from Cambridge Road would severely affect me - a resident of the latter road. |
| | Strongly disagree | No | No | No | I think this is a ridiculous & another money wasting idea. Cambridge Road is not a rat run, but it is a direct route for many to get to the A3. By not allowing left turns in and out of this road will not encourage people onto bikes or walking because they are getting to the A3, taking children to school or going to work. Coombe Lane & Copse hill are already busy roads with congestion most mornings & afternoons so without being able to use Cambridge road will just push more traffic onto these 2 roads. Cambridge road already has a 20mph limit and no access during school drop off and pick up outside Hollymount School. This proposal will have limited impact on lowering pollution & certainly won't get more people on bikes etc, it's just a few residents wanting less traffic on their road, which we would all like, I can think of many other roads used a rat runs and I don't think Cambridge road is,so please reject this proposal. |

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| Cambridge Road | Disagree | No | No | No | I do not see any material evidence of rat running ie traffic that is not stopping in the area, and there is little benefit to using Cambridge Road for this. I do see that the entry to Cambridge Road from Coombe Lane does then provide access to Oakwood/Cottenham, Richmond and the rest of Cambridge Road which feed a wide residential area, allotments, three parks, schools, church, various halls, blocks of flats, significant number of house refurbishments etc between Coombe Lane and Copse Hill as far as Durham Road and possibly slightly beyond. I observe the western half of Cambridge Road at all time of day and do not see a real traffic volume problem. However displacing and focusing the traffic from the whole area onto the limited alternative access roads seems crazy. I do not see the proposal is needed in Cambridge Road to tackle the other justifications for LTNs. Volume is not high. Pavements are wide. The long open areas for the allotments and parks allows air to circulate freely. The only issue with noise is failure to keep to 20mph. I am not aware of safety issues for pedestrians or cyclists on this wide open road with limited parking, apart from crossing Durham Road, which would only become worse under this proposal. Very few children actually live in Cambridge Road. Trade vehicle would have difficulty accessing the western half of Cambridge Road directly from Durham Road. This is not a good time to gather reliable evidence of traffic volumes and whether is rat running. |
| Cambridge Road | Agree | No | No | No | I think the proposals will lead to a bottleneck at the Durham Road/Coombe Lane Junction which in my opinion is already a difficult, quite dangerous junction. I think it is the speed rather than the volume of traffic on Cambridge Road that is the problem. I've witnessed numerous drivers speed at 40-50mph on a road with a 20mph limit adjacent to a park used by many young children. I would favour strict enforcement of the existing 20mph limit with speed cameras and think the money proposed for this scheme would more usefully be spent on additional speed cameras, possibly including cameras that measure average speed. |
| Cambridge Road | Strongly disagree | No | No | Yes | Cambridge Road is a main road that connects to many side roads and streets. If the restriction is applied, there will more traffic during morning and evening rush hours on Coombe lane and Copse Hill. I think that this is unnecessary as those who walk always walk and those who usually cycle will always cycle. People will be encouraged to walk if more help is directed to personal health through GP's not by enforcing road closures. |
| | Agree | Unsure | Unsure | Yes | This may force more traffic to use Durham Rd as a ratrun instead. Durham Rd is narrow given the parked cars, central bollards, high speed humps, and bus services. Some of this traffic will turn into Cambridge Rd. What have you gained? |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | I have lived on Cambridge Road for over 20 years. Despite the 20mph limit, many drivers ignore this because they know the likelihood of prosecution is minimal. The police say enforcement is a council problem and vice versa. Heavy traffic has increased. A bend in the road at the Coombe Lane end of Cottenham Park hampers visibility just where children cross the road to the park gates. I support the trial LTN. Public transport in this area is excellent. |
| Cambridge Road | Disagree | No | No | No | These restrictions would be a nuisance to residents of Cambridge Road, and their visitors, and their tradespeople trying to work there. Also to people visiting the allotments or Cottenham Park. These restrictions are also unnecessary, as Cambridge Road is not that busy. Traffic would have to use Durham Road, which would then become busier. I am against this scheme. |
| Cambridge Road | Strongly disagree | No | No | No | All that this scheme will serve to do is push local traffic onto Durham Road. Durham road is considerably busier than Cambridge Road and there are nursery schools and childcare facilities on it, so more traffic should not be introduced onto Durham Road. Cambridge Road is only used for local access by local residents so this scheme will inconvenience local residents. Who does it benefit other than a money making scheme for Merton Council catching out all of those vehicles turning right off Cambridge or Left onto Cambridge. |

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| Cambridge Road | Strongly disagree | No | No | No | A ban on right turns from our road into Coombe Lane would force anyone driving in the direction of Kingston to detour either via the bottom of Durham Road (an extra 1.0 miles), or via the top of Copse Hill (an extra 1.4 miles). Identical detours on the return journey would be required by the ban on left turns out of Coombe lane. As I virtually every day turn right from Cambridge Road to reach Kingston, Tesco. Pets at Home, New Malden, Wimbledon Common, and occasionally the M25, this is going to seriously disrupt my life, adding enormously both to distance travelled and inconvenience. The consequences, entirely foreseeable, are increased congestion in Raynes Park, particularly at the junction with Durham Road, already a notorious accident spot for minor collisions, in Durham Road itself, Lambton Road, Richmond Road and in West Barnes Lane where the level crossing remains a major source of congestion. This will make everything worse. Congestion mean greater air pollution. There is a huge amount of delivery vans visiting the area around Cambridge Road, which will presumably find their way to Durham Road and Richmond Road as the new cut-throughs. These roads are not equipped for this, whereas Cambridge Road can accommodate this use. There are also sporting venues in Cottenham Park and Morley Park, both very busy at certain times with people who do not necessarily know the area. They will be caught. A cynic might suggestion that this is part of a revenue raising stealth tax. Even if it isn't, it will be portrayed as such.. There is, no doubt, little thought given to psychological well-being of residents like myself who, retired, use the car for essential short trips in the local area daily. Perhaps mental health should be added to your criteria. To me the scheme sounds irrational and is likely to produce the opposite outcome of what you want. Cambridge Road, where I have lived for 25 years is NOT over busy and provides a sensible. convenient link which avoids th |
| | Strongly disagree | No | No | No | By restricting the access points you are proposing, the traffic will all be funneled down Copse Hill, creating a long queue to turn out onto Coombe Lane. That approach is already very heavy at times. Surely trial schemes like this have shown over time that many more bottle necks are created than are solved. When the residents on Copse Hill then complain of increased traffic, where are you going to send the cars then? Durham rd? People need to access Coombe Lane through multi access points. |
| Cambridge Road | Strongly agree | Yes | Yes | Yes | I think it would be good to have fewer cars on the road as most of them that go past cause the 20 mph speed detector to go off, which obviously makes the road dangerous , especially for children who aren't developed enough to understand how fast the cars are going. If the road was less busy, Cottenham part would be more pleasant and i suspect there would be more children playing in the street, for example my sister enjoys roller blading, so the atmosphere would be nicer. |
| Cottenham Drive | Disagree | No | No | No | 1. Leaves only access to A3 from East is as far back as Raynes Park 2. Will increase burden of traffic on Copse Hill which already has long tailbacks at junction with Coombe Lane. 3. As a resident of Cottenham Drive when needing to go to A3, always use Cambridge Road access to Coombe Lane in preference to Copse Hill due to difficulty of exiting from Cottenham Drive onto Copse Hill. 4. Cottenham Drive will become even more of a rat-run than it already is! This is a road with a dangerous 'S' bend in the middle! 5. Note proposal contains no prohibition of a right turn from Coombe Lane into Cambridge Rd. This is far more dangerous than a left turn from Coombe Lane and often prevents smooth running of traffic on Coombe Lane. |

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| | Strongly disagree | No | No | Yes | I have never seen or experienced an issue with turning into or out of Cambridge Road. I have never observed lengthy queries or blockages at peak times - rush hour, school start/end, sports grounds people arriving /leaving. I have never seen or experienced Cambridge Road or the turn as a rat run. Where is the evidence? I grew up in Hillview. My aunt, cousins, friends and wider family live on Cottenham Pk Rd and surrounding roads. I lived here from the age of 4 - over 50 years of lived local experience as a school girl (Ursuline) driver, a passenger, a public transport user (57 bus), and walker. I visit my ageing parents and aunt at least three times a week and use that route via Cambridge Road. This is a massive concern and worry as this wrong-headed change would make my journey much longer and unnecessarily so. Having to go to Rayners Park clogs the road and traffic. Durham Tod would become too busy and most significantly Copse Hill will get even busier. It is currently extremely busy at the mini roundabout on Coombe Lane and this would get worse. Turning right from Copse Hill is a massive challenge already. Also, clogging Coombe Lane approaching Rayners Park and the turn into West Barnes Lane would be an issue. This proposal is truly anger-making. I have never responded to a consultation like this before. I, my family, particularly my vulnerable older relatives will be severely negatively impacted. This should NOT go ahead. Everyone I have spoken to who knows and uses this turn believes this is wrong. DO NOT PROCEED. |
| | Strongly disagree | No | No | No | This is a ludicrous plan. Whenever I use Cambridge Road, there is hardly any traffic there. People seem to avoid it because of the 20 mph limit. I strongly suspect that there is an ulterior motive behind the plan. The last time this happened (in another borough) it was because 'important' people lived in the street. However, I trust that Merton Council would never sink that low! Please forgive my suspicions if they are unfounded. |
| Coombe Lane | Strongly disagree | No | No | No | You have not provided any evidence to justify your scheme, it is based purely on hypotheticals. Your proposed scheme also COMPLETELY ignores the impact on residents of Coombe Lane who need to travel towards Wimbledon village, as well as those arriving from Kingston direction. These travellers would be forced to carry on Coombe Lane up to Durham Road, causing congestion at the junction with West Barnes Lane. Your scheme is inconsiderate to all Coombe Lane residents, and your consultation is inadequate. You have to withdraw. |
| Coombe Lane | Strongly disagree | No | No | No | This seems a complete overreaction that benefits only a small group of people who perhaps already have some influence in the council. The introduction would cause hardship to people living on Coombe Lane. The smarter approach would be to use the money to install average speed cameras along Coombe Lane to reduce speeding motorists who do not comply with the 20mph speed limit. |
| | Disagree | No | No | No | Yes. I use Cambridge road to access A3 for going to work. It is nearly always quiet. It is ONLY busy when there is a problem on Copse Hill or on the A3 causing increased traffic. I am also concerned there will be an increase in traffic down my road Pepys Road which is unnecessary as we already get miles too much (more than Cambridge road I am sure) and the 20mph speed limit is not enforced. Please do something about that. |
| Coombe Lane | Strongly disagree | No | No | No | I don't see that there is a problem that needs to be fixed here. I walk through Avenue Rd four times a day to/from school and I rarely have to stop at the Ave Rd/Richmond Rd/Spencer Rd junction to wait for cars. There are probably some cars that use it to avoid traffic lights (and we use it too) but closing it off will just increase traffic at Durham Rd junction. I would have thought that there are busier roads that you could divert efforts to. |
| Coombe Lane | Strongly disagree | No | No | No | We have not noticed an issue that needs to be addressed by this proposal, and would rather recommend reducing traffic overall rather than just re-directing traffic, greater enforcement of the speed limit, and encouraging cyclists to use the cycle path on Coombe Lane (rather than the road, that most cyclist use) |

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| Coombe Lane | Strongly disagree | No | No | No | I use these roads to access my office from where I live. I live off Coombe Lane and my office is situated on Durham Road. I do not see that much movement during the peak times to the extent that these measures should be put in place. My daughter walks these roads frequently and has had no issues with the traffic or vehicles. I hope you will reconsider this proposal. Thank you for allowing me to express my views through this questionnaire. |
| | Don't know | Unsure | Unsure | Yes | I support low traffic neighbourhoods in general. The goal of an LTN should not only be to stop through traffic, but also to give a gentle nudge to encourage residents to walk/cycle walk and drive less. The closure of the The Avenue makes sense as this is a small narrow road that can be used to avoid traffic lights. However, I struggle with the idea that closing Cambridge Road at the west end achieves the goals of an LTN. It does nothing to address the short journeys to the shops in Raynes Park that are the critical ones that an LTN should be tackling. And it makes long-distance journeys out towards the A3 harder, routing them via the Durham Road junction, effectively adding more traffic, pollution and danger to Raynes Park town centre (discouraging active travel, not enhancing it). Closing Richmond Road and Spencer Road at their eastern ends would be much more effective and create a genuine LTN. In addition, I would strongly recommend permanently closing Cambridge Road outside Hollymount School, which would reduce the pressure to use Cambridge Road as a though route, provide safety at the school and provide an extension to Holland Garden park. |
| Coombe Lane | Strongly disagree | No | Yes | No | I simply dont see what problem is being solved here. I am not aware of any rat-run problems in Cambridge Road or Avenue Road and I have lived here for 25 years. Closing Avenue Road especially will be bad for people who live on Coombe Lane who use it to avoid the traffic in Raynes Park centre. In my experience very few people either turn into or out of Avenue Road other than those who live in the immediate area. People from outside the area tend to stay on Coombe Lane and use Durham Road to get up the hill. My strong feeling is that this will make life more difficult for those who live in the very local area Coombe Lane, Avenue Road, Richmond Road and Cambridge Road, and make no difference to anyone from outside because they dont know to use it. |
| Coombe Lane | Strongly disagree | No | No | No | The proposed scheme will worsen traffic congestion in surrounding road and make a significant difference to my ability to travel |
| Coombe Lane | Strongly disagree | No | No | No | This scheme is TERRIBLE. I have lived on Coombe Ln for the past 15 years and have never seen any evidence of rat running on the roads covered in this LTN. The people who use these roads tend to be local residents driving to and from their homes. Whenever I have used these roads, both as a car driver and cyclist, the traffic is always very light. As a someone who commutes 30 miles every day by bicycle (using Avenue Rd and Cambridge Rd), I am a passionate advocate of traffic calming and speed reduction measures. But this LTN is complete waste of time and money, and is flawed in a number of ways: 1. Residents of this area will be negatively impacted by having to drive further on other local roads to reach their homes or access arterial roads. 2. It will bring additional traffic to surrounding roads like Copse Hill and Durham Rd. Durham Rd in particular will suffer from this as it is already narrow and has frequent traffic hold ups due to the wide busses that use this route. Increased traffic will also make it more dangerous for pupils of Hollymount and St Matthews schools. 3. The junction of Durham Rd and Coombe Ln is already an awkward one (especially for pedestrians). Additional traffic will build up here by local residents being forced this junction. 4. Rat-runners tend not to use these junctions anyway; the LTN will mean those heading for Burlington Rd will prefer to use Durham Rd instead of Avenue Rd as they can use the left filter at the Burlington Rd traffic lights. Those heading for Kingston/A3 from the Wimbledon Common area are unlikely to opt for Cambridge Rd as the delay at the Copse Hill roundabout is no shorter from Coombe Ln than it is from Copse Hill. 5. This looks like a revenue raising scheme rather than a sensible traffic calming one. As a resident of Coombe Lane I am delighted that a 20mph limit has been imposed on Coombe Lane, yet it is ignored by around 95% of drivers. Why not put some effort into actually enforcing this instea |

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| Coombe Lane | Strongly disagree | No | No | No | please don't block any of these intended roads as Coombe lane is busy and difficult enough as well as Copse hill being the only rd up to the village . the side roads actually help to minimise congestions . further more if your plans are approved our houses on coombe lane and copse hill will lose equity as traffic will be worst ,thank you |
| Coombe Lane | Strongly disagree | No | No | No | this seems to be a pointless exercise, especially for the many residents in west wimbledon and raynes park. copse hill and coombe lane are already busy roads at the best of times, especially at peak traffic times - morning and evening and when the many and varied road works are going on. i use cambridge road a lot - not just as a through road but to also get to the two parks off that road. it's never busy. it will cause a lot more congestion, pollution and time wasting in my view. please focus more on improving the flow of traffic through raynes park! |
| Coombe Lane | Strongly disagree | No | No | No | I believe the measures proposed would cause more congestion in the centre of Raynes Park near the shops and train station as the inability to use Cambridge road would mean more traffic would need to use Durham Road. This area, including Durham road is already suffering from congestion. In addition I also see similar added congestion occurring on the road-about that joins Coombe Lane and Copse Hill which is already too congested. Furthermore Copse Hill will also face further congestion. Under the current arrangements, I do not see hardly any congestion issues on Cambridge Road, and it makes no sense to me why you would want to ban the use of this wide road to connect traffic from Coombe Lane to the area north towards ridgeway. Likewise with Avenue road, I do not see any traffic issues or congestion with traffic coming off Coombe Lane on Avenue Road or vice versa. Why try to fix something that isn't broken, especially when the proposed solution seems to bring in a host of potential congestion problems with Copsehill, Durham Road, and Coombe Lane near the high street, which are areas that suffer much more congestion already as we stand. |
| Coombe Lane | Disagree | No | No | No | These measures appear to have been put forward to solve a non-existent problem - and I firmly believe they will only create new ones. Namely - additional traffic volume in neighbouring roads, pollution causing congestion, and inconvenience for residents forced to follow specific routes in pursuit of an outcome that's far from clear. I am a strong advocate of traffic calming measures (chicanes etc not humps) and am sure that if part of the issue you're trying to solve here is people speeding down Cambridge Road, the chicanes that have transformed Copse Hill could have a similar impact in Cambridge Road. |
| Coombe Lane | Disagree | No | No | Yes | I agree with the no access into Avenue Road and vice versa. This is a small road and it is not necessary for non residential vehicles to access it. However, I disagree with any restrictions from Coombe Lane into Cambridge Road and vice versa, because: I don't believe that this road gets as busy as Copse Hill. I also think that the 20mph speed limit reduces any danger from cars in these residential roads. There have been so many necessary road works along Worple Road and at the top of the Ridgway over the last few years that I don't think we can close off Cambridge Road. Maybe we could reconsider it again in the future but with the constant stream of road works in the SW19/20 area, it will cause even more congestion. Therefore I would like access to remain as normal. |
| | Disagree | No | No | No | It will only serve the interests of a minority of residents. Will not contribute in the reduction of pollution. Will channel more traffic into Raynes Park Town centre. Also will put an unnecessarily strain on the already tight budget. |
| Coombe Lane | Strongly disagree | No | No | No | This scheme will make life difficult for locals. It will Force them into Raynes Park or Copse Hill on a busy road, which is constantly being dug up with the consequent temporary traffic lights. You have already reduced the speed limit to 20mph and that should be enough. Some Coombe Lane residents have their garages at the rear of their properties with access to them only in Cambridge Road. Other residents in Coombe Lane have their garages only accessibly from Avenue Road. Access to schools and amenities will be made harder by this measure and, it seems to be another unnecessary attack on Merton residents' enjoyment of living in the Borough. Whilst this negative proposal will hit all, it will particularly hit the many of us who are elderly and the numerous young families who need a car to ferry their children to school and other activities. |

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| Coombe Lane | Disagree | No | No | No | This will increase the considerable congestion that we already get on coombe lane by the big waitrose traffic lights and on close hill. I walk with my school children to school along cambridge road every day and there is no traffic problem. If cars drive too fast the better option is a speed camera or road humps to enforce the 20mph limit. |
| | Strongly disagree | No | No | Unsure | My house is at the other end of Cambridge Road just off Pepys Road. I have lived here for over 25 years so know the area well. There are 2 options to get to Kingston from here : either along Cambridge Road then turn right into Coombe Lane, or up to Copse Hill then down into Coombe Lane. The same 2 routes apply in reverse if coming back from Kingston. If the proposal is passed the options are then to use either Copse Hill or Raynes Park centre : so this will increase traffic noise, pollution, density and frustration to those routes. And Cottenham Drive will become a cut-through much to the anger of those living there. I have no idea what has prompted this proposal but I can genuinely say I have NEVER seen Cambridge Road used as a rat-run : the stretch to the left of Durham Road is almost always empty of traffic when I drive along. The stretch to the right of Lambton Road can block up during term time (the Council's recent scheme is really annoying for those who live in my area) but there is no connection between that and the Coombe Lane proposal. To be honest, if traffic density is your key worry, a better plan is to follow Balham which bans owners of all new-builds from resident parking. But the Coombe Lane proposal will cause such annoyance to so many people that in terms of madness it almost tops the list. |
| Coombe Lane | Disagree | No | No | No | There are many problems with the proposal; 1. The problem that is being "solved". Absolutely no evidence of rat-running has been provided. I live on Coombe Lane and I know for a fact that Cambridge Rd and Avenue Rd are very quiet in terms of traffic. Who has identified this as a problem? 2. The proposed solution. Residents and visitors arriving from the A3/New Malden/Kingston will be forced to the junction of Coombe Lane and Durham Rd (only to then backtrack). This is already a congested area. Secondly why disallow certain combinations of turns, and not just block the road? The installation of ANPR cameras is a clear indication that the council sees this as a money-spinner designed to "catch out" motorists (esp. visitors). 3. The process. The letter explains that funding has been obtained and now the council are looking for ways to spend it. Clearly that is back-to-front. A problem should be identified FIRST and then funding obtained to solve that problem. 4. The rationale. To say this combats climate change is clearly nonsense. Those who currently rat-run are forced to take slower journeys, increasing emissions. Residents and visitors are forced to take indirect journeys, increasing emissions. Not to mention the fact that vehicular emissions are decreasing anyway, as the nation moves to electric vehicles! 5. The slapdash approach. The consultation letter was rushed out with multiple mistakes and has had to be re-issued. 6. The waste. What is the cost of all this? There are at least 10 signs noted on the map. There will be at least one ANPR camera. There have been multiple mailings to all residents. I am amazed that even in hard times such as this, the council STILL has money to waste. 7. The beneficiaries. The supposed beneficiaries are people that live on the small streets that are allegedly dogged by rat-running. But countering that benefit, those people will no longer be free to directly enter their own streets. Nobody |
| Coombe Lane | Strongly disagree | No | No | No | This proposal is ill-conceived and appears to be a case of a "solution in search of a problem". As a long-time retired resident of Coombe Lane I regularly witness A3/Kingston-bound traffic build-up, to our house and beyond, due to congestion at the Copse Hill/Coombe Lane roundabout junction: typically every weekday morning during school term. Your proposal, if approved, would inevitably result in vehicles migrating to Copse Hill (or Durham Road) and travelling downwards to join Coombe Lane higher up (or lower down). Because of the Copse Hill 'right of way' at the Copse/Coombe roundabout, westbound Coombe Lane traffic will simply grind to a halt, quite likely backing-up to Raynes Park centre resulting in regularly foreseeable consequences. The Council declares it's aim is to support "...healthy main roads...". This proposal will have the opposite effect! |

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| Coombe Lane | Strongly disagree | No | No | No | There is no perceptible traffic caused by rat running in any of the roads around Cambridge and Avenue Road. Before COVID they were quiet as they are now. The main reason people drive either into or out of Cambridge Road onto Coombe Lane is for access, there are hundreds of properties for which it is the only way out onto Coombe Lane and access to the A3. Drivers coming off the A3 headed to Wimbledon turn left up Copse Hill so never even arrive near Cambridge Road. None of the reasons given by the council for implementing the LTN have any basis whatsoever and it is far more likely that revenue from the ANPR cameras will be the driving force behind implementation. Drivers will be trapped and will end up being forced to go the wrong way or face a fine and it can be avoided only by turning left and the doing a U turn to head back in the direction of travel. Please save these schemes for areas with an actual problem. The residents would be better served by the council enforcing the 20mph speed limit on Coombe Lane, the flouting of which poses far more danger to residents. |
| | Disagree | No | No | No | if you proceed with this measure it will just move the traffic onto Lambton Road, Pepys Road, Trewince Road and Tolverne Road |
| | Strongly disagree | No | No | No | The through traffic using Cambridge Road/Avenue Road - Coombe Lane is mostly local residents and delivery vehicles for the residents, which of course has increased over lockdown. If these restrictions were put in place, the traffic would be displaced to already high traffic roads including Copse Hill, Durham Rd, Richmond Rd, Spencer Rd, Lambton Rd and Pepys Rd. The traffic on Raynes Park High Street (which is not a wide "main" road but only a single lane high street) would increase with even longer tailbacks, particularly in peak hours and certainly after lockdown, which would only increase carbon emissions from the static cars waiting to get through West Barnes Lane and under the Raynes Park Bridge onto Grand Drive. The footpaths are plenty wide in Cambridge Road and there are plenty of green spaces with Cottenham Park and Holland Gardens, so that social distancing and safe play or quiet enjoyment is not problematic. |
| | Strongly disagree | No | No | Yes | Cambridge Road is not a rat run and has the added benefit of reducing traffic build up in Raynes Park. The effect of the restriction on the left turn will be to unnecessarily increase congestion and consequential danger for pedestrians in Raynes Park centre. There will also be a build up of traffic coming up Lambton Road which is already congested due to the school zone outside Hollymount school. This random approach to managing traffic is unacceptable. The current left turn works on a systematic area approach and does not need to be disrupted by a one off decision which will increase rather than reduce traffic. |
| Coombe Lane | Strongly disagree | No | No | No | Getting rid of alternative routes does not decrease pollution. It increases people's journey times, and makes them spend longer on the roads. My driving into Canary Wharf time has doubled since they closed my favourite side road routes. They have narrowed so many roads, and reduced the speed limit, tripling the issues for motorists. Concentrating everyone on the same roads can't be good in the prevention of COVID, and these alternative routes are essential for people doing the school run. |
| Coombe Lane | Strongly disagree | No | No | Yes | We frequently use Cambridge Road to avoid putting more congestion onto Coombe Lane, Copse Hill and Worple Road. The times we use Cambridge Road the traffic is light and we have never seen the road heavily congested with rat run traffic. Please provide the data on traffic flow on Cambridge Road that backs up your plans. We have lived on Coombe Lane for over 8 years and have observed heavy congestion in the morning which is mainly towards Kingston with traffic flowing towards Wimbledon moving freely. We fail to understand how your plans will aid traffic flow on Coombe Lane. |

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| | Strongly disagree | No | No | No | I strongly object to the proposed scheme. I am a cyclist and almost every morning at around 8:30 AM, I cycle down Oakwood Road and then along Richmond Road and along Avenue Road. I only rarely have to wait for cars going along Cambridge Road and I only occasionally meet a car on Avenue Road. As a cyclist this proposed scheme will in fact make such occasions even rarer. But it would undoubtedly increase the number of cars on Richmond Road making my journey slightly more hazardous on dark winter mornings. My main objection to the scheme is based on the fact that it will increase the traffic using my road and others. The scheme would greatly increase traffic flows on many East-west roads due to cars starting from the west end of these roads having to take a very long way round to reach the Kingston by-pass. This will apply in particular to the many "school run" cars which stop at the west end of Cottenham Park Road twice a day. The same thing will affect Durham Road. This would cause increased pollution and accident risks (especially at the junction of Durham Road and Coombe Lane, due to people in a hurry during rush hour). Some will no doubt turn left into Coombe Lane from Cambridge Road and then do a U-turn on it to go west. When my wife is driving towards or from Kingston she would face an extra journey of approximately 1.4km each way. This would be very annoying, though it is not the main reason for our objection. |
| Coombe Lane | Strongly disagree | No | No | No | Rat-running is not a problem in these roads. These measures will instead increase traffic and congestion on Coombe Lane and put even more pressure on Copse Hill. The mini roundabout at the junction of Copse Hill and Coombe Lane is already a choke point. The inability to turn left onto Cambridge Road will drive more traffic into the congested areas of Raynes Park centre. Avenue Road is barely used. These measures will serve only to detract from the lives of residents in Raynes Park and the free movement of traffic. |
| Coombe Lane | Strongly disagree | No | No | No | I find it unbelievable that Merton Council is wasting time and public money on considering the LTN – Raynes Park area proposal. If the proposal were implemented it would inevitably result in even more congestion and pollution in the centre of Raynes Park and on Copse Hill. Merton Council ought to be looking for ways to reduce congestion and pollution by encouraging motorists to utilise the side streets to by-pass the already choked up centre of Raynes Park. The aim should be to increase traffic flow not funnel it into a bottle neck. The creation of the cycle lane along Coombe Lane, which significantly reduced the width of the carriageway, has been a complete disaster and a waste of public money because the vast majority of cyclists don't even use it. Most cyclists chose to still ride along the carriageway which is now much narrower so they've become more of a problem than they were before the cycle lane was constructed. As a consequence cyclists continually hold up buses & other vehicles as the carriageway is now too narrow to overtake. Ironically because cyclists don't use the expensive cycle path which was built for their safety they are slowing down the flow of traffic and therefore are indirectly responsible for the increased pollution and congestion on Coombe Lane. If this latest harebrained idea is adopted it will be completely counterproductive because the scheme will only add to the congestion and pollution which already exist in the centre of Raynes Park and on Copse Hill. Instead of looking at ways to further frustrate road users Merton Council would do well to concentrate on finding a solution to the problem that they have already created. Clearly I oppose the implementation of the LTN – Raynes Park area scheme. |
| Coombe Lane | Strongly disagree | No | No | Unsure | If you go ahead with this, it will most likely increase the traffic and congestion around the roundabout at Coombe Lane / Copse Hill (which already is congested in the mornings/afternoons). Coombe Lane / Cambridge road is used for our school route on a daily basis (when we are not in lockdown obviously). Reducing / managing the daily congestion around Coombe Lane / Copse Hill should be a bigger priority. I can also add that I do my daily walks in the morning down Coombe Lane and into Cambridge road, and the traffic I see then is absolutely minimal |
| Coombe Lane | Disagree | No | No | Unsure | This will make Copse Hill much busier and create more queues at roundabout and affect Durham road badly which is not used to heavy traffic |

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| Coombe Lane | Disagree | No | Yes | No | Have you considered how shifting this traffic will increase traffic on adjoining already heavily congested routes, such as Coombe Lane, Durham Road and Copse Hill. Increasing congested roads will increase high levels of Nitrous oxide - has analysis been undertaken? |
| Coombe Lane | Strongly disagree | No | No | No | It is very silly suggestion. As a doctor with regular out of hours on call duties , I need access to these roads. Please note - coombe lane to copse hill junction has gas line junction and has regular repairs with temporary traffic lights and traffic. Also during school drop hours, Coombe lane get congested (towards kingston), so these access roads from coombe lane are important to de congest the traffic. The proposals make traffic congestion worse than better. There are many doctors and emergency workers live in this area. |
| | Strongly disagree | No | No | Unsure | We are against the proposed changes for the following reasons: There are already traffic calming measures in existence. The road is wide, particularly at the junction with Coombe Lane with good visibility in all directions. In addition the pavements are generous in width with little on street parking particularly near the junction. The junction does not appear to be used as a rat run but appears to be used mainly by local people. I regularly run/walk/cycle down Cambridge Rd to the junction with Coombe Lane and have always found traffic to be very light compared to other local roads. The housing density is low due to the presence of the allotments at the junction. We occasionally drive to that junction but have never found it to be busy. The change will cause inconvenience to residents who live in the general area without any benefit. The proposed change will push traffic onto other local residential roads which are narrower and busier. The detours necessary and increased traffic congestion will increase traffic pollution particularly in the Raynes Park shopping centre where there are more pedestrians. The consultation is flawed as it has included houses/flats that are off Copse Hill and whose residents would have no reason to be using the roads affected by the consultation. |
| | Strongly disagree | No | No | No | I am a local resident- putting these restrictions in place will drive the traffic up/down Durham road and Copse Hill. Roads surrounding Cottenham park (Cambridge road) already have a much reduced traffic flow compared to Durham road and copse hill. Diverting traffic to other roads will only cause increased traffic problems /congestion for local residents |
| | Strongly disagree | No | No | No | We have lived in Durrington Park Road for about 35 years and Cambridge Road is our direct route to our optician,dry cleaner,stationers in Coombe shops and also the A3. In that time we have never seen any heavy traffic on Cambridge Road. If anything it is a quiet road,not being a a natural access route for anyone other than those of us who are very local. We strongly object to the unnecessary proposal to divert us onto the already very busy Copse Hill or the congested centre of Raynes Park. |
| Coombe Lane | Disagree | No | No | No | These measures will simply serve to increase the volume of traffic on Coombe Lane for the benefit of those living on Cambridge Road. |
| Coombe Lane | Strongly disagree | No | No | No | This will not work if you have work in the morning have to do the school run. It did not work in Wandsworth borough it will not work here. If you have one road works in around the areas this will be a nightmare. Just recently we had Gas work by the roundabout in coombe land and the ques were up to Kingston. Strongly disagree as I have kids that use the school nearby and will ruin my life. |
| Coombe Lane | Strongly disagree | No | No | No | This proposed scheme, will affect residents in Cambridge, Oakwood, Laurel, Cottenham Park, Avenue, Spencer, and Richmond Roads and Melbury Gardens, the majority of which are over 50 and do not use bicycles. It takes away their direct access onto Coombe Lane and the A3 and puts an enormous burden on Durham Road. This plan is biased towards the young cycle brigade who are in the minority. Cambridge Road already has an efficient speed control system. |
| Coombe Lane | Strongly disagree | No | No | No | This will cause great amount of traffic and big bottle necks on Coombe lane |

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| Coombe Lane | Strongly disagree | No | No | No | Coombe Lane is constantly busy, due to traffic feeding up to and onto the A3 and traffic into Wimbledon town centre. Cutting off access to and from Cambridge Road and Avenue Road will without a doubt create chaos on Coombe Lane. These roads are essential for traffic feeding off Coombe Lane and reducing such heavy traffic. |
| Coombe Lane | Strongly disagree | No | No | No | This plan will increase the traffic on Coombe Lane and Durham Road. Especially increasing the congestion at the Coombe Lane traffic lights and Coombe lane/Durham road junction. The problem is the speed at which cars currently travel around the area that has been turned into 20mph. Often cars overtake me driving 20mph on both Coombe Lane and Cambridge road. I think speed calming measures to ensure people stick to the speed limit is more of a priority. |
| | Disagree | Unsure | Yes | Unsure | These actions would increase vehicles on Copse Hill and Coombe Lane and both of these roads are busy enough without increasing the traffic by these measures. |
| | Strongly agree | Yes | Yes | Yes | I support the proposed scheme. Whilst I do not live directly in the zone, I walk through the area with my daughter on a daily basis to access Cottenham Park. It is a shame that the plans have been watered down, and in particular that the originally-proposed filter on Cambridge Road by Pepys Road has been removed - but it is a good start. I would personally also like to see improved pedestrian crossings on Durham Road by Cambridge Road and Worple Road. I understand the concerns voiced by some about potential traffic on streets surrounding the area. The goal of these schemes is not to shuffle traffic to other roads, but to create a safer, more welcoming, environment in which people can walk or cycle, be they residents, people visiting businesses / schools / nurseries within the area, or people passing through, so that a greater proportion of journeys are made with other modes of transport. Research into some of the existing LTNs has shown both a decrease in time spent driving per week for people living in one, and an increase in the amount of time walking / cycling, suggesting that this modal shift does happen over time. There is also research looking at the impact on 'boundary roads' of zones in Waltham Forest, which found that there was not a perceptible increase in traffic. If there is concern at access to the A3, then an alternative approach could be used, deploying ANPR cameras for some access points, and using resident registration. Traffic on quiet residential backstreets in London has increased by 70% since 2009 (DfT). Residents of these roads were never asked if they wanted this additional traffic. Pedestrian and cycle casualties have increased significantly over the past 10 years as a result of this traffic increase; in Cottenham Park they have increased by over 50% (TfL) I do not think this increase in traffic or the increase in casualties is acceptable. If the scheme does not proceed I would like to understand how Merton will address |
| Copse Hill | Strongly disagree | No | No | No | The proposed scheme will only increase the traffic on Copse Hill and Coombe Lane, which is already extremely bad. There is a 20mph limit on Cambridge Road already, which should be enough to tackle the problem of rat running. Why should residents of Copse Hill and Coombe Lane be penalised for the benefit of the residents of Cambridge Road? This should be a shared problem, not one reserved to certain roads only. |
| Copse Hill | Strongly disagree | No | No | No | I have never heard such a stupid idea to be honest. Copse Hill, where I live, is already like the M25 in rush hour and you will just encourage many more cars to use my road. They don't just disappear, they move elsewhere and disrupt and pollute other residents. Why are the residents of Cambridge road area so much more important to consider than Copse Hill, Lambton Road and Durham Road who will feel the fall out of this decision? I cycle, drive and walk and have never found the Cambridge Road area to be anything but deadly quiet for the majority of the day. Please please spend your precious funding on something more worthy and sensible. This is a complete waste of public funds and will make many lives even more frustrating than they already are. CANCEL this RIDICULOUS PROPOSAL!!! |
| Copse Hill | Disagree | No | No | No | Living on Copse Hill these measures will intensify traffic on our road when there is already great congestion during rush hours and school times. Always a queue outside our homes and fumes and noise intolerant. Cambridge road is wide and is never in a queue situation . We are entitled to consideration too |

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| | Strongly disagree | No | No | Unsure | We don't see this as a problem - These roads are used more by residents to avoid the already high traffic bits of Coombe Lane in RP town. Closing these roads will more painful to residents by forcing us to use Coombe Lane more and massively increase the traffic here as well as Durham Rd and Copse Hill, which are already a problem in terms of overuse by buses and builder's trucks. |
| Copse Hill | Strongly disagree | No | No | No | It is clear that these proposals will only increase traffic on surrounding roads even if other measures are put in place eg. 20mph speed limits. These are simply not enough and people do not adhere to these restrictions. I have witnessed this increase in other areas as a knock on of LTN plans and it is detrimental. Increased building (many times which was not permitted and then further down the line was) only adds to this traffic flow. This is not a helpful way forward. |
| Copse Hill | Strongly disagree | No | No | No | This seems to add traffic into already busy roads of Durham and Copse hill which have poor air quality. Cambridge and avenue roads are not at all busy and have no reason to be rat runs. This will displace residents' traffic within the LTN into different, less suitable, narrower roads . Community events at the Scout hut, Avenue Hall and st Matthews church hall draw people from a wide area, plus there are 3 nurseries within the area. This will increase the traffic into different parts of the area, within the LTN and will be detrimental to the convenience of residents. |
| | Disagree | No | Unsure | No | I think methods like these just push a problem elsewhere. What about people who live on Durham Road or copse hill? Does it not matter that their roads will become busier? What about their children. I honestly don't think Cambridge road is a problem. |
| | Strongly agree | Yes | Yes | Yes | I welcome the initiate, not only for reducing traffic volume, but to curb dangerous speeding along residential rat-runs not covered by cameras. |
| Copse Hill | Strongly disagree | No | No | No | The rat run you refer to only happens when Copse Hill has traffic lights installed. The permits given to dig holes in the road are too long and often the road is fixed well before the lights are removed. I have lived on Copse Hill for eight years. Hardly a month goes by with the road being dug up. |
| | Strongly disagree | No | No | No | These measures will just divert traffic onto Richmond Road and Durham Road and cause more traffic issues and delays in the area |
| | Don't know | No | No | No | All this tinkering with roads is frustrating and unnecessary. There is no issue which needs addressing and the cost is wasteful and should be spent better. |
| Copse Hill | Strongly disagree | No | No | No | There is very little traffic in Cambridge road . It would not create a though route for cycling and would cause extra traffic in Raynes Park. |
| Copse Hill | Strongly disagree | No | No | No | I can see no value in this scheme apart from perhaps for a handful of people in Cambridge Road and Avenue Road who don't often drive into Coombe Lane. All of the cars that currently use those two roads when wishing to travel down Coombe Lane in either direction and continue to the A3, Kingston or West Barnes Lane will now either go into Raynes Park Centre or find a way up to Copse Hill and travel down that road. It's not just about Cambridge Road. All vehicles around that area including Richmond Road, Spencer Road, Durham Road together with all of the roads around Cottenham park will go in to Raynes Park or more likely will be working their way through side streets and past schools such as Hollymount and the back entrance to St Matthews. That traffic will then go up Cottenham Park Road and /or Cottenham Drive and end up on Copse Hill. The queues at the roundabouts at Christ Church and at the bottom of Copse Hill will be even longer than they are now, so causing danger and pollution in that area. Far from getting rid of a very minor rat run this scheme will just result in more rat runs around residential streets and near schools. This idea should be abandoned now please. |

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| | Disagree | No | No | Unsure | As a frequent visitor to Cambridge Rd, I have not seen it used excessively as a rat run, even in rush hour. I am concerned that the restrictions will cause displacement of local traffic to add to busy junctions at Durham road and Copse Hill. This will increase difficulties for pedestrians crossing these roads. My preference would be for traffic calming on Cambridge Rd to stop speeding traffic. |
| Copse Hill | Disagree | No | No | No | Wish to express concerns about the proposed measures. It would seem the alternative to accessing or leaving Cambridge Rd or The Avenue would be via Copse Hill. This is also a residential road which already has a heavy flow of traffic including heavy goods vehicles. |
| Copse Hill | Strongly disagree | No | No | Unsure | By creating No Left and No right turn from Cambridge into Coombe Lane, this will greatly inconvenience residents living in that immediate area, & also create extra traffic flow in Copse Hill & other nearby roads. Having lived in Copse Hill for over 40 years I have never seen Cambridge Rd being used as a rat run during peak traffic times, when walking there or driving locally. This scheme makes no sense at all & will create problems rather than solving non-existent problems! The only occasions when Cambridge Rd could be considered a rat run is when the Council, or Gas Board dig up sections of Coombe Rd & install temporary traffic lights (these 'works' often appear to be cordoned off with little action actually taking place) |
| Copse Hill | Strongly disagree | No | No | No | The proposed change would mean all traffic would have to use Copse Hill and Durham road which are already too busy and pollution awful for residents. |
| Copse Hill | Strongly disagree | No | No | No | Cambridge Rd is already very quiet. The proposed use of ANPR is complete overkill, especially as , despite putting 20mph limit on Copse Hill, this is not monitored at all. |
| Copse Hill | Strongly disagree | No | No | No | We do not roads closed in certain areas only to divert traffic to others. It is not fair and equitable to those residents. |
| Copse Hill | Disagree | No | No | No | This scheme intensifies pressure on Copse Hill and Coombe Lane to an intolerable degree. Although those roads are designated local distributor road they are completely or largely residential. They are already polluted to an illegal degree. The 20 mph rules are largely flouted, especially on Copse Hill without any measures such as cameras, introduced by the Council. The Council must not squeeze the same amount of traffic into ever smaller areas. You will be well aware of new cases indicating that LTNs are illegal for the above reasons. |
| | Agree | No | Yes | Unsure | Copse Hill is also a rat-run. Will the Cambridge Road scheme make Copse Hill worse? |
| | Strongly disagree | No | No | No | Seems completely unnecessary |
| Copse Hill | Strongly disagree | No | No | No | Pretty dumb idea, so all traffic from the neighbourhood wanting the A3 has to go thru the one way system of the high street before looping back up coombe lane? Or increase the traffic levels down copse hill where the roundabout at the junction of Coombe lane is already the highest traffic spot? Again, seems pretty dumb, happy to see the traffic data that drove this idea. |
| | Strongly disagree | No | No | No | Traffic is grid locked enough on Coombe Lane,Copse Hill and Raynes Park town centre . Stop making life on planet earth even more miserable and stressful than it already is. |

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| Copse Hill | Disagree | No | No | Unsure | I strongly oppose the no left turn into or right turn out of Cambridge Road. How are the residents of Oakwood Road, Laurel Road and the west ends of Cambridge Road, Richmond Road and Melbury Gardens supposed to get home from the A3 or Kingston? Do they turn up Durham Road which is already a busy rat-run? And leaving home, do they have to turn right into Durham Road, and right again into Coombe Lane which is already busy and awkward? Although I do not live in Cambridge Road, I keep a car there and use it often. I have never found it a problem turning right out of Cambridge Road as sight lines are good and traffic flow is intermittent. |
| | Strongly disagree | No | No | No | Restricting part of the existing road network might advantage some, but it will disadvantage others as a result of traffic displacement. Restrictions will undoubtedly length some journeys and cause additional congestion and pollution. |
| | Strongly disagree | No | No | No | What is the reason for this? It will produce Unnecessary barriers for cars And make driving mote difficult especially for emergency vehicles |
| Copse Hill | Strongly disagree | No | No | No | This scheme will drastically increase the traffic on Copse Hill. Copse Hill has become an increasingly busy road over the last few years, and in peak times, traffic builds nearly half a mile up the hill from the roundabout at Coombe Lane. This scheme will only add to this traffic problem. Stationary cars with their engines running will increasingly add to traffic pollution for residents and cause significant delays to their journeys. It seems nonsensical to restrict traffic on one local road, only to funnel more traffic onto Copse Hill. Copse Hill is equally residential in character to Cambridge Road, and there are many children who cross Copse Hill in order to access the playing fields at Wimbledon Rugby Club. Why would you seek to make this road busier and more dangerous? Forcing drivers to travel further by going up Copse Hill to their homes on Cambridge Road will increase road usage, and inconvenience the very people that the scheme is aimed to help. The new development on the site of Atkinson Morley - approved by Merton Council despite numerous objections - has increased the traffic on Copse Hill immensely, and Copse Hill residents have already been made to accept the entire burden of this, as all traffic is directed onto Copse Hill, rather than putting in roads that could have directed it away from Copse Hill. |
| Copse Hill | Strongly disagree | No | No | Unsure | Lived on Copse Hill 30 years and my family and I a regular user of facilities and amenities in the Cottenham Park, Cambridge Road area. Namely Cottenham Park,new Morley Park, 19th Wimbledon Scouts, St Matthews church and hairdressers, newsagents and restaurants on Durham Road. When not walking or it is cold/ rainy weather or taking my parents I have used Cambridge Road to access these local amenities by car. As a driver and regular cyclist I have never experienced any significant rat running or safety issues and as all roads have a 20 mph limit I do not understand any case for this scheme. In my view the vast majority of traffic is for local access and egress. This scheme will be environmentally damaging causing local traffic to drive more miles just to enjoy their local amenities or to get to/from home and to get to from the A3 and Kingston. Also a lot more traffic will start to use Cottenham Drive to access/egress the area which will have a negative impact. So I can see no justifiable benefit, with the disadvantage of increased mileage and associated carbon emmisions from local resident vehicles and uneconomic expenditure. |
| Coombe Lane | Strongly agree | No | No | No | These changes will likely incur people to use the car park where our flat is as a cut through or will at least incur more road users around the area, this increases the pollution risk to us which is likely already high with being so close to the passing trains and having the car park below. I believe this would be substituting one cut through to another creating a larger problem and more disturbance for residents. |
| Copse Hill | Disagree | No | No | No | Traffic may use Copse Hill to access some roads within the LTN |

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| | Disagree | No | No | Unsure | Enforcing 20mph speed limit could stop Cambridge Road being a ratrun |
| Copse Hill | Strongly disagree | No | No | No | I disagree with your suggestion that traffic levels on major roads will not significantly increase as a result of implementation of your scheme. Copse Hill is already above acceptable traffic levels and your proposed scheme will see these rise significantly, with the result of unacceptable levels of pollution and loss of quality of life for its residents. Cope Hill is already a "rat run" for the A3 commuters, as well as servicing the numerous public and private schools in both Wimbledon and neighboring Coombe. |
| Copse Hill | Strongly disagree | No | No | No | These proposals will force extra traffic onto Copse Hill which is already very busy. There is no need for them |
| Copse Hill | Strongly disagree | No | No | No | This will create congestion on main roads. As a resident here for many years I have seen the flow of traffic in peak hours (morning and evening) and there is already a decent amount of traffic on coombe lane (coming towards wimbledon/raynes park from Kingston). This traffic will be unbearable with these new measures and traffic will extend for KM (and not Metres) with these new measures. Your stats for LTN are not relevant for this specific location (it is a general statistic). |
| Copse Hill | Strongly disagree | No | No | No | I highly disagree with the measures being put in place. None of the restrictions would make any difference to my life but honestly they are pretty pathetic. Coombe lane for starters hardly ever has enough traffic to make it worthwhile for a motorist to try and take Richmond Road in order to get somewhere faster. However, for people who do actually need to go to drop their kids to school on Cambridge road for example, it would be a nightmare to go around a different way and actually cause more congestion on Durham Road and Copse Hill. |
| Copse Hill | Strongly disagree | No | No | No | Total waste of money. There is not much traffic anyway using those routes but what there is, if the LTN is implemented, is going to be channeled into Copse Hill and Durham Road making them even busier. Also the residents of that area will have to make longer trips to get out. Total nonsense. |
| | Strongly disagree | No | No | No | Stopping vehicular turnings, in/out of Cambridge Rd and Avenue Rd will merely cause additional through traffic for adjacent streets and the Council should be able to justify the decision to those residents who will be affected. It will also add to further congestion around the Raynes Park station area which will concentrate NO2 omissions in an area of significant pedestrian movement. It is hard to see how this will enhance road safety as per the Council's Unitary Policy. |
| | Strongly disagree | No | No | No | There is absolutely no problem with this part of the road network and I think these proposals are completely pointless. |
| | Strongly disagree | No | No | No | These no right/left turns are not easy to see and lead to unreasonable fines. Better is to work with London's mayor and local boroughs to make London a city one can live in without driving everywhere. |
| Copse Hill | Disagree | No | No | No | The redirection of traffic to other roads means that a small group of people attain the benefit whilst the rest of us get the traffic. It is inequitable and unfair to other residents. |
| Copse Hill | Strongly disagree | No | No | No | This LTN scheme like others only serve to push traffic onto other routes and create further congestion on roads such as Copse Hill, Worple Road and Ridgway. By the Council forcing this scheme creates extended journey times and moves more vehicles on Copse Hill, Worple Road and Ridgway increasing pollution in those areas which in turn creates more health problems for those that live on these roads. NO LTN SCHEMES |

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| Copse Hill | Disagree | No | No | No | This proposal is an unnecessary and expensive interference with normal traffic in the area. It will cause great inconvenience for many. It will inevitably increase the traffic on Copse Hill and Durham Road both of which are equally residential in nature. We on Copse Hill have suffered years of disruption due to the Berkeley Homes development. We are all so relieved that this is finally coming to an end and it is unfair and discriminatory to impose potential extra traffic on us now for the sake of a marginal benefit on other Roads. We all as residents should have equal rights. Copse Hill is used as a rat run now. What do you propose to assist this road which should equally be considered. |
| Copse Hill | Strongly agree | No | No | No | Let's change the title: Making Copse Hill and Coombe Lane HTNs. To make a LTN you also need to make an HTN. Fewer roads are required to carry more traffic, which in turn makes them slower moving and more polluting. I don't want my property, or my neighbours, to be even more adversely impacted than they are at the moment. The High Court has recently ruled that the Mayor of London and TFL acted unlawfully in a similar road scheme, Mrs Justice Lang saying they "took advantage of the pandemic " to enforce "radical changes" to London's streets. She went on to say, "It was both unfair and irrational to introduce such extreme measures, if it was not necessary to do so, when they impacted so adversely on certain sections of the public." While less egregious, this proposal will likely result in those living on Copse Hill and Coombe Lane living in a more polluted environment. That is not fair and fails to address the underlying issue. |
| Copse Hill | Strongly disagree | No | No | No | Low Traffic Neighbourhoods are supposed to encourage walking and cycling - but they do not make a win win situation. To make a LTN you need also to make a High Traffic Neighbourhood HTN. Would Council be so keen to sign up if HTN was the new name? You have fewer roads carrying more traffic and those living, walking or cycling on those streets are forced to deal with that traffic alongside higher levels of pollution. Would any right minded person gather up their autumn leaves and then dump them all into a neighbours yard? Of course not! LTN's are an ill thought out proposal designed to congest our roads and bring poorer air quality to many people, businesses and particularly families. Who benefits? Very few people... perhaps Londons cycling clubs whose loud voice drowns out most other groups. But why should one group of people pay so heavily for the freedoms of others? Indeed, how many more children's deaths will a court rule that "dirty air contributed to" following the tragic death of 9-year-old Ella Kissi-Debrah, who lived just a few miles away in South London and suffered with severe asthma? Moreover, the High Court has ruled that the Mayor of London and TFL acted unlawfully in a road scheme which restricted licensed taxis (a form of public transport reflected in law). Mrs Justice Lang said that TfL and the Mayor "took advantage of the pandemic" to enforce "radical changes" to London's streets. She said that "It was both unfair and irrational to introduce such extreme measures, if it was not necessary to do so, when they impacted so adversely on certain sections of the public." Within Merton there are plenty of children and adults who like Ella Kissi-Debrah suffer from asthma. There are also ordinary people like me who will be living in a more polluted street if this plan is implemented. It isn't fair I breathe more polluted air while a few streets away people can breathe cleaner air. And it isn't necessary. PLEASE dont do it. |
| Copse Hill | Disagree | No | No | No | I am frequently walking along Coombe Lane and Richmond Road and NEVER see any problems at these spots - so in my view there is no need to introduce these new restrictions. INSTEAD, can you please have a look at COPSE HILL, where the 20mph speed limit is generally NOT OBSERVED: trucks, coaches and cars go down the hill at 30 - 45 mph and up the hill generally at least at 30mph. There is no enforcement of the speed limit and it creates dangerous situations when vehicles have to manage the lane narrowing islands that were introduced some years ago, but which do not fulfil their purpose. So please do something to slow down the traffic and enforce the 20mph speed limit! |
| Copse Hill | Disagree | No | No | No | This will increase pollution not reduce it because cars will be going a longer distance as a result of these measures. The pollution on Copse hill is already heavy, there is a school playground backing onto Copse Hill, young lungs do not need more pollution. We have already had years of increased traffic of polluting lorries because of the Barkley homes development. Why doesn't the council concern themselves with Copse Hill residence health? I fear this is a ticking box exercise. |

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| Cottenham Park Road | Strongly disagree | No | No | No | I think this is a bad scheme, it would cause congestion at the one way system at raynes park |
| | Strongly disagree | No | No | Unsure | These proposals are unfair to the people living on the roads where traffic from this proposal would end up, adding/concentrating pollution and increasing danger to pedestrians (i.e. crossing roads such as Durham and Copse Hill, which have no zebras or lights) |
| | Strongly disagree | No | No | No | These plans make no sense as traffic will use other routes & Cambridge is a wide road with 20mph speed limit which can easily cope with heavier traffic than other residential roads nearby. |
| | Strongly disagree | No | No | No | I think this is unnecessary. The roads concerned aren't busy -many stick to the 20 mph. Coombe lane on the other hand i have been overtaken by cars when i have been going 20mph. Stopping left turns and turns out on to Coombe lane will allow cars to travel much faster on this stretch without the constraint of potential cars pulling out. |
| Cottenham Park Road | Strongly disagree | No | No | No | I am writing to object in the strongest possible terms to this proposal. Like other local residents, I use that junction regularly. To be forced to re-route journeys via Raynes Park would be a huge inconvenience not to mention a waste of time and petrol. Cambridge Road itself is never busy, and the humps along it serve their purpose to calm traffic. It is not even a real rat-run, since cars wanting to travel through from the A3 to Wimbledon Village would use Copse Hill, not Cambridge Road. Aside from all of this, you will create more traffic and congestion at the Durham Road/Raynes Park intersection, endangering pedestrian traffic in the Waitrose area, and create problems for local residents trying to access the two schools in the area, and the allotments. This is a thoroughly bad idea, not needed, nor requested, and I trust sense will prevail and you will abandon these plans. |
| Cottenham Park Road | Disagree | No | No | No | I believe that this proposal is trying to fix a problem that does not exist. I have rarely seen any great amount of traffic on the mentioned roads and believe that the scheme will simply push any traffic into other roads and increase pollution as cars will have to travel further to get to where they wish to be. For example, should I be going to or returning from the direction of the A3 I would have to either wend my way through streets in Raynes Park or go up Copse Hill and back to my house in Cottenham Park Road greater distance travelled, more pollution and more impact on other streets. I can see that at a later date those newly affected streets would be asking for the same thing which would then continue in a never ending cycle. On the matter of Low Traffic Neighbourhoods I understand that various authorities including Wandsworth have abandoned them as they discovered they caused a dramatic rise in pollution in surrounding streets. |
| | Disagree | No | No | No | This is going to cause a build up of traffic on surrounding roads/ raynes park. Journeys will take much longer, be more dangerous for getting my children to school as we already walk down some of the roads that would now be used as an alternative route which will increase pollution too. Also will make journeys more difficult for my elderly parents who live Melbury gardens and would require them to go further than needed. |
| Cottenham Park Road | Strongly disagree | No | No | No | As a cyclist and a vehicle driver I have had no issues with the roads in my area. As the cycle lane on Coombe road is dangerous to ride.... it is just too dirty to use safely. Also the bit from Waitrose to and from the station is also dangerous as pedestrians just wander onto it. I and other cyclists only ride on the road. Perhaps you could address these issues first before you move onto your next great idea! |
| Coombe Lane | Strongly disagree | No | No | No | It will divert traffic and the Waitrose car park will be used as rat run instead |

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| Cottenham Park Road | Strongly disagree | No | No | No | It seems to me that Merton Council are looking for a problem that simply doesn't exist. I have lived in Cottenham Park Road for 17 years, use Cambridge Road practically daily and never see more than 1 or 2 cars using the road at any one time! Merton Council's reasons for thinking about this scheme is 'to remove rat running' and 'to encourage safe walking and cycling in the area'. Well, firstly, if it is a 'rat run', you would be very hard pushed to recognise this fact. Secondly, people driving down Cambridge Road live in the roads off Cambridge Road (like me). If they aren't allowed to turn left from Coombe Lane into Cambridge Road, they will either start doing dangerous u-turns on Coombe Lane to approach Cambridge Road from the other side; they will start turning into people's drives along Coombe Lane to turn around or they will have to do long detours around neighbouring roads, which will not only start clogging up the other roads but will add thousands of hours on an annual basis of totally unnecessary time on the road for those particular cars. I understand the Council are also trying to discourage parents from driving their children to school and are planning to prevent cars accessing the area around the school (I don't know the details). I appreciate it would be better if more children walked to school but firstly a lot of parents drop their children off at school on the way to work and secondly, I believe the catchment area extends beyond a mile now (again, don't know the details) so it's a little far for young children to walk. This is a complete waste of time and money. Money is scarce right now and the Council should be saving money for far more important things as many people are struggling to get through this pandemic (from homelessness to simply being unable to afford to buy food). |
| | Agree | Yes | Yes | Unsure | It is a good idea to prevent a right-turn into Cambridge Road from Coombe Lane, and a left-turn into Coombe Lane from Cambridge Road because it causes a build-up of traffic and, more importantly, delays the 57 bus in both directions along Coombe Lane. Plus it causes motorists to become aggravated which adversely affects their driving skills. Regarding Avenue Road which is much narrower than Cambridge Road, perhaps it should be one-way, with only a left-hand turn into Coombe Lane allowed. |
| Cottenham Park Road | Strongly disagree | No | No | No | These restrictions will just create more traffic and queues, especially in peak periods, on Copse Hill, Coombe Lane and Raynes Park. Local residents will have to drive further and queue for longer during their daily commutes, shopping, picking up/dropping kids, etc. This will increase pollution and fuel consumption (and incidents of road rage). I strongly object. |
| Cottenham Park Road | Strongly disagree | No | No | Unsure | If you stop the traffic at Cambridge to Coombe lane and vice versa it will cause the traffic to make much larger detours through the area on smaller roads around Cottenham Park, Oak road, Cottenham Park road, Durham road, Pepys road (to turn back onto one way through Raynes Park) and Copse Hill which are already very busy. This will have a very negative impact on the environment with more pollution. The right turn at Durham road is already congested, often with obscured visibility and frankly quite dangerous. I live at the lower end of Cottenham Park road and drive in the Kingston direction daily through necessity and this would only serve to make other local roads more busy and make longer journeys more stressful. Cambridge road is a wide road and doesn't seem to suffer overuse as much as the other roads mentioned above. If the council is concerned for speeding why not put humps around Cottenham Park or cameras????? This proposal is environmentally unfriendly and will only make other roads in the area suffer even more. |
| | Agree | Unsure | Unsure | Unsure | a) Need to consider impact of potential increase in traffic turning right at bottom of Durham Road into Coombe Lane (Pedestrian Crossing; Bus Stop and Junction Lights). b) Increase of traffic on Copse Hill c) Total lack of 20mph enforcement in Wimbledon/Merton - we get vehicles frequently doing 40-50 mph!! |
| Cottenham Park Road | Strongly disagree | No | No | Yes | Why the need to stop traffic coming or going towards Kingston? |

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| Cottenham Park Road | Strongly disagree | No | No | No | Your proposals will make it very difficult for me to access main roads from where I live |
| Cottenham Park Road | Disagree | No | No | Unsure | It's a flawed scheme. Closing access to Coombe Lane from/to Cambridge Road will DISADVANTAGE local residents and simply increase the flows of traffic on Copse Hill. The only problem with traffic at present is the continual digging up of Coombe Lane - at least three material disruptions in the past 12 months; the priority should be to keep roads open during the day not to close them. |
| | Strongly disagree | No | No | No | I have been playing table tennis twice a week (pre-Covid) at West Wimbledon Society, Avenue Hall, 70 Richmond Rd SW20 and as a resident here for 51 years, rat running in Cambridge Rd & Avenue is not a problem. I cannot understand why money is being wasted to achieve changes that will be worse in all respects and increase pollution when the opposite will make more sense. This proposal will mean drivers will have no alternative but to use Durham Rd, which is already congested and a busy bus route. Also it is more dangerous turning right into Coombe Lane from Durham Rd. Parked vehicles, a lot of high vans, obscure our view and some drivers will not give way. WWS is also used by several other groups with young children and parents have to use cars to take them there. Also it's not safe for old people who play bridge in the evening to walk to WWS. LTN proposals should not be approved nor implemented. |
| Cottenham Park Road | Disagree | No | No | No | I walk fairly regularly on the roads under this proposal and have never seen excess traffic. Unquestionably more traffic will use the adjacent roads - Copse Hill, Coombe Lane and Durham Road in particular. All of these are residential roads just as much as Cambridge etc, so why prioritise these few roads? Makes no sense. The extra traffic will be "rat runners" (observationally not a huge number); LTN residents who will have to go a long way round to come and go; and also delivery drivers whose mileage and time spent driving will be considerably increased. I believe the main motivation for this proposal is as always collection of fines, often by drivers who are likely to be confused by the proliferation of signage which is constantly popping up on Merton's streets, rather than actively trying to break rules. The idea that children will then play out safely on Cambridge Road is laughable - it is never going to be a tiny cul-de-sac where that may be possible. |
| | Strongly disagree | No | No | No | This will cause additional volume of traffic on Richmond Road and the junction of Durham Road and Coombe Lane. |
| Cottenham Park Road | Strongly disagree | No | No | No | Please note, there is constant hold up to Coombe Lane traffic at the roundabout at the bottom of Cottenham Pk Rd and Copse Hill, which we are held up in having to circle the roundabout 360 degrees in order to turn up into our street! Preventing traffic from turning left into Cambridge road, as well as turning right, coming out of Cambridge Road is utterly preposterous and show's no regard for the already limiting enforcement at this mini roundabout, which prevents us turning right into Cottenham Park Road. I urge those proposing such restrictions, to look at how many times there are works which significantly disrupt the flow of traffic, at all street points around this mini roundabout. Every month or so, there are temporary traffic lights and the road is being dug up - resulting in a huge backlog of traffic in each direction of Coombe Lane, rendering residents of Cottenham Park Road, and Cambridge Road 'trapped' and unable to get out! It is utterly ridiculous to implement the controls suggested, which will serve only to exacerbate, rather than relieve the issue with congestion. Coombe lane has recently had 20mph limits imposed! The LTN measure will do nothing but cause a traffic jam! |
| Cottenham Park Road | Strongly disagree | No | No | No | unnecessary changes, the ability to drive through Cambridge Road and Avenue Rd actually help to reduce the congestion on Coombe Lane |

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| | Disagree | No | No | No | I disagree with creating no go areas. Traffic should be able to move freely along public highways and the government and councils should not be creating what are effectively private roads for some whilst traffic is pushed on to other roads causing longer journeys and a build up of traffic emissions in those roads. They are not a means of creating cleaner air for everyone - only for a few. Roads are not designed to be walked in or played in. Disabled and elderly people need to be able to access not only the roads they live in but should not be restricted on visiting other places. People need tradesmen, deliveries and many other things that are brought by road. Small businesses are often affected too. You must be aware of the problems LTNs have caused in other areas, and indeed in Merton. I cannot understand why you are considering such plans when they cause stress and misery to most and do not solve the problem. |
| Cottenham Park Road | Strongly disagree | No | No | Yes | Cambridge Road is quite wide so this is not an issue turning left from Coombe Lane or turning right from Cambridge Road onto Coombe Lane especially as there is a cycle lane on Coombe Road. Safety on Copse Hill should be improved as this alot of cyclists take this road. A cycle lane should be put onto Copse Hill. Not many cyclists use Cambridge road in comparison. Also bushes on Copse Hill should be trimmed to improve safety for motorists turning right from Burdett Avenue onto Copse Hill. The bushes obstruct the line of view. |
| Cottenham Park Road | Disagree | No | No | No | I don't agree with the proposed scheme given that Cambridge Road allows myself to go to Cottenham Park by car every morning without the need to drive a long way through Copse Hill (a sometimes congested street during peak hours). We need to reduce traffic and pollution and we could go walking but the only way to walk from the side of a Cottenham Park Road where we live, is via the foot path that is the entrance of St Matthews school and it gets very busy in the mornings not allowing social distancing given Covid times. |
| | Disagree | No | No | No | You would add to traffic on both Cambridge and Avenue roads respectively. It is also likely to add congestion on both Durham and Copse Hill. A lot of people live on Cambridge, Panmuir, Spencer and Richmond Roads, so the cars would have to go down towards Waitrose causing more traffic there only to turn onto Durham Road to come all the way back. Durham road is busy enough already. LEAVE THINGS ALONE!! |
| | Strongly disagree | No | No | No | Cambridge road traffic is light. The road layout works well as it is. This will push more traffic onto Durham Rd, already a busy road despite being residential, and create more log jam at its junction with Coombe Lane, possibly creating more possibility of accidents and yellow box chaos! It will also push considerably more traffic onto Copse Hill which is already busy. The current layout actually prevents those 2 issues becoming worse. Cambridge is not a rat run and nor is it becoming one. Why are the Council trying to find a problem when there isn't one?? Some things just don't need fixing! |
| Cottenham Park Road | Strongly agree | No | No | No | I cannot believe that this is being proposed. As a local resident I have never seen any evidence of "rat running", regularly driving, and cycling these roads on the road with my children. It is very safe and the volume of traffic is very low. The measures you suggest effectively trap access to a large area of the community. An area with schools, parks and a scout hut that all require access by car to allow all members of our community to access them. When the weather is poor and it is dark we need to drive regularly down these local quiet residential roads to deliver children to friends or to activities. This will not stop but will be massively inconvenienced by the need to drive a considerably longer distance to get there. You are punishing an entire community because of your ideals. You believe that pollution will be decreased. I totally disagree. We all will need to make the same journeys but now we'll use more petrol driving to Raynes park and around. Raynes Park is busy enough but will be made more congested because of this. If you want to do something positive then by all means place speed bumps to stop the occasional lunatic and improve cycle lanes and pedestrian crossings; but don't make living here any more awkward when rat running and traffic volume is not a genuine problem I have ever witnessed. |

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| Cottenham Park Road | Strongly disagree | No | No | No | Unnecessary and disruptive. I never use Cambridge Road to 'rat run' because of the speed bumps. The traffic is bad enough on Coombe Lane anyway, and journey times have already been lengthened by the 20mph zone everywhere, which is so absurd on such a wide road as Coombe Lane that I'm always being overtaken when I drive at 20mph along there. It makes things more dangerous and congested, not less. The other issue is that there are so often roadworks and temporary traffic lights on Coombe Lane, Copse Hill and the Ridgway that to block off side roads as well will just make things even worse. In the 2 years I've lived in the area, getting around by car has become harder and harder. I also don't think forcing people to cycle is really the job of those who make decisions about roads. It's a residential area - there are old people and children. The council's job is to make the roads better for these people, not to discourage people from driving on them. |
| Cottenham Park Road | Strongly disagree | No | No | No | This proposal will push traffic closer to schools. |
| Cottenham Park Road | Strongly disagree | No | No | Unsure | I live in Cottenham Park Road, so to travel to Kingston I go down Cambridge Road and turn right onto Coombe Lane. To return home I turn left up Cambridge Road from Coombe Lane. I have never experienced Cambridge Road to be busy with traffic. If I could not travel via Cambridge Road I would either have to go down Durham Road, adding further congestion to two busy junctions (Durham Road/Coombe Lane and Coombe Lane/West Barnes Lane) or go up Cottenham Drive (and down Copse Hill), increasing traffic flow on a street which is much less suited to it than Cambridge Road. Either option would increase the length of my journey, and therefore my carbon footprint. |
| Cottenham Park Road | Disagree | No | No | No | I am concerned that this scheme will just create problems with increased traffic in other surrounding residential roads (e.g. Durham Rd, Cottenham Park Rd) when there isn't a real problem with heavy traffic using these so-called rat runs in the first place. |
| Cottenham Park Road | Strongly disagree | No | No | No | As a resident in Cottenham Park Road for 22 years and as a pedestrian, parent and motorist my objections are:- If implemented as proposed, from the A3/Kingston eastwards direction on Coombe Lane, traffic would be forced onwards through the traffic lights (at the Junction with West Barnes Lane). The first opportunity would be to turn left into Durham Road, a busy road / bus route lined with parked cars on both sides, featuring two day time toddlers' nurseries. There would be a negative impact inter alia on the daily traffic delivering/collecting from Hollymount School in Cambridge Road (already an LTN in itself) as well as all residents. This proposal would significantly worsen queue lengths / traffic flow, pollution and increases every journey time and distance for residents and visitors plus the increasing numbers of delivery vehicles. In my opinion very little traffic travelling west along Coombe Lane turns right into Cambridge Road or Avenue Road, unless intent on parking nearby. To prevent this would worsen the journey for those people. I would dispute that the proposed LTN zone and surrounding areas need in any way to be restricted by these proposals. They would be much better served by speed cameras to monitor the 20mph zones. The part of Cambridge Road within the LTN is wide and straight and in my experience most traffic travels at excessive speed above the 20 mph limit. The roads, other than Cambridge Road, that are within this proposed LTN are all lined with residents cars and are areas where it is near impossible to drive quickly or cut through to another area to avoid driving through the centre of Raynes Park with its shops and station. The current volume of traffic west-bound would be deflected along Cottenham Park Road at the junction of Durham Road, and then up Cottenham Drive (a private road) to Copse Hill that is already highly congested and has the highest NO2 pollution in London. This vexatious proposal should be scrapped. |

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| Cottenham Park Road | Disagree | No | No | No | The restrictions proposed will increase the traffic volume on Durham Road, Cottenham Drive and Copse Hill as residents seek alternative routes to and from the A3 or routes to Kingston. The junction at the bottom of Durham road is already problematic if turning right. Durham Road is already very busy and drivers often exceed the speed limit. Crossing Durham Road is a key thoroughfare for families using either of the two private nurseries, Hollymount and St Mathews. Residents of the area trying to access the A3 will probably avoid the end of Durham Road and use the Cottenham Drive/Copse Hill route (given traffic the issues already at Christchurch Road about). As a resident of these roads we use Cambridge route as a route to and from home, not a rat run. We would seek investment to calm Durham Road not increase the traffic and congestion on it. Likewise the tight junction at Durham and Cottenham PK road does not need to be made busier for those accessing Cottenham Drive. By the way, I have written to the council on 15 occasions to request the tight turn warning sign at the Jct of Cottenham Pk/Durham road be fix and never received even an acknowledgement. Yet funds are available for this needless scheme. |
| Cottenham Park Road | Strongly disagree | No | No | No | This scheme is unnecessary and would not stop people from using their cars - it would just put more traffic onto the surrounding streets cause traffic problems in Raynes Park Centre, increased traffic on Richmond Road, longer queues trying to turn right at the bottom of Durham Road, even longer queues, traffic and fumes on Copse Hill, even more traffic cutting from Durham Road up Cottenham Drive to Copse Hill and back the same way. It will not help the environment as people will have to be in their cars for longer on any journey, causing more emissions. Cambridge Road is not a "rat run" - people will still need to drive along it to access Hollymount School, Cottenham Park and the allotments - all of which are in Cambridge Road. It probably needs the council's money spent on better speed controls rather than this scheme. |
| Cottenham Park Road | Disagree | No | No | No | As a long term resident of SW20 I am familiar with the traffic patterns of the local residents and through traffic. Although Cambridge Road does act as a through road to Coombe Lane, it is by no means the only route used by local residents and through traffic. There is a much used cut through between Cottenham Park Road and Cottenham Drive to Copse Hill. Traffic comes from the roads at the Coombe Lane end of Cottenham Pk Road and then cut up Cottenham Drive, other traffic turn left off Durham Road and then turn right up C Drive. This is used to avoid the bottle necks of traffic that are at the junction of Copse Hill and the top end of Cottenham Park Road. Has this been assessed as part of the proposal? The residents of all the local roads at the Coombe Lane end - Cambridge Road, Laurel Road, Panmuir Road, Richmond Road, Oakwood Road, HillView, Heights Close, Melbury Road, are familiar with this cut through and I am wondering what consideration will be made to prevent the traffic overload on Cottenham Park Road and Cottenham Drive? During rush hours there will be an inevitable bottle neck happening at the junction of Cottenham Drive and Copse Hill. Standing traffic is already an issue as CPR joins the Ridgeway, it will inevitable cause the same on Cottenham Drive. Cottenham Drive is on the narrow side and the parking restrictions that have been recently put in place have narrowed it further. Two cars can no longer pass on the tight corners of the road. What health and safety and environmental considerations have been taken on the impact of the increased traffic on CPR and CD? |
| | Strongly disagree | No | No | No | Cambridge road is a quiet road and doesn't seem to be a busy route at all. I often walk along it and choose it because there is little traffic and the traffic is slow because of the 20mph speed limit and it is a lovely wide road. These changes will cause increased traffic through Raynes Pard it is a . k with hold ups at the sets of lights and traffic jams causing increased congestion and air pollution. |

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| | Disagree | No | No | No | The consultation uses the word "rat-running". This is an emotive term which is inappropriate in a consultation. The connotation is that the public wrongly uses the road to reach other roads. However, that is one of the primary functions of a road. Cambridge Road is a highway maintainable at public expense, i.e. we all pay for its upkeep. In return the public has rights of access and egress to and from it, and the Council owns the roadway for the benefit of all of us. It is not appropriate for the road to be treated like a private road. It is there to benefit the many, not the few. Cambridge Road benefits from speed humps already. Its junction with Coombe Lane is broad and well-lit, with a good visibility splay and easy access from the west, ensuring that the use of the left turn into Cambridge Road does not impede the Coombe Lane traffic unnecessarily. It has a speed ramp on the junction, so the speed of traffic turning into Cambridge Road is already attenuated as it arrives into the road. It did until recently benefit from a 20mph speed limit; it still is subject to that speed limit, but I suspect any apparent benefit has been diminished by the borough-wide imposition of a 20mph speed limit. When everyone is special, no-one is. However, that is not a reason to impose ever more stringent controls over the use of the road. I am a user of Cambridge Road and a reasonably local resident; for me as a driver it is the most direct route to my house from Coombe Road and avoids three sets of traffic lights. I received no notice of the consultation; notices were limited to those who are most likely to benefit from the proposal. There is something unbelievably wrong about that approach. The Council and councillors are appointed to represent all of us; this proposal should never have seen the light of day, because the inherent rights of the many (the free flow of traffic, for which we already pay in many ways) so manifestly outweigh the preferences of the few |
| Cottenham Park Road | Strongly disagree | No | No | No | it is wholly inappropriate and a total waste of money. There are many pavements with lifted and cracked slabs (yesterday a 90 year old fell down in front of me at Copse Hill/ Cottenham Park Road, junction having tripped on one of many broken slab - he was hurt , cut head and needed treatment) If you want to encourage walking , then making the pavements renewed and safe is the way, not making life misery for locals by blocking roads and imposing yet more restrictions , cameras and penalties.Many people are reliant on their cars here and to force all traffic down Copse Hill or Durham Road to access Coombe Lane to reach the A3 is appalling . It will make yet more congestion on thees roads and life misery for those residents on those roads. Please do not do this. |
| | Strongly disagree | No | No | No | I don't think Cambridge Road is the right road to consider for this scheme. We live at one end and whenever we walk/drive along it, it is very quiet and speed is not an issue as it has been 20 mph for a long time. The scheme would redirect traffic through Raynes Park or along Copse Hill causing disruption and blockages there, as well as increased pollution from those of us for whom Cambridge Road is our direct route and who will have to do a journey which is twice the distance. It will not encourage more people to walk as there are no local shops etc along it or either end to walk to. |
| Cottenham Park Road | Strongly disagree | No | No | No | Mnay of the objectives set out in the explanation are excellent. But this scheme is not about traffic reduction and a better environment - there is no conceivable way that people will use their cars less as they will simply divert via Copse Hill, Cottenham Drive, Cottenham Park Road,Durham Road and Melbury Gardens. For many of us it will mean more driving, extra emissions, and lost leisure time. |
| | Disagree | No | No | No | Don't try to fix it, it isn't broken!! There is absolutely no point for any of these changes. Probably suggested by an overpaid consultant who doesn't really know the area :(Please use the money elsewhere! If this is to encourage walking and cycling then maybe build more nice pathways like the one from Rayner park to new Malden which became very popular since opening. |

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| Cottenham Park Road | Strongly disagree | No | No | No | The proposals if introduced would intensify problems for other residential roads in the vicinity which already experience heavier traffic flow e.g. Durham Road and Copse Hill. In addition they would introduce greater problems for other roads e.g. Richmond Road. Buses will be affected along Coombe Lane and Durham Road from any increased traffic, putting pressure on public transport. As most of the traffic is not local, the proposals will not lead to a reduction in traffic or increase in cycling/walking. There would be an attendant increase in pollution and emissions from traffic forced to travel longer distances. There will also be greater congestion in Raynes Park, already busy. There will be more vehicles in slow moving queues and idling at traffic lights. The right turn from Durham Road into Coombe Lane is currently hazardous. These proposals would bring additional pressure to this junction. The measures would also introduce additional street furniture to the existing 20 mph speed limit signs introduced some time ago. No attempt has ever been made to enforce these and the whole of the neighbourhood suffers from vehicles exceeding the speed limits, not just Cambridge Road. The proposed scheme would be an irresponsible use of taxpayers' money for no discernible benefit whilst bringing significant adverse impact on the local community as a whole. If Cambridge Road is perceived to be a problem, why not introduce traffic calming measures and enforce the current speed limits? |
| | Strongly disagree | No | No | No | I've lived in Raynes park for 23 years and there are more problems in the area than these. I strongly disagree that Cambridge road and Avenue road are being used for rat-running. I'm really struggling to understand what you mean by rat-running? You can't do a left turn but can still turn right, that's doesn't stop people from rat-running as there are many other roads in Raynes park that could be used to eat-run instead. |
| | Strongly disagree | No | No | No | It doesn't make sense to me, I have never seen a problem at either of those 2 roads. |
| Cottenham Park Road | Strongly disagree | No | No | No | I have been living in Cottenham Park Road for the last 26 years and there is really no need to block the roads as you propose. The number of vehicles turning from Coombe Lane to Cambridge Road and from Cambridge Road to Coombe Lane is relatively low. The speed limit has already been reduced to 20 mph. If you proceed with your proposal, we will simply shift the traffic to cause congestion in other roads in this area. Indeed, on the rare occasions when road works are being carried out along Coombe Lane, there may be a little more traffic at the junction of Cambridge Road and Coombe Lane. Usually however, during most hours of the day and night there is very little traffic going at 20 mph. Your proposed experimental closure will cause great hardship to many residents in this area and it is hoped that you will not go ahead with this experiment. Thank you |
| Cottenham Park Road | Strongly disagree | No | No | No | Having been working from home for nearly a year now I have been able to see Cambridge Road at various different times of the day when taking my daily exercise. I do not see high volumes of traffic at any particular time of day. Many local people (my family included) use the turn in to and out of Cambridge Road when accessing the A3 or Kingston. Stopping this turn would lead to an increase in traffic on Durham Road and Coombe Lane and more cars sitting with engines idling as they wait to turn leading to further emissions and pollution. |
| Cottenham Park Road | Strongly disagree | No | No | No | Blocking access to these roads, will cause more traffic in already congested areas in Raynes Park - not only will it mean residents have to now go through trafficked areas but it will also increase traffic pollution - and therefore make this change irrelevant. Rat-running down these roads has never effected many people I know and myself- the roads in this area are mostly clear and empty. This change is irrelevant and would just make it harder for residents to get to and from home. There are many more cons than pros. I strongly do not support this change to the area. |

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| | Strongly disagree | No | No | Yes | The effect of the proposed Coombe Lane/Cambridge Rd measures would be to put an intolerable strain on traffic in Durham Road which already is congested due to the following: a) it's a bus route without the width at many points to take a bus and a car travelling in opposite directions, b) has parking on both sides of the road at intervals c) has a nursery school on it and leads to a primary school on Cambridge Road and d) already has traffic calming measures designed to slow traffic |
| | Disagree | No | No | No | This scheme would simply add extra traffic to Durham road which is already extremely busy and a bus lane. |
| Cottenham Park Road | Strongly disagree | No | No | No | This will just cause more confusion and cars driving round and round residential areas trying to find a way out/around. You are forcing traffic onto the Raynes Park one way system and also onto the already busy Copse Hill with all its silly narrowing measures. queues will back right up to the top of the hill by the Christ Church and this is a bus route (200) As it stands traffic is filters quite adequately, is sometimes slowly at the roundabout Coombe Lane/Copse Hill. The main issues are the road over the A3 coming from Kingston which at rush hour are often backed up way passed Warren Road and sometimes even to Kingston Hospital !!! |
| Cottenham Park Road | Strongly disagree | No | No | No | We oppose the LTN for the following reasons * we haven't experienced Cambridge Road being used as a rat-run * the LTN would increase congestion on Copse Hill and Raynes Park * the LTN would lead to increased traffic turning right from Durham Road into Combe Lane - this is difficult even at present * recent local 20mph traffic changes in Cambridge Road are sufficient to make the road safer for pedestrians and cyclists * why not put chicanes etc. on Cambridge Road instead of the proposed LTN to deter traffic * local residents journeys would be lengthened with resultant air pollution * In general, it seems a bad time to judge traffic improvements or not, when traffic is affected by the pandemic and still adjusting to 20mph limit |
| | Strongly disagree | No | No | No | It will just divert traffic and cause problems elsewhere |
| Cottenham Park Road | Strongly disagree | No | No | No | These proposals are unnecessary. I live on Cottenham Park Road which experiences some through traffic but it is not excessive and does not warrant implementing access restrictions. Having lived in the area for over 30 years I consider that Cambridge Road and Avenue Road do not have excessive through traffic. It should not be forgotten that the area already has a 7.5Tonne weight limit so HGV through traffic is already excluded. The proposals are also counterproductive. A LTN should benefit the whole neighbourhood. These proposals do not. They may appease a few people in Cambridge Road who would like to see less traffic on their street but they would cause considerable inconvenience to the rest of the neighbourhood. Longer journeys to enter and exit the area would cause an increase in congestion and hence pollution on the surrounding roads and at key junctions. It would also introduce more traffic onto minor side roads like Cottenham Drive and Amity Grove. Durham Road would particularly suffer as virtually all residential and visiting traffic would have to use it to access the restricted area. It is narrow, heavily parked up, and a bus route. It is also well used by parents and children walking to and from the local primary school and nursery. This scheme would not affect my cycling and walking habits, which I will continue to do in what is a relatively quiet area of Wimbledon. The funding would be better spent on encouraging adherence to the 20mph speed limit. If LBM are not able to do this then it should be returned to DfT/TfL. |
| | Agree | Yes | Yes | Yes | I regularly cycle down Cambridge Rd on the way to Richmond Park. Out of the rush hour it is not a busy road. A LTN will encourage more people, particularly children, to cycle to Cottenham Park and the nearby Hollymount School. |

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| Cottenham Park Road | Strongly disagree | No | No | No | If the LTN were to be implemented, my journey from home to the roundabout at the junction of Copse Hill/Coombe Lane would be an additional 0.5miles, or 1 mile for each round trip. This is a journey which I undertake 5-6 times per week, driving my daughter to school and sports activities in Kingston.This would add to consumption of fossil fuels and the related pollution, made worse by the fact that traffic is heavily congested on Copse Hill on school mornings. Cambridge Road is the more direct and shorter route for us to take and is not congested. |
| Cottenham Park Road | Disagree | No | No | No | This scheme appears to have been designed for the sole benefit of a few selfish, vociferous, anti-car families living in Cambridge Road. Having lived in this area for 38 years, I do not consider that Cambridge Road suffers from significant rat-running. Because Cambridge Road is wide and fairly straight, with few parked cars on it, it is true that there is a tendency for traffic to speed along it, notwithstanding the introduction of electronic speed warning signs some years ago and the more recent introduction of 20 mph signs. The way to curtail such speeding would be to introduce effective traffic calming measures rather than closing it off from Coombe Lane at its western end and Avenue Road. One of Merton Council's stated aims is to reduce traffic pollution which enhance climate change. The proposed LTN will, in my opinion, do the reverse. It will force traffic wishing to access the western end of Coombe Lane either to add to the existing queues of slow moving traffic at the southern end of Copse Hill or cause a greater queue of traffic at the southern end of Durham Road where the right turn into Coombe Lane is already prone to queuing and blockage. Thus, the impact of the LTN will likely be to push more traffic onto Copse Hill and Durham Road, significantly increasing levels of pollution and queuing traffic and resulting in local residents having to travel further (and thus emitting more CO2) to escape from the enclave created by the closure of exit points from Cambridge Road. That cannot be a desirable outcome for a LTN scheme. I very much hope that the Council will decide not to introduce this ill-thought out scheme. |
| Cottenham Park Road | Disagree | No | No | Yes | I do not live in the proposed LTN, but I do work within it (at St Matthew's church, accessed from Spencer Road). Closing off Avenue Road to traffic from Coombe Lane is a sensible proposal given how small Avenue Road is. However, I'm more concerned about the proposed changes to entry in and out of Cambridge Road. This would negatively impact my journey to work those times I choose to travel by car. It would also push traffic onto Durham Road, which is already busy and has a busy junction with Coombe Lane (A238). It seems to me a more sensible scheme would be to focus on cars using the streets in the proposed LTN as a rat run/shortcut between Coombe Lane and Durham Road/Copse Hill, and not those accessing their homes and places of work in the LTN. I suspect it would be a much more expensive proposition, but it seems to me this could be achieved by the following measures: (i) implementing the proposed traffic restrictions at Avenue Road (ii) installing ANPR cameras at the junctions of Cambridge Road/Coombe Lane, Avenue Road/Coombe Lane, Richmond Road/Durham Road, Spencer Road/Durham Road, Cambridge Road/Durham Road, Melbury Gardens/Durham Road, Cott Pk Road/Cott Dr, Cott Pk Road/Durham Road. These could be used to penalise only those people passing through the area as a shortcut, i.e. time between entering and leaving the zone less than say 5 minutes, but not those accessing their homes or places of work. I'm sure the cost would be prohibitive, but it would have the desired effect without adversely affecting those who live or work in the proposed LTN. |
| Cottenham Park Road | Strongly disagree | No | No | No | This will be a night mare . How people are going to excess A3 . There will be a caos on Copse Hill if there is restrictions on Cambridge Road . Please do not waste Tax payers money like that . |
| Cottenham Place | Disagree | No | No | No | There does not seem any particular evidence that demonstrates a need for these changes. The proposals would have the effect of pushing traffic on to already much busier residential roads especially Durham Road / Cottenham Park Road (which also has the 200 Bus Route) and Copse Hill / Cottenham Drive. Residents of Cambridge Close, Laurel Road and Oakwood Road would have to make circuitous journeys. |

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| Cranford Close | Strongly disagree | No | No | No | A 20mph speed limit has been imposed, and that feels more than sufficiently stringent to persuade drivers to drive slowly in the neighbourhood. Blocking roads off is not going to help traffic flow and is quite an imposition on residents in the streets affected. Some of us are elderly, use a car in a limited and local fashion, so we are not using these streets as rat runs at all. We don't see any sense of "volume" on these roads at all and view this proposal as unnecessary. |
| Cranford Close | Agree | No | No | No | I don't think you can simply push traffic into Raynes park. I think the 20mph speed limit has solved the problem with no further measures required |
| Cranford Close | Strongly disagree | No | No | No | if these measures take place you will be creating Chaos on other roads, Durham for example. |
| Cranford Close | Disagree | No | No | Unsure | We oppose the proposal. We (me, my wife and our young daughter) live on Cranford Close, a side road off Cottenham Park Road. We want to make the following points: 1. We do not accept there is a particular problem (any worse than any other residential road in our area of Raynes Park) with "rat running" on Cambridge Road. We have a 3 year old daughter. We regularly walk around the area of Cottenham Park (including on Cambridge Road) and have not seen the sorts of problems described in the "Streets4Peeps" newsletter. 2. we are concerned that if implemented this proposal may well result in an improvement for residents on Cambridge Road - if indeed there is a problem - but to the detriment of other local roads. The traffic will instead further clog up Coombe Lane, with all the pollution/environmental consequences of queuing traffic, and also, in particular, increase traffic volume on Durham Road, which is itself a residential street and which will become the access road for all the smaller residential streets that lead off it on the way up towards Wimbledon common. 3. We do not believe this proposal will do anything to reduce car usage and encourage alternative forms of transport, such as walking or cycling. For example, we use the Cambridge Road left turning when we are going to / coming from either the A3 or the Kingston area. Neither of those trips are ones we would realistically be likely to do in anything other than a car. A far better use of Merton Council's funds would be to improve the appalling cycle lanes on Coombe Lane and also widen pavements so people with pushchairs do not have to go into the roadway to go around other pedestrians. |
| | Strongly disagree | No | No | No | This is going to inconvenience residents within and very close to the scheme area who will be forced to drive further, create more pollution already polluted roads, use West Barnes junction meaning more engines idling at traffic lights. No idling required on Cambridge. Coombe Lane has many more residences than Cambridge Road, they will suffer increased pollution. Drivers will take avoiding action by using Coombe Lane driveways and verges to turn round in order to enter Cambridge Road from the permitted direction. Residents in the north of the area, if coming from the A3, will use Copse Hill and Cottenham Drive rather than Coombe Lane. More traffic turning from Coombe Lane into Durham Road - already a very dangerous, blind turn for pedestrians with one fatality in the past. |
| | Strongly disagree | No | No | No | I use these roads myself on the school run and to drive to te school where I teach and it is generally quite quiet with little traffic. The surrounding rounds will just become more clogged as a result of this initiative. |
| | Strongly disagree | No | No | No | This proposal, if implemented, would lead to more traffic on Durham Road and compromised traffic flow along Coombe Lane into Raynes Park one way system as more traffic tries to turn right opposite Waitrose onto Coombe Lane. Vehicles emerging from Durham Road can block the boxed junction, leading to vehicles being trapped on the box junction, and creating a significant road rage hazard. |
| Cranford Close | Strongly disagree | No | No | Unsure | Cambridge Road is important for going onto Coombe Lane to go to different places. Otherwise, it is a detour onto Copse Hill which will face alot more traffic |

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| | Don't know | No | No | Yes | The turn into and out of Cambridge Road is a useful part of the route to the A3/ Kingston, and I would prefer it to remain available. Otherwise, for us it would mean an awkward drive up Pepys Road and round to Copse Hill via the Ridgway, or tangling with the Raynes Park one-way system. I walk along Cambridge Road nearly every day and think the 20 mph limit should be more effectively enforced. |
| | Strongly disagree | No | No | No | We have a large amount of people that do cycle and walk but we also have those that driving is a necessity. Drivers are made to pay road tax... so why should these restrictions make life difficult for the driver. |
| | Strongly agree | Yes | Yes | Yes | More schemes like this needed across Merton |
| | Strongly disagree | No | No | No | It will make copse hill and raynes park busier. My grandparents live in the area and they are horrified that this is even a plan |
| West Barnes Lane | Strongly disagree | No | No | No | This would mean that anybody approaching from the north-west - including, presumably, Coombe Gardens - and wishing to access any roads between Cottenham Park Road and Coombe Lane would have to go right along to Durham Road and then cut back. It would lead to greatly increased traffic on Coombe Lane between Cambridge Road, on Durham Road between Coombe Lane and Cambridge Road, and on Cambridge Road between Durham Road and Oakwood Road. While there might be a case for making Avenue Road one-way, blocking it off from Coombe Lane in both directions would mean that residents' or visitors' cars will have to constantly make U-turns, and the road is too narrow. |
| | Strongly disagree | No | No | No | All this will do is increase traffic in Durham Road, Copse Hill, Pepys Road & Cottenham Park Road. It will make access to and from the A3 much more difficult concentrating traffic unnecessarily. An ill thought out scheme & waste of tax payers money. |
| Durham Road | Strongly disagree | No | No | No | this closure of roads will cause more traffic in coombe lane road during rush hour. |
| Durham Road | Strongly agree | Yes | Yes | Yes | May need to manage potential congestion at Coombe Lane intersections with Durham Road and Amity Grove including impacts on children being dropped off/picked up near bottom of Durham Road |
| Durham Road | Strongly disagree | No | No | Yes | I not only live in this area but I also teach here, I am a driving instructor. I completely agree with the Avenue Road proposal, it is a very narrow road and should be either one way road or entry for residents only. However, I strongly disagree with the No Left off Coombe Lane and No Right on it from Cambridge Road. First, if we are not allowed to turn left into Cambridge Road but we can still turn right into it from Coombe Lane then I am missing half of the point. And we are then forced to use Durham Road to turn left which would create more traffic on approach to Raynes Park town centre = more pollution. It will also force locals to get to the A3 either via Cottenham Drive, I can't see how people living there are going to be happy with it plus it will create more pollution on Copse Hill (busy as it is anyway), or we would need to join Coombe Lane via Durham Road and to emerge right there is even more inconvenient which again results in more pollution, having to wait longer and in effect blocking people behind wanting to emerge left since it is quite narrow = more pollution. Being on Cambridge road regularly, driving, running or with our children it is not very busy road at all and it is fairly wide. Turning left into it is good for learners to learn to assess the corner for a correct gear choice (one of rare 2nd gear corners). Turning right out of it doesn't hold traffic back since it is wide enough for them to go past us and emerge left if they wish so. |

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| Durham Road | Don't know | Yes | Unsure | Yes | Hi, I understand you will be using ANPR to track and fine people who incorrectly use these roads. Is it therefore possible for residents of Cambridge Road, Richmond Road and Avenue Road to submit their registration numbers so that they are able to use their roads fairly? These residents won't have necessarily been using the roads as rat runs, as they live on them, but they will be inconvenienced by the arrangement. As you are able to track cars and parking permits this doesn't seem like a lot of extra effort given it's only three roads one of which is tiny. Other than this issue I agree with the LTN for keeping the roads safer and quieter and avoiding rat runs. Thanks, Lucy |
| | Strongly disagree | No | No | No | This will have the effect of pushing all the traffic up Durham Road and onto Cottenham Park Road. Many children from local schools walk down Cottenham Park Road to go to playing fields and this will make the road much more dangerous. It will also increase noise and traffic pollution on both Durham and the top of Cottenham Park Road.Both Durham Road and Cottenham Park Road will become main highways as the diverted traffic has to go somewhere. |
| | Strongly disagree | No | No | No | My Father lived on Cambridge road for years I have friends live there . I drive in this area to and from work. There is no problem it is not a rat run. A no right turn from Cambridge road to coombe lane will cause people to turn left then uturn on coombe lane to head for the A3. you are creating problems please leave the roads as they are and stop wasting money. Thank you |
| | Strongly disagree | No | No | No | I strongly object to these proposals as it will greatly restrict local residents access to their own homes and streets. The traffic in the proposed area is not at all busy and any cut through traffic will just be pushed onto the busy main road through Raynes Park and surrounding residential roads. Concentrating and funnelling traffic elsewhere increases congestion and pollution in those roads. This will have a greater impact on poorer residents who tend to live on main roads and critically the pedestrians and cyclists who use the Raynes Park main road and one way system to access the shops, station, bus stops etc. I strongly object to the fact that this consultation excludes those living in neighbouring roads who will have longer and more congested local journeys. The streets in Raynes Park belong to the whole community not just those living in 2 streets, these proposals divide our communities and pander to a small number of individual nimbys. |
| | Strongly disagree | No | No | No | Concerned that any tinkering of traffic flow will result in jams and congestion else where especially during peak time. For example in the morning at the top of Cottenham Park Road at the mini roundabout with Copse Hill, any congestion forces traffic down Ernle Road, Wool Road, Dunstall Road and McKay Road on to Woodhayes. Any congestion in the evening at the mini roundabout at Woodhayes and the Ridgway, forces traffic down Ernle Road, Wool Road, Dunstall Road and McKay Road to Copse Hill. There are other examples if you want to get in touch. You have my email address. |
| Durham Road | Strongly disagree | No | No | No | By implementing this LPN it will greatly increase the amount of vehicular traffic onto an already very busy road, Durham Road and with more car emmissions, this is totally unacceptable to local residents. Further many children walk to the local primary school, Hollymount in Cambridge Road and other younger children are walked to two nursery schools, one at the bottom of Durham Road and the other in Spencer Road. With Durham Road becoming increasingly busy, not only with a bus route, but a lot of extra traffic especially in the rush hour, implementing this LPN would be 'an accident waiting to happen' with all these young children using this already busy thoroughfare and the council need to seriously reconsider this unacceptable proposition. |
| Durham Road | Disagree | No | No | Yes | For local residents making these changes will just send all of the traffic down Durham road which already gets very busy at the bottom for the junction with coombe lane. We need to be able to use Cambridge road. |

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| Durham Road | Strongly agree | No | No | No | Traffic in Durham road is bad already especially at the lower end where I live. In addition to through traffic there are frequent delivery lorries for shops and parents taking and collecting children from the nurseries. We do not need more through traffic from Coombe lane which would be the result of this plan. Cambridge road already has traffic calming measures in place which are more than adequate. |
| Durham Road | Strongly disagree | No | No | No | This is a totally pointless make-work scheme addressing a non-problem which will impact adversely on other neighbouring roads in Raynes Park and bring no net benefit to the area. What needs to be addressed is better planning and co-ordination of the barrage of utility and highway maintenance works which exacerbate traffic flow issues generally. |
| | Strongly disagree | No | No | No | I am strongly against the proposed LTN in the Cottenham Park area. I feel strongly that this will end up congesting the rest of Raynes Park, forcing traffic into other roads & inconveniencing other residents. Leaving the Cottenham Park area as it is dilutes the flow & keeps everything moving. The entire scheme smacks of Nimbyism - "get rid of the cars in Cottenham Park - we don't care about anywhere else" attitude. With the gradual phasing out of fossil fuel cars, we will get to a level of low pollution anyway. If you have a kitty to spend, fix the potholes & make better signage/a raised zebra crossing at the corner of Cottenham Park rd, Oakwood rd to make it safer for children attending St Matthews School, the Scout Hut, the Little Forest Folk Nursery, the Oberon Fields. |
| Durham Road | Disagree | No | No | No | Pollution would be a problem as cars would be queuing & being used to go further with all these diversions. As far as I am concerned the traffic flows freely & there is absolutely no reason to intervene. I strongly object to the changes. |
| Durham Road | Strongly agree | Yes | Yes | Yes | There has been an increase in traffic in recent times along the affected roads. I am certain this relates to rat-running as the population density in the area is unchanged for several years. |
| Durham Road | Disagree | No | No | Unsure | Maybe if this was a plan to include Durham Road and Copse Hill it would work, but this will increase traffic there, so I don't think it's a good idea, sorry (I am in favour of lowering traffic generally) |
| Durham Road | Strongly disagree | No | No | No | I have lived at the same address for over 10 years, I drive through these streets every day to take my daughter to and from school at different times of the day. Both Cambridge Road and Coombe lane are always very quiet and most definitely not used for rat running. Implementing these restrictions will have a major negative impact on residents like me who use these roads not as a cut through. I am very much against this proposal and I think you should spend the money where is actually needed rather than bring disruption to the neighbourhood. |
| | Disagree | No | No | Yes | I often use Cambridge Road to access my allotment and have no impression of the road being used as a rat run. There is sparse traffic and little that wouldn't be a result of local access. I have driven down Cambridge Road at night to access Pepys Road from Coombe Lane and have usually seen no other vehicles. |

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| Durham Road | Strongly disagree | No | No | No | There is NO benefit to this proposal. How did it even get to the stage where you have decided to spend local taxpayers money to investigate; and post not 1 but 2 letters to local residents as part of the consultation? This scheme has considerable negative impact on local residents, and as someone who lives in the area will NOT improve the quality of life in my local neighborhood. As a resident in the affected area of Durham Road this will not create a low traffic neighborhood where the streets are quieter and safer, quite the opposite. It will add to the traffic and emissions in the area, forcing local residents on a significant detour, driving virtually 3 sides of a triangle to do the same journey. The proposal will simply re-direct traffic to the surrounding roads, negatively affecting the lives of the residents who live on already busy local roads such as Durham Road and Copse Hill. Cars will inevitably spend longer on local roads more than necessary and traffic congestion on Durham Road, Coombe Lane and West Barnes Lane by the traffic lights will increase. This is contradictory to an environmentally friendly strategy. Durham Road will bear the brunt of frustrated drivers and buses will inevitably be waiting to pass in the narrow parts of the road for longer than they do so already, increasing noise pollution. If the issue is safety then put in more effective traffic calming measures - why are there no speed bumps or width restrictions on Cambridge Road? If you are hell bent on removing through traffic (assuming it's even a significant issue in the first place) then instead consider these restrictions are exempt for local residents or, apply for rush hour only. |
| | Strongly disagree | No | No | No | The proposal would cause major inconvenience to a large number of residents in Raynes Park who use this route to access Kingston and the A3, would increase traffic diverted onto Copse Hill, and seeks to solve a problem that hardly seems to exist in Cambridge Road. |
| Durham Road | Strongly disagree | No | No | No | We have been residents of Durham Road for almost 34 years and strongly object to the Low Neighbourhood proposal. Durham Road is an extremely busy road. It has the 200 Bus route operating through it which is now fully serviced by Double Decker buses. On occasions the 131 and 57 routes have been redirected through Durham Road. At the bottom of Durham Road are 2 Nurseries which leads to increased traffic from Parents dropping off and collecting their children. Durham Road also has an entry to the Premier Inn car park. This is also where the Co-op lorries make deliveries, with large lorries reversing into the Car Park and blocking the road as it does so. Other Lorries also park at the bottom of Durham Road to make deliveries to the shops and restaurants in Coombe Lane. There are also various other businesses in Durham Road which cause an increase in traffic including a Hairdressing Salon, Restaurants and a Dentist. The proximity of Durham Road to the various businesses of Raynes Park including a large Waitrose store means it is in constant use from traffic. We do not believe Cambridge Road is used as a Rat-Run but rather helps to alleviate some of the stress and congestion in Durham Road. It also allows traffic to be filtered through Raynes Park rather than all filtered onto an already busy Coombe Lane and the junction with West Barnes Lane. Traffic will also be redirected along Copse Hill which is also extremely busy especially leading to the junction with Coombe Lane. This will create bottlenecks and traffic congestion which will increase emissions and pollution due to stationary cars also making journeys longer. We believe a better solution would be to add speed bumps to Cambridge Road. Please before you implement any changes we request you come and monitor the traffic. |
| | Strongly disagree | No | No | No | The levels of traffic in these roads don't warrant these measures, which would be a waste of money. |

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| Durham Road | Strongly disagree | No | No | No | <p>1. Cambridge Road is NOT a rat run, it is an essential route for the whole of this neighbourhood to get to Kingston, and the A3 or to return from them.. 2. Having lived in this neighbourhood for twenty five years I have never been aware of a significant volume of traffic in Cambridge Road. 3.What are the alternative routes? If one lives within this restricted neighbourhood to go to Kingston would require one of two routes. • To go to Durham Road, turn right. At the bottom of Durham Road, turn right, then join often heavy traffic waiting at the traffic light - and then to join the traffic stream going towards Kingston • Alternatively - go to Durham Road, turn left, and route around Cottenham Park road to join the traffic waiting at the mini-roundabout at the junction with Copse Hill. Turning left to join the often very heavy traffic flow down Copse Hill to the mini-roundabout to turn right toward Kingston, or to the A3 If you live in Cambridge Road and other parts of this community, how do you return from Kingston or the A3 without this unnecessary detour? • People within this restricted neighbourhood might use the section of Cottenham Park Road, and probably Cottenham Drive, which really would create a RAT run. 4. Effect be on Durham Road which is an important BUS route, Both sides parking means when a bus is going either up, or down, traffic has to park up in gaps at the side [usual the junctions with Cambridge Road, or Richmond Road. 5. Adding to POLLUTION. People living within this enclosed neighbourhood will have to drive a greater distance, and join static traffic hold-ups increasing pollution. 6. Cambridge Road is a wide road, with parking both side, it is well able to take traffic moving in both directions, unlike Durham Road. 7. Durham Road is also a very residential road. Why should this extra traffic be imposed on this neighbourhood. 8The restriction of Avenue Road suffers from all these same problems</p> |
| | Strongly disagree | No | No | No | <p>It is not a rat run. All the roads around Raynes Park and Wimbledon have been closed - Copse Hill, Coombe Lane, Ridgeway etc for a number of weeks. If you implement these changes which are not needed the traffic is then pushed to Copse Hill and already the 4-6pm the road is at a stand still anyway. It will get worse. I have multiple children, and cannot drive them to and from school on time. I cannot walk or cycle due to them all being under the age of 6. I will not be able to take my son to Beavers due to the time taken, bad weather, darkness or to Rugby at the weekends old Wimbedonians due to the already ridiculous volume of traffic. It will be extremely damaging to the community. Having people say in cars for hours on end is bad for health due to the fumes etc</p> |
| | Strongly disagree | No | Unsure | Unsure | <p>I travel along coombe Road daily in 'rush hours' towards Kingston and have never seen much traffic turning from Coombe Road into to either road. Most traffic from Kingston turns left into Copse Hill. I really can't understand what the problem is? Through roads have always been through roads. If residents don't like the concept, move to a cul-de-sac! Whole thing seems like a waste of time and money.</p> |
| Durham Road | Strongly disagree | No | No | No | <p>I walk down Cambridge Road every day. It's a wide road and never much traffic. Have you done a count of the traffic? It's a completely silly plan which will clog up other roads. I suspect that it's a case of nimbyism by a few residents who dont care about others and know how to work the system. It will be a scandal if this is accepted which I suspect it will during lockdown when a lot of people are struggling with matters of survival.</p> |

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| Durham Road | Strongly disagree | No | No | No | Have traffic counts been undertaken to understand traffic densities and travels speeds within Cambridge Road and all the adjacent roads, considering both peak periods and quieter times? Likewise 'traffic modelling' runs. We can't remember the last time we have i) travelled along Cambridge Road behind, or in front of another vehicle or ii) have had to wait behind another vehicle in order to turn out of Cambridge Road on to Coombe Lane. Cambridge Road obviously isn't a 'rat run'. The LTN is driven by the wishes of a small number of Cambridge Road residents. Any resident in business roads around Raynes Park would wish the same of their road, but appreciate that such nimbyism, only moves traffic to other local roads and is unfair in the spirit of our local community. No consideration to the impact on residents from the adjacent streets. Restricted access will significantly increase traffic using Cottenham Park Road and Durham Road. There will be an increase in pollution, traffic noise and congestion. Rising nitrogen dioxide levels will, directly impact resident's health. Published air pollution maps clearly show excellent air quality for Cambridge Road, however much higher pollution levels are shown along the length of Coombe Lane and Copse Hill. This demonstrates very little traffic travels along Cambridge Road. Cottenham Park Road and Durham Road already have high levels of traffic, typically travelling at high speeds. Vulnerable residents (elderly, disabled and young children) struggle to cross Cottenham Park Road and Durham Road due to the i) volume of traffic, ii) sightlines obstructed by parked vehicles and iii) vehicle speeds. The LTN will increase the traffic on Cottenham Park Road and Durham Road, significantly increasing the likelihood of serious injury to vulnerable residents. LTNs are extraordinarily divisive within a community. They create quasi-gated communities and cul-de-sacs, loading adjacent highways, increasing congestion and pol |
| | Strongly disagree | No | No | No | I live in Richmond Rd. The bottleneck will now be at Durham rd Junction. Plus lights to enter Coombe lane. Also a much larger queue on Ridgeway to enter Coombe lane |
| | Strongly disagree | No | No | No | I am very concerned about the amount of traffic already running through Copse Hill. There is too much pollution as it stands and I fear this new proposed changes will increase it to levels which are too unsafe. There are lots of children in the area that do not need to suffer this level of pollution. I would suggest that if possible we try to limit the traffic in Copse Hill not increase it. I would also suggest that we install speeding cameras given the current 20 miles per hour speed limit is not being followed. Even the buses (200) are not respecting it. Finally, I would ask to also request for a change in the fleet of buses being used in Copse Hill which is old and pollutes the area. Thanks |
| Durham Road | Strongly disagree | No | No | Yes | 1. We have lived close to Cambridge Road for over 50 years and have had an allotment there for 46 years. We do not consider there to be a traffic problem there. The 20 m/p/h limit must be enforced. 2. If these proposals go ahead it will merely increase traffic in Richmond Rd, which is narrower, and in Durham Road. 3. If there had been a choice re Avenue Rd we would have preferred no entry from Coombe Lane but allowing out into Coombe Lane. 4. These comments are supported by my husband, Michael Tulloch ie it is the response of the household. |

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| Durham Road | Strongly disagree | No | No | Yes | The proposals will inevitably result in a significantly poorer local environment: air pollution (from increased idle traffic and slower moving congested roads) & risk. 3 sets of traffic lights exist between the start of Raynes Park (Coombe Lane/West Barnes Road) & (Coombe Lane/Lambton Road); a distance of c. 300 metres. The lights plus 3 bus stops in close vicinity already cause regular traffic congestion; this proposal - closing Cambridge Road to traffic coming from Kingston - will therefore create a considerable increase in static vehicles in traffic queues on Coombe Lane and busier roads. Coombe Lane is a major route for pedestrians, cyclists and car users. It is already busy and this proposal can only serve to make it more so and create more risk for its non-car users. Forcing all vehicles to use Durham Road would further be dangerous. Durham Road is already a busy road with a scheduled 200 bus service every 7-10 mins. It is a main route for children on scooters/ bikes going to and from Hollymount School, Holland Gardens, Cottenham Park with few safe crossing points; cars are parked on both sides all the way up making visibility safety a real issue. Forcing more traffic up and down this road does not improve the local neighbourhood;it actually increases risk levels particularly to young and elderly users. Cambridge Road, on the other hand, is a wide road. Driveways and parking restrictions mean that it offers great visibility to pedestrians when using it. It is not heavily congested. Its closure to traffic seeks to address a problem that simply doesn't exist and worse, actually creates problems. This proposal would negatively impact on the wider Raynes Pk environment with increased pollution and more dangerous roads. And the no right turn onto Coombe Lane frankly makes no sense at all. Forcing traffic to a congestion point at the bottom of Copse Hill is utter ludicrous. |
| Durham Road | Strongly disagree | No | No | No | We have no issues with the current roads and believe this will be a waste of funds and resource. |
| Durham Road | Strongly disagree | No | No | No | Durham Road is already a busy road with lorries, buses and traffic servicing local businesses, two nurseries, an adjacent school, a supermarket, a hotel and the businesses in Raynes Park. As well as traffic travelling through the area from Wimbledon Village, Putney, Wandsworth and across from Merton and Earlsfield. I see no evidence nor am I aware of Cambridge road or Avenue road being used by through traffic (rat running), these are quite roads which do not suffer from traffic congestion. Your proposal is to simply redirect traffic from these quite roads onto already busy, overcrowded roads. This increased traffic, will cause further congestion on both Durham Road and Copse Hill, which is also busy and jammed due to the volume of traffic and the traffic slowing islands. Creating bottlenecks and traffic delays will only further increase emissions and pollution. Due to running stationary cars and the longer car journeys which residents will need to make in order to reach their homes when accessing |
| | Strongly disagree | No | No | No | We are very worried about the noise and emissions pollution in Copse Hill as it stands today. With this measure all that will happen is that there will be more traffic through Copse Hill which is bad as it is today already. There are schools also in the area, such as Rowans where I believe it is just very wrong to have an avenue with such levels of pollution next to it. We strongly disagree with this proposal and we would also welcome a way to decrease the pollution through Copse Hill if possible. Thanks! |
| | Strongly agree | No | No | No | At a time when councils are struggling for finance this is a ridiculous waste of money. This is NOT a busy road junction even at peak times . Their is never a traffic jam caused at this junction and traffic flow is no more than normal for any residential street. Creating any low traffic neighbourhood just moves the problem to alternative streets. I reiterate that the council have far higher priorities for spending than on a scheme of minor importance. Council get your priories right . |
| | Strongly disagree | No | Yes | Yes | Total agreement on Avenue Road. Abolition of left into Cambridge non sensical |

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| Durham Road | Disagree | No | No | No | There is already a serious problem with speeding cars on Durham Road (and co-op lorries who have to reverse into the hotel carpark to unload (blocking the entire road) and buses). This is exacerbated by the one-way system at the bottom of Amity Grove. This will make a busy and badly managed road (Durham Rd) significantly worse. In particular, people dropping children at the nursery in Cottenham Park and Hollymount School will be forced up Durham Road thus increasing the traffic problem. Any steps to implement these changes would be irrational in the absence of a review of the traffic situation on Durham Road - any proper effort to enforce the speed limit on Durham Road would be an important place to start. |
| Durham Road | Strongly disagree | No | No | No | The proposed measures would direct local traffic (residents wanting to access Cambridge Road, Richmond Road, Spencer Road, Oakwood Road, Laurel Road, Melbury Gardens) onto Durham Road causing congestion and additional pollution. There are several nurseries on Durham Road and this additional pollution should be avoided. Whilst walking on Cambridge Road and surrounding streets, I have never thought that the roads were busy or that rat running was a significant issue. |
| Durham Road | Strongly agree | No | No | No | I think the proposals may benefit the side roads to the detriment of my road. |
| | Strongly disagree | No | No | No | The drive-through streets are Copse Hill and Coombe Lane for cars coming from Kingston/ A3 or Wimbledon. As these streets are working well there is no need to drive through Cambridge Road or The Avenue. These streets are just used by local residents. Changes to these streets will just divert the traffic to the remaining streets (Durham Road, Amity Grove, Lambton Road and Pepys Road) and make these streets unsafe. There is already a lot of traffic on Durham Road and there are nurseries affected. On Cambridge Road are no schools, just Hollymount at the other end. There is a road closure during school hours in place. |
| Durham Road | Strongly disagree | No | No | No | I feel that rat running is not really a problem around here but these new measures would push a huge amount of traffic onto Durham road and cause the already congested turn onto Combe Lane from Durham road to be even more of a problem. It would also force local residents in the surrounding areas to go through this very congested junction for effectively every journey. This could also cause huge queues to back up on Durham road impacting the residents living here. This will also inevitably slow down public buses which need to either navigate this corner or the traffic that will build up in the road around this turn making it less appealing for local residents to use this public transport. |

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| Durham Road | Strongly disagree | No | No | No | An ill-conceived plan, there is no evidence presented of a specific problem on the streets named above. Traffic affected will be funnelled onto Durham Road, which already has essential traffic (200 bus route, supply routes to the Coop and local businesses, which take deliveries pretty much daily) and Copse Hill, which already has congestion at the junction with Cottenham Park Road. Crossing Durham Road will become *more* hazardous for children and less mobile neighbours with diverted traffic and the increase in emissions will be borne by residents and children in the nurseries at the bottom of Durham Road. Sending traffic from the A3 or Kingston via Durham Rd to Cambridge Road (hardly journeys that would otherwise be taken on foot!) will lengthen the journey, possibly held by traffic at two sets of lights, with engines idling increasing emissions on Coombe Lane. This plan will do nothing to reduce local journeys, consequently will do nothing for the environment, and has the potential to be significantly detrimental environmentally to the streets that will need to bear the diverted traffic. If, indeed, there is a problem with drivers using Cambridge Rd as a rat run (for which I have seen no evidence) why is it acceptable to divert those vehicles onto Durham Rd? Has Merton conducted a traffic flow analysis? If not, why not? If this proposal has not come from evidence-based research then has it come from the residents of the streets that would undoubtedly benefit? And if so, why does the council think that a reasonable basis on which to advance a policy that will have a detrimental impact on neighbouring streets? I noticed that the analysis Merton shared of the Walthamstow initiative described the impact as "not catastrophic": that is a shockingly low benchmark to accept and would suggest that improvements or ameliorations were not actually the target. |
| | Strongly disagree | No | No | No | I believe that Cambridge Road is used by local people rather than as a rat run and the proposal would not reduce traffic but by displacing the problem, this would have a far greater negative effect on the already busy Durham Road and the Raynes Park one way system. Durham Road, with the no 200 bus route is already a busy road, where it is already necessary for cars to pull in to let the buses pass by. Adding more traffic to this road and the one way system would create far more hazardous conditions for both drivers and pedestrians. I see absolutely no benefit in the proposal, and a detrimental affect to those living in the area. |
| Durham Road | Don't know | Unsure | Unsure | Unsure | Has data been collected to determine the prevalence of rat-running along Cambridge Road ? If so, what is the target reduction by which the scheme can be considered a success ? What proportion of traffic making the Coombe > Cambridge turn is rat-running ? If the sole aim is to reduce rat-running, then this could be achieved by placing an ANPR camera at each entry point to this area, and then capturing vehicles entering and leaving. Anyone who tries to exit in less than the time which would indicate that they are passing through the zone as a shortcut would attract a fine. If the aim is to increase active travel amongst the residents in the zone then the single most effective action is to engage individually with each household and explain the benefits and discuss the practicalities of active travel. It is for these reasons that I have voted 'Unsure' to the three individual changes above. Without more information I can't tell whether any of this is a good idea or not, or even one that can be declared a success. I am hugely supportive of LTNs in principal, but if what they do is cause an excess of local angst, then the programme will fail. More engagement is needed to win the local residents over. |
| Durham Road | Strongly disagree | No | No | No | Implementing this low traffic neighbourhood programme would severely increase the traffic on Durham Road, already a very busy residential road for residents and visitors. By alleviating the traffic on Cambridge Road you are making life far more noisy and busy for residents on Durham Road. All you are doing is moving traffic from one area to another, already a bottle neck in the morning and evening busy times but also making Durham Road busier during the day. Durham Road is not a main road, it is residential with some shops at the Coombe Road end, however, it is becoming more like a main road these days. This is completely unfair. |

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| Durham Road | Strongly disagree | No | No | Unsure | The proposal, while well meaning, is ill thought through in terms of its consequences. Were this to be enacted, the junction of Durham Road (also a residential street) with Coombe Lane will become more congested. Combined with the pelican crossing outside Babylon and the lights on W Barnes Lane this busy area, which already has a lot of pedestrians, will become more crowded and dangerous. Of critical concern are the two nurseries at the bottom of Durham Road (Dicky Birds and Dee's Day Nursery). Not only do many cars already stop outside here to drop off/collect children, the increased queues will lead to increased air pollution right in an area where parents and babies congregate. A better solution would be a scheme to funnel cars down Pepys Road into the one way system in Raynes Park and change the 200 bus route from Durham Road to Pepys Road, thus reducing the amount of traffic in the whole residential triangle between Copse Hill, Coombe Lane and Pepys Road. |
| Durham Road | Disagree | No | No | No | There are a large number of local roads and households that would be impacted by this proposal, which would have the effect of bringing all the local traffic down Durham Road and Copse Hill instead, thus increasing traffic jams and pollution on those already busy roads. Surely it is better to have traffic evenly distributed around the West Wimbledon area rather than creating bottlenecks on Durham Road (where I live) and Copse Hill? This is a badly thought out proposal - a better proposal could be devised that would receive more support from local people. |
| Durham Road | Strongly disagree | No | No | No | We live on Durham road and are very concerned about the new proposals. They will cause a significant increase in the traffic levels on Durham Road, which is predominantly a residential street with families. Instead of the traffic being balanced across roads in the surrounding area, the changes will force traffic coming on or off coombe lane to drive via durham road, instead of avenue road and cambridge road. This estimates the traffic numbers on durham road to increase 200% which is extremely high and does not consider the residential properties down the entire road. |
| | Don't know | No | No | No | Although I do not live in a road which is identified for this consultation, my home is in nearby Pepys Road and I am very concerned about the possible impact of this LTN on traffic levels and environmental pollution in Pepys Road. As officers will be aware, Pepys Road is already an extremely busy "rat run" road for vehicle traffic and especially during the early morning and late afternoon periods. Many families with young children and older people live in Pepys Road for whom any increase in vehicle traffic and the accompanying pollution (CO2, tyre wear, tyre "roar" and engine noise) would be a disaster for their health, safety and quality of life. The Council should abandon this proposal, which is bound to have such negative implications for every road in the surrounding area of the LTN. |
| Durham Road | Don't know | No | No | Yes | Durham Road is a busy road with buses travelling in both directions throughout the day, evenings and at weekends. The junction at Durham Road, with Coombe Lane happens shortly after the zebra crossing between the Chemist and one entrance to Waitrose for both pedestrians and vehicles. Adding extra vehicles that would customarily use Cambridge Road to travel toward or from Kingston will add double the amount of cars waiting at that junction which occurs very shortly after the traffic light controlled cross roads that leading the West Barnes Lane along which is the railway junction which is also controlled by cross road traffic lights. The sum total is the traffic light controlled junction from Coombe Lane into or out of Cambridge Road, in both directions does not need to be sent to the junction of Coombe Lane and Durham Road already packed with other traffic and buses. The traffic along Coombe Lane to the Junction with West Barnes Lane already has buses 131 and 57 which both already with travel in each direction. The 20 mph control should be helping with traffic along Cambridge Road. These signs would be more helpful if they larger lower and more noticeable at the entrances and exits between Cambridge Road and Durham Road, Thank you for the chance to mention some points that might make these junctions slightly easier! |
| | Strongly disagree | No | No | No | No traffic restrictions are needed. This is a waste of taxpayers money. Please stop meddling in things that are not necessary and concentrate on more important matters like social care and the homeless. |

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| | Strongly disagree | No | No | No | The traffic displaced unnecessarily will cause major traffic congestion on Coombe Lane, Copse Hill and Durham Road. Stationary traffic will cause further pollution with health repercussions for residents in these areas. Raynes Park is grid locked at peak times. |
| | Strongly disagree | No | No | No | All this will achieve is to displace traffic onto Durham Road, Raynes Park one way system and already heavily congested Copse Hill. Traffic idling on Durham Road and Copse Hill and stuck in the one way system will increase pollution. There are five light controlled Pedestrians crossing from West Barnes Lane junction with Coombe Lane through Raynes Park centre and left turn to go under the arch to Kingston Road. The congestion will increase with this proposal and air quality will be poorer. |
| | Strongly disagree | No | No | Unsure | This idea will have an adverse impact on residents in West Wimbledon. It will mean that when driving to / from Kingston or the A3, residents will have to drive through the town centre and along Coombe Lane. This will make the town centre less attractive and increase pollution because of the slow traffic on Coombe lane. For example 4 sets of traffic lights on Coombe Lane between the a3 and raynes park. It will also make adjacent roads (Durham road, Lambton road, pepys road and copse hill) busier. These are not all major bus routes. Additionally you have just introduced a term time block in Cambridge road by hollymount school that should reduce rat running along Cambridge road. Wait for the impact of that scheme to be clear before making further changes. Many residents have alternative approaches to reducing local traffic. Why not consult the residents for ideas rather than views on just one idea? |
| | Disagree | No | No | No | The proposal would be problematic for key community organizations, located within the area, their members and facility users. These include West Wimbledon Society (WWS), located at Avenue Hall (AH), 70 Richmond Rd, on the corner of Avenue Rd, with 80 members and 245 regular users (pre-Covid), who engage in physical activity. Vehicle access would be unnecessarily restricted, reducing access to a large number of community residents. WWS has had facility upgrades, within the last 5 yrs, partially funded by charitable entities (Big Lottery Fund, etc.), with the specific objective of expanding community use and promoting healthy physical activity. Any measure which would reduce use of facilities would run directly contrary to the objectives of charitable funds and donations, which would pose a risk of waste of these funds. The natural approaches from Coombe Lane to AH, causing least disturbance to local roads and residents, are either via Cambridge Road or Avenue Road. These are precisely those proposed to be prohibited. They are not rat-runs, at all. WWS has existed for 100+ yrs. It hosts social events for members, on Saturdays, mostly for local residents over 70. Those who can, walk to the venue. But many, though local, are not within walking distance. Members live in SW20, SW19, SW18, SW17, SW15, KT3, KT2, KT4, KT9, TW11, SM4, RH4, so driving is reasonable. 30+ members play table tennis, in the evenings, while others attend on Saturday afternoons, so do not contribute to congested traffic or rat-running. Evening Bridge players, over 65, do not want to walk in the dark. Other users of Avenue Hall include those engaged in keep fit, yoga and Pilates, dance and toddler activities, e.g. Monkey Music. Many are too young, and are transported by their parents, by car. Approaching the venue, in Richmond Rd, via Coombe La, then either Cambridge Rd or Avenue Rd, can in no way be characterized as rat-running, causing congestion or being unnecessarily averse to physical |
| | Strongly disagree | No | No | No | My mother lives on the stretch of Cottenham Park Road by Morley Park, for any residents of that area to get to or from the Kingston area they would travel further increasing pollution. There does not seem to be a problem with rat running even at peak times. If it is a problem restrictions only at peak times might make more sense. Enforcement of the 20mph along Cambridge Road would be more constructive. |

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| | Strongly disagree | No | No | No | I have walked this proposed LTN area regularly over the years before as well as during the past year where traffic has been lessened by Covid. During all my walks I have never seen significant traffic flowing through the area that constitutes it as a "rat-run". What is the sense in redirecting all the residential, delivery and fairly minimal through traffic along Coombe Lane, where there are already regular traffic build-ups at the West Barnes Lane junction through to the Boots corner traffic lights? Many of the Raynes Park restaurants in Coombe Lane now have outside eating areas. The restaurateurs and their customers (and I include myself) will not be pleased with the added pollution that is generated. There is no "rat-run" problem to solve here. It just seems like an excuse to get funding to install more street signage, road markings and, of course, ANPR cameras to catch and fine the odd motorist who fails to notice the signage. The funds for this ill-conceived LTN project would be better allocated to speeding up the repairs to Hammersmith Bridge. |
| | Agree | No | No | No | If there are traffic problems in the streets concerned the first thing which should be tried is enforcement with associated penalties of the existing speed limit of 20mph. If necessary by installing speed cameras. I have grave concerns the proposals will displace traffic problem issues onto the surrounding areas with the associated deleterious effects on those roads and the centre of Raynes Park/West Wimbledon. |
| | Strongly disagree | No | No | No | If you consider this to be a rat-run, you will easily exacerbate the problem 10 fold by creating bottle necks in adjoining roads backing up onto Coombe Lane with congestion and pollution for others living nearby. It feels like this is an attempt at elitism, where the few will have greater freedom and the majority of us will suffer. There may too many cars in Merton but this is a problem throughout the outer boroughs. Those who need to use their cars for whatever reason are going to need to leave the house earlier to ensure that they reach their destinations in a timely manner without speeding to get there. For myself, it will mean that I cause more pollution when I drive along Coombe Lane from New Malden and it will certainly extend my journey time. This does not seem like very sensible thinking on your part; yes, in theory it works but I am a pragmatist and can see problems ahead. |
| Durham Road | Strongly disagree | No | No | Yes | This proposal will create extra traffic on Durham Road, and will negatively effect people on that road, which is overwhelmingly a residential road. |
| Durham Road | Don't know | No | No | No | These proposals would result in Durham Road becoming a lot busier than it already is. It can get very busy and vehicles don't always observe the 20mph speed limit. My children need to cross Durham Road to get to and from school. |
| | Disagree | No | No | No | While I accept the principle of low traffic neighbourhoods, I fear these proposals would simply increase the number of vehicles passing through the centre of Raynes Park. The resulting congestion would cause difficulties for pedestrians and increase air pollution in the vicinity of the station, which in normal times is one of the busiest parts of our neighbourhood. |

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| Durham Road | Strongly disagree | No | No | No | LTN Proposals for West Wimbledon area, appears to move traffic from one area to create further traffic problems to nearby roads, particularly Durham Road and Lambton Road. At present, Raynes Park is very busy, there are three sets of traffic lights where West Barnes Lane meets Coombe Lane and Durham Road meets Coombe Lane, where there is a 'yellow box' at the junction, this already creates traffic build-up at the bottom of Durham Road stationery traffic with pollution and traffic fumes outside the nursery schools at the bottom of the road, there are three nursery school in Durham Road, Dicky Birds No.12-14, Dee's at No.16 and Bright Horizons at St.Matthew's Church Hall.In line with the 'Early Years Foundation Guidelines' from Education Department regarding outdoor play/lessons on the curriculum young children walk to the local parks on either side of Durham Road/ Cambridge Road, throughout each day, with their Nursery School Teachers. Increased traffic in Durham Road would cause extra pollution and traffic fumes, also stationery waiting outside said nurseries. We are fortunate in the area to have three local parks, Cottenham Park, Holland Gardens and Morley Park, therefore 'designated safe-walking areas are unnecessary, most pavements in proposed LTN have wide pavements and offer 'safe-walking'. Merton Council have already invested in the excellent 'Go -Cycle Route' which we cyclists can use, there are also significant cycle lanes on Coombe Lane. The area has already 20 MPH Traffic limit (although larger signage would have been desirable/advisable)which should calm traffic, all areas during 'Lockdown'have increased traffic with people working from home, this should improve once back to normal. Very good transport links in the area, people will use again rather than drive when safe to do so. Increased Traffic Pollution through Raynes Park Centre if proposals were to be implemented, adding to the bottleneck which is already in place, residents driving in circles. |
| | Strongly disagree | No | No | No | The best way to solve traffic problems is to allow cars and vans to move freely around all roads, the white van man and the mums/dads in cars with kids, the shopping and the grandparents CAN NOT use bicycles or walk!! People have a right to get in and out of their roads how they wish using all entry and exit points. Also how do disabled drivers get in and out?? Road movement restrictions belong in communist Countries!! Not the UK:) |
| Durham Road | Strongly disagree | No | No | No | The proposed measures would increase traffic flow on Durham Road, which is already busy. Durham Road has Nursery schools, a church and is a bus route and does not need more traffic! |
| Durham Road | Disagree | No | No | Unsure | There is little traffic on Cambridge Road even at weekends. Unless residents have particularly complained about this I do not support the proposed changes and think that if there is a problem it is speed. This could be dealt with by speed humps. My experience with measures such as this is that it simply diverts traffic onto other roads which then become congested. |

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| Durham Road | Strongly disagree | No | No | No | These proposals will result in people having to travel further to reach their destination as direct routes will be lost and increase the volume of traffic in the area overall with its associated risk to health from even more pollution. It will not result in safer walking or cycling in my area as it will increase the flow of traffic to an already busy and dangerous junction with Durham Road and Coombe Lane. I live at the bottom of Durham road near the junction with Coombe Lane. This area will become even more busy than it is already as traffic bound for: Oakwood Road, Laurel Road, Parkfield Ave and Avenue Road will be diverted up Durham Road increasing substantially the traffic at this junction and the threat to pedestrians and cyclists alike. This will not result in safe walking and cycling here. The pedestrian crossing at the junction of Durham Road and Coombe Lane is not always used as it is not located in the most convenient place if you intend to walk up Durham Road. People cross Coombe Lane without using the crossing dodging the three lanes of traffic. There was a fatal accident here not so long ago. The increase in traffic to this area is likely to increase the likely hood of this happening again. For me personally, it will become even more difficult and dangerous to access off road parking as the area near the junction is busy at the best of times and is even more so now there is a children's nursery and new flats near the junction. Even more traffic directed up this road will exacerbate the situation. I have lived on Durham Road for 20 years in October and have never heard of anyone complaining about rat running in the area and I have never noticed it. In conclusion I think the proposals will increase traffic flow to an already busy and dangerous junction. |
| | Strongly agree | Yes | Yes | Yes | I strongly support any traffic reducing measures taken by Merton Borough Council. |
| Coombe Lane | Don't know | No | No | No | Restricting access to/from Cambridge Road and Avenue Road would make it more difficult for people living on these roads who drive, to either return home or drive somewhere. For instance, someone who lives on Cambridge Road, driving along Coombe Lane from the Kingston end, can simply turn left into Cambridge Road to get back home. If this is not allowed, they would have to drive into Raynes Park and turn left into Durham Road. This would add traffic to a short stretch of Coombe Lane and Durham Road. If someone living on Cambridge Road wanted to drive to Kingston or the nearest junction of the A3, they can simply turn right into Coombe Lane. If this is not allowed, they would again have to travel via Durham Road. |
| Durham Road | Agree | No | No | No | Could we add road humps to slow down the traffic? |
| | Disagree | No | No | Unsure | The reduction of speed limit I think has provided enough of a safety measure although I've not noticed Cambridge Road being a high traffic volume street. I now rarely drive but use this route when I do and it is never a busy road. Perhaps in peak times it is (I don't know) and therefore putting measures into place to restrict as suggested in peak times only may be the solution. I'm assuming there have been enough people thinking it is a problem to prompt the consultation here. |
| | Disagree | No | No | No | The scheme is unnecessary as it serves only to redirect the traffic along other roads and increase congestion and pollution in the area. |
| Durham Road | Strongly disagree | No | No | No | As a local resident I do not agree with this proposal and would abandon the scheme. Firstly, I do not believe it is currently an issue. From my perspective speed limits are withheld, and it allows for a better traffic flow management around the area. It is mostly local residents that use that specific route as it is not an obvious cut through, and quite often doesn't typically appear on a sat nav route. Major Concerns: - Durham Road, and other residential roads near schools will become even busier - More traffic on the high street, surrounding areas and at traffic lights will increase - Pollution levels massively heightened based on idling traffic / traffic jams caused around coombe lane |

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| Durham Road | Strongly disagree | No | No | No | These changes would cause great inconvenience for local residents |
| Durham Road | Strongly disagree | No | No | Unsure | This feels like over optimization .. maybe it is someone's pet project. Living around the corner I sometimes use that route to access combe lane in either direction. Whenever i do so there is very little traffic on Cambridge road between coombe lane and Durham Road. Durham road has far too much traffic on it, esp buses. The proposals will stack traffic at the intersection with W barnes lane & the intersection with Durham rd... and so on to lambton rd intersection. Cambridge rd between Durham rd & Pepys rd thats fine to reduce due to the school but compared to traffic on other surrounding roads then cambridge rd traffic between durham rd & coombe lane is v light. |
| Durham Road | Strongly disagree | No | No | No | This is an unbelievable useless project. I have been living at the corner of Durham Road and Cambridge Road for more than 10 years, there is no traffic problem at all. You would create more hassle and spend money on the wrong thing. Just maintain the roads and the cycle lanes as they are neglected at the moment. |
| | Strongly agree | Yes | Yes | Yes | As a non car owner who walks everywhere, and who has a wheelchair using daughter, we find the traffic around Cambridge Road can be alarmingly heavy at times. We support the reduction of traffic to this road |
| | Strongly disagree | No | No | No | There is no evidence of significantly adverse rat-running along Cambridge Rd, especially in the evenings. Time-bound measures, say in the morning rush-hour only must be the max. restriction. Conversely, the measures proposed would adversely impact Durham Rd and Richmond Rd with unnecessary extra traffic. Local people using local amenities would be adversely affected such as the Scout hut and Morley Pk on Cottenham Pk Rd. Please consider local people! |
| Durham Road | Strongly disagree | No | No | No | DURHAM ROAD IS A VERY BUSY ROAD . WE HAVE A LOT OF BIG VEHICLES GOING UP AND DOWN. AT THE BOTTOM OF DURHAM ROAD WE HAVE TWO NURSERIES AND AT DROPPING OFF AND PICKING UP TIME WOULD ENDANGER SMALL CHILDREN. SINCE PARKING RESTRICTIONS WERE INTRODUCED THE VOLUME OF CARS PARKING HAS BEEN GREATLY REDUCED. I OFTEN DRIVE DOWN CAMBRIDGE ROAD AT DIFFERENT TIMES AND HARDLY ENCOUNTER ANY TRAFFIC. I STRONGLY OPPOSE THIS PROPOSAL. |
| Durham Road | Strongly agree | Yes | Yes | Yes | I strongly support these proposed changes. |
| Durham Road | Strongly disagree | No | No | No | For residents who actually lives around these roads, the restrictions that are being proposed will bring more inconveniences than anything as we use those roads constantly. I think there are no reasons for these restrictions to be in place for the rest of the community just for one hour of discomfort during rush hour that those few people who lives on the named roads experience. The disadvantages strongly outweigh the advantages, therefore I strongly disagree with the proposed restrictions. |
| Durham Road | Strongly disagree | No | No | No | These restrictions would increase the amount of traffic through Coombe lane and up Durham road, which is already a busy road with several nurseries along it. The junction at the bottom of Durham road onto Coombe lane is already a very busy junction with bad visibility. It is also a busy pedestrian area with traffic lights. Enforcing these restrictions would increase the traffic around this area. I do not believe there is a high volume of traffic along the residential roads in consideration, and these restrictions are unnecessary. |
| Durham Road | Strongly disagree | No | No | No | This will create much more traffic on Coombe Lane and Durham Road. |

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| Durham Road | Strongly disagree | No | No | No | I believe this change would simply create an increased amount of congestion on Copse Hill, as well as increased congestion at the Durham Road / Coombe Lane T-junction, and which is already a difficult junction to use during busy periods. |
| Heights Close | Strongly disagree | No | No | No | I do not recognise that there is a problem with rat running in Cambridge Road, so the proposed restrictions are unnecessary. They will simply divert traffic onto Ridgeway and Durham Road which will cause increased danger and nuisance to those using and living on those roads, and they will limit the capacity for the traffic to redistribute itself in the event of road works on other streets in the area. There will also be additional unsightly road signage. I strongly oppose the proposed scheme. |
| | Strongly disagree | No | No | No | I am 79 y.o., member, regular weekly user (20 years), of West Wimbledon Society (WWS), at 70 Richmond Rd, SW20 0PQ, corner of Avenue Rd. Proposed LTN is problematic for key community groups, in the area, their members and facility users. WWS has 80 members + 245 weekly users (pre-Covid), engaging in regular weekly physical activity. I have lived in SW20 for 45 years and see no problem of rat running in Cambridge Rd or Avenue Rd. Traffic is light. It would be unnecessarily restricted, reducing access/amenity for many local residents. WWS has had recent facility upgrades, partially funded by charities (e.g Big Lottery Fund), with the aim of expanding community use, promoting healthy physical activity. Any measure which would reduce use of the facilities would run directly contrary to this aim, risking waste of funds. Natural approaches from Coombe Ln to Avenue Hall, causing least disturbance to residents, are via Cambridge Rd or Avenue Rd - precisely those proposed to be prohibited. WWS has existed for over 100 years. It hosts talks and coffee mornings for members on Saturdays, drawn from local residents over 70. Those who can, walk to the venue. But many, though local, are not within walking distance. Members live in SW20, SW19, SW18, SW17, SW15, KT3, KT2, KT4, KT9, TW11, SM5, RH4, so driving is reasonable. 30+ members play table tennis, in the evenings, so do not contribute to congested traffic. The others attend on Saturday afternoons, likewise not congesting. Evening Bridge players, over 65, do not want to walk in the dark. Other users of Avenue Hall include keep fit, yoga and Pilates classes, dance classes and toddler activities, e.g Monkey Music. Many are under driving age or under the age to use public transport. They are delivered and collected by their parents, by car. Accordingly, I submit that the LTN proposals should not be approved nor implemented. |
| | Strongly disagree | No | No | No | Cambridge Road provides the most direct and therefore efficient route for local residents to access to the West including the A3. Most car journeys for local residents tend to be in that direction because there is no public transport alternative to those routes out of London. The proposed restrictions will mean much longer car journeys for local residents and therefore more nuisance, traffic and pollution in total. It will push more local traffic, pollution and nuisance into surrounding residential roads. It will make it harder for children to play in the streets in those local residential roads. Any cut-through traffic will go through the centre of Raynes Park where the one-way system will become gridlocked and create more air pollution for local residents and shoppers. There is a higher density of people in Raynes Park centre and so damage to health could well be increased. The reason for rat-run traffic is simply because it is quicker to get from Coombe lane either through Raynes Park to Worple Road, or up to the Common via the rat-run than the using the main roads. The solution is to smooth traffic flows through Raynes Park and to slow traffic flows through the residential roads by using chicanes or other traffic slowing measures. Remember also that people do live along the main roads and they will suffer doubly from both the increase in total traffic generated by the scheme and the increased share of traffic that those main roads will take. Do we not care at all about those people? |

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| Heights Close | Strongly disagree | No | No | No | K.A. of Ms. Mitra Dubet - Commissioning Manager, Merton Council Dear Ms. Mitra Dubet, Please find here below the full contents of the email addressed to all eight Councillors with our comments on the subject matter with a request to be logged as our position for the informal consultations ending 28/02/2021 on proposed changes. Yours sincerely, Valentin Nedelea 13 Heights Close London SW20 0TH email: vali_nedelea@hotmail.com From: Valentin Nedelea Sent:01 February 2021 13:34 To: Councillor Rebecca Lanning ; Councillor Martin Whelton ; Councillor Adam Bush ; Councillor Omar Bush ; Councillor Thomas Barlow ; Councillor Andrew Howard ; Councillor Najeeb Latif ; Councillor Stephen Crowe Subject: Revised DRAFT of initial Low Traffic Neighbourhood (LTN) consultation paper proposals of 25/01/2021 Dear Ward Councillors, Further to the "revised" informal A4 double sided consultation circular paper and map" received on Friday, we take the liberty of writing to you again with the hope that those of you responsible in overseeing the traffic management in our Borough will take notice of our position, and view in respect of your what we would call ill-thought proposed changes to some of the roads that are part of our neighbourhood. We find the proposal totally out of the intended scope of what you call a "LTH" plan, plan which will inflict so much damage to the neighbourhood and is designed only for the benefit of the Council, and not of the residents. The initial proposal would be summarised as follows: 1. No left turn from Coombe Lane into Cambridge Road - irrespective from what part of Coombe Lane you approach it 2. No Right turn from Cambridge Road into Coombe Lane - which implies Cambridg |
| Coombe Lane | Strongly disagree | No | No | No | All this is doing is increasing traffic in Coombe Lane and Durham road to the detriment of those that live on these roads including me. What is the rationale for doing this? |
| | Strongly disagree | No | No | No | 1 Durham road is difficult enough for buses now. Turning right at the bottom of Durham road into Coombe Lane is very dangerous. This would be increased and there has already been a fatality there 2 Copse Hill during school leaving times has a long queue down the hill. This would increase making it even more time wasting for the 200 bus to go down the hill and then up again and increase the pollution in an equally residential road with waiting cars 3 Those living in the affected area would have to drive more miles to go to the A3 or Kingston or the Airports. 4 It could be critical if a quick dash to Kingston Hospital or an ambulance is required. 5 Increased traffic in Durham road would endanger children from Hollymount School and the nursery's who cross at the Cambridge road junction 6 The queues that will increase at copse hill will encourage displacement of traffic to find other routes such as through Ernle road to beat the queue. 7 the proposed closure would create havoc with the Wimbledon Tennis Championships 8 I strongly oppose it as an unnecessary expense and inconvenience for those living in the enclosed area for no valid reason 4 |

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| Heights Close | Strongly disagree | No | No | No | It seems that to introduce such a scheme will indeed cause unnecessary knock-on effects and will result in even greater amounts of traffic on surrounding roads, like Copse Hill, Durham Road etc. These roads are already busy and we imagine that residents on those roads will not be overly pleased with yet more traffic. Also, if cars that 'reside' in the neighbourhood that is affected have to make adjustments/detours to their journeys, this will surely mean extra and avoidable pollution in the area? We can understand why Avenue Road might be considered for this scheme as it is a small road, but we walk around the area very regularly and don't see huge amounts of cars going up and down the road. As far as possible restrictions to Cambridge Road are concerned, both Durham Rd and Copse Hill are both busy and can be hotspots for traffic build up at their junctions with Coombe Road, so to introduce a scheme that will increase the traffic build up, seems totally illogical. We can understand that safe neighbourhoods and encouraging people to walk and cycle are important considerations, however, having lived here for around 17 years, the incidence of accidents etc due to traffic seems fairly non-existent. In fact, if anything, the biggest danger is from 'serious' cyclists who speed up and down the small roads without due consideration for pedestrians. To conclude, this proposed LTN is completely unnecessary/pointless, and likely to cause longer term problems for a neighbourhood which manages very well at the moment. It would be more helpful to identify real 'rat run' roads than Cambridge Road rather than trying to, in effect 'rob Peter to pay Paul,' by making restrictions which will just cause unnecessary traffic problems and more fuel consumption/pollution in the Cambridge Road area. Our view is that this proposed idea should be abandoned and the money is focused on marketing the idea that people should try to cycle/walk/use electric cars more. |
| | Disagree | No | No | No | The rat run on Cambridge Road is because of illegal speeding as the drivers ignore the restriction. Better ploicing ar chicanes would slow this down not sutting the road off!!! You never shut Langham Road off yet we have had two cats killed level with Dumvre Road. However the extra kink as you rturn in from Pepys road to Langham has really helped, The traffic will pile up in Coombe Lane where there is a very unfair Box Junction which can unexpectedly block when the pedestrian crossing lights chang. Durham Road will be equally dangerous with the increased through traffic to the Ridgeway. |
| Heights Close | Strongly disagree | No | No | No | To enter the A3 or travel towards Kingston this proposal will increase traffic flow along the already busy Copse Hill and Durham Road. Durham Road also allows parking, has road humps as well as being a bus route. In addition there will be added congestion with cars turning right from Durham Road into Coombe Lane which is an already a busy area. Apart from between 8am and 9am I have not found difficulty turning right out of Cambridge Road. The cause is usually because of traffic building up towards Kingson particularly as there is no bus lay-by near the New Victoria Hospital and parents taking children to the school in Coombe Lane West combined with a build up of traffic entering from Copse Hill at the mini roundabout, There is also a build up of traffic from 4.30pm to 6.30pm but this is due to heavy traffic at peak periods and again congestion on Coombe Lane West. With planning some people can avoid these times. More traffic entering Coombe Lane from Copse Hill will increase congestion towards Raynes Park because traffic entering Coombe Lane from Copse Hill will have priority at the mini roundabout. It is stated that these measures will help the frail and disabled cross the road. As an 83 year old I have no difficulty crossing the road. I do like to go for a walk most days but I have to take special care when walking on the uneven pavements to ensure I do not trip and fall. Repairing pavements and pot holes would be a better use of the funds available. Taking the bus or walking to nearby shops is not an option for me as I can not carry shopping so would need to rely on deliveries and neighbours. Children should not be encouraged to play in the streets as there will sill be vehicles using the roads. In this area there is no ned for children to play in the streets as we are fortunate to have two open spaces within this area. I object to the pandemic being used to help introduce these measure. I disagree strongly to these proposals. |
| Heights Close | Strongly disagree | No | No | No | The main streets are busy as they are. Why would you create a bottleneck by restricting access? Most of people using these roads live in the area anyway. You will create even more traffic by forcing everyone to use just the two main roads. |

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| | Disagree | No | No | No | Try enforcing speed limits rather than confusing people with no left and right turns. |
| Heights Close | Strongly disagree | No | No | No | Traffic is not a problem in these areas. However, there would be even more traffic on Copse Hill which is already a very busy traffic area. The increase in pollution would be considerable. |
| Heights Close | Strongly disagree | No | No | No | We have lived here for 25 years. We use this route to avoid Durham Road and Copse HILL. It never appears to be like a rat run, and is always quiet when we use it. I work as a doctor and clinical lead to two hospitals. This would seriously inconvenience me and make my journeys longer. I think this would be a very bad development and is quite unnecessary. Philip McCluskie and Mrs Patricia Wright |
| Heights Close | Strongly disagree | No | No | Unsure | Cambridge Road is a quiet road from our experience. In doing this you would put a set of confusing, non physical restrictions that would prevent perfectly normal and legitimate resident movement from the West Wimbledon area to the A3. The diverted traffic would have to go via Durham Road, causing a likely build up of traffic in an area with two nurseries that already gets congested at drop off times. Durham Road is also already a somewhat tricky crossing for childrewn walking to Hollymount and this would push more traffic into that equation. |
| Heights Close | Strongly disagree | No | No | No | We believe that not allowing these access routes for residents in the area is a big mistake. That means all residents must use alternative routes via Durham Road, which will put even more pressure on that route which is already busy with busses, lorries etc. An alternative the council should consider is putting in restrictive measures along the routes that are a problem in order to restrict the flow through the area rather than punish residents. Think through all possible actions before making poor decisions like this! |
| Heights Close | Strongly disagree | No | No | No | This will involve a long detour to get to my house every time I come from the A3 or Kingston. It will increase pollution, increase traffic in Raynes Park, and increase congestion on Durham Road. It will serve no useful purpose at all in helping the environment, indeed it will make it worse. I have never noticed a lot of traffic on Cambridge Road in the 22 years I have lived on Heights Close. This is a waste of my council tax even to consider such a scheme. Please leave us in peace to get on with our lives. |
| Heights Close | Strongly disagree | No | No | No | Do you people have nothing better to do than to interfere with the lives of productive people during this difficult time? I suggest you either have too much time on your hands or receive too money in council tax and grants. Probably both! |
| Hillview | Disagree | No | No | No | Implementation of the scheme as outlined would increase journey distance and time for those on our area wishing to access the A3 or drive to for instance Kingston or the shops on Coombe lane next to the the A3. Clearly this would entail an environmental impact and therefore greater use of fossil fuel. It would also lead to further overcrowding on roads in Raynes Park and on Copse Hill. |
| | Strongly disagree | No | No | No | There is absolutely no kind of "rat run" on these roads and creating g this scheme will cause so much frustration, and bigger traffic issues on other roads. This has never been a really traffic road and works perfectly right now. |

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| Hillview | Disagree | No | No | No | The scheme would entail longer vehicle journeys for residents in our area for anyone going West to Kingston or to the A3. The longer journeys mean great pollution. The scheme also means transferring traffic blocked from using Cambridge Road to either Copse Hill or Raynes Park. In other words any relief for residents in Cambridge Road will be to detriment of those who live on Copse Hill or in Raynes Park. Moreover there is no evidence that traffic volume will decrease-merely displaced from one road to another. I would also point out that if the scheme is implemented my journeys West will be to turn left out of Hillview and left again in to Cottenham Park Drive and then left again into Copse Hill bringing disruption to Cottenham Park Drive. For these reasons I am opposed to the scheme. John Mays |
| Hillview | Strongly disagree | No | No | No | This plan is unbelievably stupid and totally unnecessary.. Traffic-wise this is a very quiet residential area. The roundabout route from here to get into Coombe Lane to go to eg local shops or Kingston would require going all round the houses forcing traffic onto other roads which would become more congested and would cause more pollution. This idea is total madness. |
| Hillview | Strongly disagree | No | No | Unsure | To get to my Road Hillview, the imposition of no left turn from Coombe Lane to Cambridge Road means one has to turn to Copse Hill at the round about with Coombe Lane towards the Village, and take a right turn to Cottenham Drive and then to Hillview or one has to carry on driving on Coombe Lane and then taking a left at the busy junction to Durham Road. In the same way to get to Coombe lane from Hillview one has to choose either through Copse Hill or via Durham road. We, the residents of London Borough of Merton, pride ourselves to live in this area because the authorities and the residents do their very best to help the environment, by recycling as much as one can, reducing waste and so on. This plan for sure will create congestion at the junction of Durham Road and Coombe lane, specially during the rush hours, which means more pollution. Now by the proposed proposed LTN restriction, the residents of the area have to travel further to go to Kingston and back to their home address, which honestly defeating the object of helping the environment and passing a greener borough to the next generation. Please kindly revisit the plan and cancel No-Left turn from Coombe Lane into Cambridge Road and No-Right turn from Cambridge Road to Coombe Lane. Thank you. Kind Regards Dr. F. Hedayati |
| Hillview | Strongly disagree | No | No | No | This roads is very useful to residents, and if banned, it will likely face more inconvenience and complain. I hope you to reconsider the convenience for the residents. Thank you. |
| Hillview | Strongly disagree | No | No | Yes | Traffic likely to increase in Coombe Lane Durham Road and even Raynes Park and Cottenham Drive. |
| | Strongly agree | Yes | Yes | Yes | It's a great initiative and LTN have been proven to work well in areas across London where they exist already. Traffic pollution is a recognised and known killer of Londoners and this scheme will help make that less of an issue. By implementing the LTN the residents of this area can feel safer in walking and cycling without the risk of rat running traffic that uses the route/area as a through passage. The children, families and business of this area and Raynes Park will thank Merton Council for many years to come for this strong and forward thinking approach to road safety and air quality. |
| Hillview | Strongly disagree | No | No | No | The proposed changes will result in increased travel distances for residents who live North of Cambridge Road. This is in contradiction with the council's aim to reduce travel/emissions. The proposed changes will also cause Durham Road (Which is a bus route) to become even more congested. The proposed re-routing will also cause further congestion down Coombe Lane, which is again a bus route. |
| | Disagree | No | No | No | I strongly feel that if you redirect traffic to prevent 'the rat run' , it will say simply increase pollution and traffic on surrounding roads. I live locally and have noticed there is very little traffic passing through Cambridge Rd and the speed limit is only 20mph. The rat runs are Durham Road and Copse Hill. Everything should be done to prevent even more traffic and pollution on these roads. Please do not further complicate matters by spending unnecessary funding on adding the suggested measures to Cambridge Road!! The Monday would be much better spent on our local hospital |

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| Hillview | Strongly disagree | No | No | Unsure | This scheme would prevent me commuting to my place of work by the most sensible route |
| Hillview | Strongly disagree | No | No | No | This proposal should be delayed until after the country gets out of COVID-19 lockdown. Then there should be another traffic movement survey before a decision is made. At present these roads are virtually empty and due to the new 'home working' commuting volumes in and out of London will be reduced for years to come. |
| | Strongly agree | No | No | No | This would only exacerbate the traffic using Durham Road which, since the child care centre has opened, continually creates severe congestion, parking mayhem, and the number of times I have witnessed near misses where a person could have been injured beggars belief. |
| | Strongly agree | Yes | Yes | Yes | We look for more such measures in the area. |
| Laurel Road | Disagree | No | No | No | The proposed scheme would mean any resident living in this area would need to drive up to Copse hill and down to coombe lane or though raynes park centre Durham road to head to kingston Causing more traffic and pollution thrilling the time and distance required to get to a3/coombe flyover which would be detrimental to pollution as cold engines pollute more . It would push traffic towards local schools and parks to sit in traffic. I object strongly to this proposal and if the council was really concerned about rat runs put a barrier outside cottenham park rec. Which would stop rat running . This is another scheme to raise money using anpr. There is already a time exclusion at hollymount school which stops rush peak traffic cut though |
| Laurel Road | Strongly disagree | No | No | No | There is no need for restrictions on Cambridge Road / Coombe Lane. This would be a waste of money and put more pressure on Raynes Park which is already busy. Cambridge Road allows traffic to flow and keep away from Raynes Park centre without any local inconvenience. |
| Laurel Road | Strongly disagree | No | No | No | I have lived here for 10 years & have never felt there is an issue with traffic or rat-running in and around the local roads. I have only witnessed one accident at the junction of Coombe Lane and Cambridge Road, and that was just before Christmas 2020. This scheme will push traffic into Raynes Park High St (already congested), up Durham Road (speed bumps and double-decker buses already alongside local shops), Copse Hill and possibly even Lambton Road (residential, speed bumps and with a primary school close by). It penalises local residents, creates much longer journey times, clogs up other areas and prevents access to the A3, which I and many others rely on to get to work (I am a keyworker, teaching in Tolworth). A similar scheme near my place of work has already increased traffic as people seek to avoid the new measures - all of this during a National Lockdown when there are actually LESS people using their cars! I dread to think what it will be like if this crazy scheme is given the go-ahead given that Coombe Lane is a major route linking Wimbledon/Raynes Park with Kingston and the A3 in and out of London. Living in Laurel Road, I would be totally penalised as a resident; prevented from accessing my route to work and indeed, getting easily to and from home. Again, I can only imagine the chaos that will ensue when the schools go back and the country begins to return to normal. I totally oppose this LTN. |
| Laurel Road | Strongly disagree | No | No | No | I've been living in this area for more than 10 years right now, if you do no left turn from coomb lane to Cambridge Road and no right turn from Cambridge Road to Coomb Lane this will cause the traffic, don't do it please. |
| Laurel Road | Disagree | No | No | Unsure | Traffic getting to and coming off Coombe Lane in this area is evenly distributed between all the roads in the area meaning no single road is a rat run. Cambridge Road is relatively quiet. Pushing everything on to fewer roads doesn't seem to make sense. Pollution will be increased as the journey time is increased for those people that need to get onto Coombe Lane from this area. |

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| | Strongly disagree | No | No | No | I strongly disagree with the proposed changes to limit vehicles being able to access Coombe Rd from Cambridge Rd and vice versa. I do not think any changes should be made. If the proposed changes went ahead, all vehicles in the area would be forced to use Durham Road which already has bottle knock / traffic problems as it leads on to the Raynes Park high street. Notably, Cambridge Road is much wider than Durham Road and can handle more vehicle traffic than Durham Road. Whenever a truck/bus uses Durham Road, due to the narrow street and parking on both sides, vehicles are forced to wait until the large vehicle passes which ends up clogging the street causing local traffic jams. Residents living on the following streets (Cottenham Park, Oakwood, Melbury, Luarel, Carmbridge Close & even Cambridge Rd) would have to drive out of their way to access the A3. Another concern is the number of students who use Durham Rd travelling to/from the local schools – it is already quite dangerous for children travelling on their own and this will make the situation worst. The council would need to consider putting in traffic lights/pedestrian crossing. It is simply not fair to residents who live on Durham to have even more traffic routed onto their street. Every street needs to share their fair of local traffic. |
| | Strongly disagree | No | No | No | all you are doing is sending all the traffic in one direction and causing traffic congestion elsewhere .You are just moving the congestion to other roads. As you have done with 20 mph you have made emissions higher and the air pollution thicker, you seem to be making changes just for the sake of it. |
| Laurel Road | Strongly agree | Yes | Yes | Yes | The LTN would really help keep our children safe, walking to school and the park. Strongly support the measures proposed. |
| Laurel Road | Strongly disagree | No | No | No | See no justification for such a measure. Low traffic levels currently. See it as a cynical measure to raise Council revenues. |
| | Strongly disagree | No | No | No | I am simply flummoxed as to why this initiative is even being considered. Cambridge Road is a wide, quiet road so why is so much time and money being spent on changing it? There is little or no benefit that I can see. All that's being done is diverting traffic to other busier roads. |
| Laurel Road | Disagree | No | No | No | If you stop people turning right from Cambridge/Avenue into Coombe Lane, this is going to force a lot more traffic down into Durham Rd to enter Coombe Lane. This is already a difficult/slow right turn which will result in a lot of traffic backing up Durham. |
| Laurel Road | Strongly disagree | No | No | No | To Whom It May Concern, I think that it is absurd to put forward these proposals. We have owned and lived in Laurel Road since 2006, and have never experienced problems with rat running on Cambridge Road or any of the neighbouring roads. The proposals, if successfully enforced would cause the utmost inconvenience for us. I think that it is ridiculous and I could not object to the proposals anymore. Ciarán O'Duffy |
| | Strongly disagree | No | No | No | These proposals will create 'no-go' areas which will then be replicated just as parking controls have with a creeping effect to many areas. |
| | Strongly disagree | No | No | No | I do not agree with this current proposal .If you introduce the proposed suggested changes , Coombe lane will have serious congestion issues where currently there are none. I do recommend however that there are clear road signs on these roads stating clearly the driving speed allowed on them.This will ensure the safety of pedestrians and drivers on these roads. |
| Laurel Road | Strongly disagree | No | No | No | If this is implemented it's a bus route, buses struggle to get past each other on durrham road more cars it will cause more issues |

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| Laurel Road | Strongly disagree | No | No | No | I don't believe any rat running occurs in the area suggested and think the proposed measures for the Raynes Park/Coombe Lane area would pose more problems than solutions (particularly to us as a family with children at school in New Malden). |
| | Strongly disagree | No | No | No | This scheme will do nothing to address the Climate Emergency. In fact it will increase air pollution and carbon emissions because vehicle journeys will take longer and congestion at certain junctions (Durham Road/Coombe Lane junction, Copse Hill/Coombe Lane junction and Cottenham Park Road/Copse Hill junction) will be worse due to the traffic displaced on to these roads. The Hollymount "school street" at the top end of Cambridge Road is sufficient without adding to the restrictions in the area. |
| | Strongly disagree | No | No | Unsure | Stopping traffic turning into and out of Cambridge Rd will force more traffic onto Combe Lane, this will lead to more congestion and will slow down buses. It will make Durham Rd, Copse Hill and Lambton Rd busier. I don't think there is a problem at the moment with traffic. |
| | Strongly disagree | No | No | No | The proposal would be problematic for key community organizations, located within the area, their members and facility users. These include West Wimbledon Society (WWS), located at Avenue Hall (AH), 70 Richmond Rd, on the corner of Avenue Rd, with 80 members and 245 regular users (pre-Covid), who engage in physical activity. Vehicle access would be unnecessarily restricted, reducing access to a large number of community residents. WWS has had facility upgrades, within the last 5 yrs, partially funded by charitable entities (Big Lottery Fund, etc.), with the specific objective of expanding community use and promoting healthy physical activity. Any measure which would reduce use of facilities would run directly contrary to the objectives of charitable funds and donations, which would pose a risk of waste of these funds. The natural approaches from Coombe Lane to AH, causing least disturbance to local roads and residents, are either via Cambridge Road or Avenue Road. These are precisely those proposed to be prohibited. They are not rat-runs, at all. WWS has existed for 100+ yrs. It hosts social events for members, on Saturdays, mostly for local residents over 70. Those who can, walk to the venue. But many, though local, are not within walking distance. Members live in SW20, SW19, SW18, SW17, SW15, KT3, KT2, KT4, KT9, TW11, SM4, RH4, so driving is reasonable. 30+ members play table tennis, in the evenings, while others attend on Saturday afternoons, so do not contribute to congested traffic or rat-running. Evening Bridge players, over 65, do not want to walk in the dark. Other users of Avenue Hall include those engaged in keep fit, yoga and Pilates, dance and toddler activities, e.g. Monkey Music. Many are too young, and are transported by their parents, by car. Approaching the venue, in Richmond Rd, via Coombe La, then either Cambridge Rd or Avenue Rd, can in no way be characterized as rat-running, causing congestion or being unnecessarily averse to physical |
| | Strongly agree | No | No | Unsure | I support the goal of LTNs in seeking to to reduce pollution and make safer spaces for pedestrians. However, this particular scheme won't achieve that, instead it will funnel more traffic into central Raynes Park. Traffic there is already often stationary and pollution levels will rise as more waiting cars sit in the one-way system and along the main parade. It will also put more traffic into the centre where there are many pedestrians, crossings and narrower streets. Cambridge Road is wide and spacious and limited to 20 mph already, and few reasons for pedestrians to be crossing the road, so leaving the traffic there rather than rerouting is the safer option. Introducing this LTN will make more congested, more polluted and more dangerous. |

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| Lindisfarne Road | Strongly disagree | No | No | No | The amount of times that we have had works on Copse Hill has effected other roads in the surrounding area. Believe me, I should know! My house is on Copse Hill and I have had to use different routes to get to work, take my daughter to school all because of utilities or road works causing all sorts of traffic on Copse Hill. I have had to use Cambridge Road in the past to avoid traffic purely because of the ridiculous amount of times roads have been dug up in our area, and I mean the same spot being dug up time and time again. I don't see anything wrong with the traffic system currently in place and if you close off more turns into more roads you will just create more traffic, confusion and grief for us residents! We all have enough grief as it is with this pandemic so please don't create more problems! |
| Lindisfarne Road | Strongly disagree | No | No | No | By stopping traffic turning left from Coombe Lane into Cambridge Road and right from Cambridge Road into Coombe Lane you are causing chaos for residents and for parents with long journeys and more than one school to access. The Cottenham Park allotments car gate is in Cambridge Road and access is much shorter from Coombe Lane. Durham Road's junction with Coombe Lane will be a nightmare with increase in right turn traffic . |
| Lindisfarne Road | Strongly disagree | No | No | No | This will only serve to divert traffic from one area to another. I strongly disagree with this proposal. |
| Lindisfarne Road | Disagree | No | No | Unsure | WE ARE CONCERNED THAT NO LEFT TURN IN PARTICULAR FROM COOMBE LANE INTO CAMBRIDGE ROAD WILL INCREASE THE ALREADY BUSY TRAFFIC ON COPSE HILL |
| Lindisfarne Road | Disagree | No | No | No | I don't feel that is necessary and will only produce more traffic on other roads - I never see a problem on any of the roads mentioned, except on the odd occasion perhaps when there is a major incident on the A3 at rush hour and then all the roads are clogged! |
| | Strongly disagree | No | No | No | The main traffic problem in this area is the almost continuous roadworks. Utility companies and the Council's contractors seem to be there almost permanently. Better planning by the Council and others, would reduce this problem, and avoid excavations being repeated. |
| Lindisfarne Road | Strongly disagree | No | No | No | To close Cambridge Road off to traffic will simply display traffic onto both Coombe Lane and Copse Hill which cannot cope (outside of lockdown) with the amount of traffic at present. Secondly, when ROAD WORKS close the roundabout at the bottom of Copse Hill/Coombe Lane for MANY weeks it makes it impossible for local residents (like myself) to get their children to school on time especially when one has Special Educational Needs and is unable to travel indpendently due to her vulnerability. You are also increasing pollution levels on both Coombe Lane and Copse Hill and to be perfectly frank I take no reassurance from data in other areas as every area is unique. I often have no choice but to drive up Cambridge Road (which is a 20 mph so in NO WAY a rat run). I believe once again VERY SADLY you are discriminating against families (like mine) who have children with Special Educational Needs as it does not take a couple of minutes extra to get to school when roads are closed due to roadworks or for other reasons and has taken me an extra 30 minutes on many occasions. I can fully appreciate that some residents on Cambridge Road would love to decrease traffic as it will increase house prices and have every sympathy with them but YOU CANNOT CLOSE ALL ROADS. People drive to Cambridge Road to access the allotments and the park. Wimbledon employs many people who drive to work whether it be teachers (many schools), office employees, shop workers, restaurant or cafe staff, gym staff and builders. Perhaps you should test your theory (after COVID lockdown) by setting up road works and seeing how long it takes people to get to their destination. Families who have children with SEN need your support not more barriers making their lives even more complicated and how inconsiderate when we are all struggling with home schooling to be dumping this on our doorstep. |

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| Lindisfarne Road | Disagree | No | Yes | Yes | We are concerned that if the Cambridge Road & Richmond Road areas are only accessible via Durham Road from the south/west and from Cottenham Park Road in the north/east, the traffic in both directions on Copse Hill will increase even more. It is already extremely congested at times even under the current so-called 20mph limit with vehicles(and cycles in particular going down the roads at great speed with no regard for pedestrians) especially as road works keep being done. |
| | Agree | No | No | No | Problem is caused by through traffic (private and commercial) leaving or entering London avoiding the long queues formed in Copse Hill at both the Coombe Lane and Cottenham Park Rd junctions, particularly during rush hour. Until you resolve that problem traffic will find other rat runs via Cottenham Park Rd/Copse Hill junction or Coombe Lane pushing traffic onto other local roads in the locale and increasing traffic in Raynes Park High St and one way system, which is already heavily congested for large parts of the day. As a local resident, I would have even more traffic in my road (already used as a cut through), be forced to use longer routes to get to/return from out of town destinations; and forced to use the already congested Raynes Park High St more often. |
| Lindisfarne Road | Disagree | No | No | No | I think this is a crazy idea. It would create a huge bottle neck into Raynes Park around the train station area and also at the roundabout on Coombe Lane close to the A3. Copse Hill is already a nightmare on the school run and other times of the day due to extra traffic flow and with all the extra sewerage/building/road works going on this re-routing of traffic is not going away any time soon. Make sure the appropriate speed limits are in place for safety but the proposal at is stands is not a solution at all! |
| | Strongly disagree | No | No | No | This appear to be an ill-thought-out proposal. Below, I outline a number of reasons why I do not support the introduction of a LTN on Cambridge Rd. 1) I am frequent walker along Cambridge Rd and in my experience, there is rarely much traffic on this road. My understanding is that the purpose of LTN is to prevent through traffic on residential roads between two main roads. I am sure Combe Lane is defined as a main road, but it is not clear which other main road Cambridge Rd would be used to connect with. I suspect the majority of traffic on Cambridge Road is residents and those travelling to residential addresses. 2) It is noteworthy that there is a park and allotments on Cambridge Rd. It is important to be aware that not all people who may want to enjoy these facilities are physically able to walk there. Furthermore, for these purposes it is not 'through' traffic and drivers only travel along part of the road. 3) If coming from the A3/Kingston direction, the next opportunity for a left turn is Durham Rd. This left turn from Coombe Lane is already known to be a dangerous 'blind' turning and further traffic turning left here would exacerbate the situation, making it more hazardous for pedestrians. 4) Cambridge Road has had a 20-mph restriction for some considerable time, which will already deter 'through traffic'. More obvious enforcement of this restriction would act as a further deterrent. |
| Melbury Gardens | Strongly disagree | No | No | No | This scheme would create longer drives for local residents, creating more pollution. This scheme would increase traffic/congestion on Coombe Lane, Copse Hill and Durham Road. This traffic (especially on Durham Road) would create a danger to school children from Hollymount school. |
| Melbury Gardens | Strongly disagree | No | No | Unsure | This will remove the primary route that local residents use to access the A3/Kingston. These measures will force residents to either; loop around the (already) very busy Copse Hill, or force traffic through the congested Raynes Park centre. It also appears to be a revenue raising opportunity on unsuspecting drivers, that attempts to solve a rat run problem that is unsupported. |
| Melbury Gardens | Strongly disagree | No | No | No | We strongly oppose the scheme. It will lead to increased congestion and pollution in Durham Road and other streets. Turning right from Cambridge Road into Coombe Lane is much safer than turning right from Durham Road. This scheme is completely unnecessary and would lead to frustration for local residents. |

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| | Disagree | No | No | No | I strongly object to this proposed plan which will not achieve its supposed aims. By restricting traffic on these roads, the traffic on Coombe Lane will be increased considerably, adding to traffic jams, pollution and increased noise. it will hinder emergency vehicles, the elderly and school traffic. it will hinder local residents, as has been shown in other areas (Earlsfield) where journey time is increased by 30-40 minutes, as the traffic jam on the main road is at a complete standstill (even in Covid times). This is a very unpopular proposal with the majority of local residents , and should be rejected forth with. |
| | Strongly disagree | No | No | No | There is no problem with Cambridge road and we have confirmed this with residents in the road. This is going to force a lot of traffic up past our house for no reason. Putting in cameras to catch people making illegal turns seems to be a revenue generating plan for the council rather than fixing a genuine issue for residents. |
| Melbury Gardens | Strongly disagree | No | No | No | Having lived in the local area for many years there is no apparent rat run problem at the junctions you state. These proposals will only serve to increase congestion, traffic movement and emissions at the Durham Road / Coombe Lane and West Barnes Lane / Coombe Lane junctions. The knock on effect will mean a busier Durham Road, with traffic queuing to join Coombe Lane. Surely further traffic calming measures on Cambridge Road would be a better use of tax payers money? |
| Melbury Gardens | Strongly disagree | No | No | No | I have lived in he area for 30 years and never hear of or experienced any problems with traffic flow at the proposed sites. The proposed restrictions will only cause harm to local residents by not having access to their properties without a detour using a busy main road. Restricting traffic flow into Cambridge road will cause more unnecessary traffic congestion in coombe lane near Raynes park station and shops and therefore increase pollution levels and frustration which can lead to road rage which i assume contradicts policy on pollution and climate change. This plan is a ridiculous waste of tax payers money and will achieve nothing. If it's being introduced as get another 'cash cow' scheme (tax on motorist by fines) then you should be ashamed of yourselves. |
| | Strongly disagree | Yes | Yes | Yes | The restrictions provide greatly improved safety for children and elderly while crossing Cambridge Road, encouraging cycling and walking to and from St Mathews & Hollymount Primary Schools. It will also provide safer access to Dundonald park, and the popular playground within. |
| Melbury Gardens | Strongly disagree | No | No | No | The three proposals of this scheme would cause the greatest inconvenience to a large majority of local residents, channelling traffic into the centre of Raynes Park which is already a bottleneck (though up to now only a minor one), and adding to the residents' mileage, driving time and resulting pollution. The area concerned does not suffer from any traffic overuse of its roads, and all whom I've spoken to think, as I do, that the scheme is totally misguided and unwanted. |
| Melbury Gardens | Strongly disagree | No | No | No | This is totally unnecessary. I have lived opposite Cambridge road for 24 years, I can see the road clearly. The road is never busy. Durham rd is much busier and the bus gets held up at the Cambridge rd/Durham rd intersection as Durham rd is quite narrow. More traffic would be forced into Raynes Park which in normal times is very congested. Very little traffic uses The Avenue, so again it's unnecessary. This LTn would create more pollution as cars would be forced to take detours to return or leave their homes. |
| Melbury Gardens | Strongly disagree | No | No | No | This proposal is ill-conceived, completely unnecessary and will disburse extra Traffic and more pollution onto Durham Road, Cope Hill and surrounding roads. Cambridge Road is a wide Road and doesn't carry much traffic, the majority of the road has an open aspect with Cottenham Park and the allotments on one side. The scheme Will generate extra pollution and longer journeys for all the residents within the affected area. The scheme is unworthy and a total waste of tax payers money. |
| Melbury Gardens | Strongly disagree | No | No | No | A hare brained scheme that will only move the traffic on to already busy Cope Hill Coombe Lane from Durham Road end and Durham Road. Also if the Council wants to go ahead to circulate residents there is a reasonable expectation that the documentation is correct first time. Huge waste of council taxpayers money to send out revised documentation. |

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| Melbury Gardens | Strongly disagree | No | No | No | I find this proposal astonishing. I have lived here for 27 years & consider the area to have very low traffic volumes. I have a good view across Cottenham Park & have observed very few vehicles on Cambridge Rd for a supposed 'rat-run'. The overwhelming majority of traffic other than to and from homes is for access to our lovely parks, the Scout hut and Allotments. Rarely have I encountered more than 1 vehicle ahead of me when turning right from Cambridge Rd into Coombe Ln, to drive to Kingston or the A3 and onward destinations. I have not encountered hold-ups when turning left into Cambridge Rd, as might be expected if large numbers were using the road as a through route. The inconvenience to residents of the proposed LTN would be significant and very unwelcome. Besides adding unnecessary miles & aggravation to every return westbound journey, it would increase congestion on Copse Hill and/or Durham Rd. Durham Rd is already busy with buses unable to pass each other where cars are parked on both sides of the road. Copse Hill already has increased traffic with the new housing developments. Accident data (Crash Map Data GB 1999-20109 (verified)) show only 1 serious incident in the designated area (between Spencer Rd & Richmond Rd) in the last 9 years & 1 at the Coombe Ln/Cambridge Rd junction over the same period. The great majority of road traffic accidents are shown on copse Hill; at the Coombe Ln/Copse Hill Junction & the Durham Rd /Coombe Ln Junction, both of which would have to funnel more traffic were the LTN proposals to be supported and approved. While the use of ANPR to enforce speed limits on motorways and charging for the London congestion zone can be justified, its use in the proposed LTN - this quiet residential area - would be draconian and completely out of proportion. I am against the proposed LTN on all counts. |
| | Strongly disagree | No | No | Unsure | I am concerned that there are a number of community sites that would be impacted by the proposals including the scout hut, West Wimbledon society hall, access to St Matthews school, Oberon Fields, Allotments and various parks and playing fields. All of these require flexible access and flexible drop off points. The proposals will make it harder for everyone to enjoy these activities. |
| | Strongly disagree | No | No | No | There is not a traffic problem on Cambridge Road. |
| Melbury Gardens | Strongly disagree | No | No | No | Merton Council's proposed aim of removing 'rat-running' doesn't appear to have any foundation in either fact or empirical evidence, as there are no current studies provided of the roads in question to properly demonstrate that supposedly through traffic is actually affecting the area. It is therefore only conjecture and supposition that a problem requiring a solution even exists. Having lived within the proposed LTN for over 30 years this area is extremely quiet, with very little traffic other than local residential, deliveries and tradespeople which under the proposal would be forced to travel further both within and outside the area in order to access and exit the roads affected, thereby increasing the chances of accidents and local disturbance especially at the junctions of Durham Rd. and Copse Hill with Coombe Lane. It would also prevent straightforward direct vehicular access & egress to parents using the local 19th Scout Hut, St. Matthew's Primary School and Ursuline playing fields. One of the other purported benefits of an LTN - of making it easier or safer to walk or cycle to Raynes Park is a fallacy - there would be displaced additional traffic along these routes rather than less, as it is impossible to journey even to Raynes Park centre without exiting the proposed LTN and using the main roads. Durham Road is already too narrow for more than one bus at a time to pass in opposite directions, with no space for cyclists, and no separate cycle lane. It is therefore dangerous to use as a cyclist, and cross on foot - there are no zebra crossings. A further proposed benefit is that children would be able to play on the street within the LTN - this is already totally unnecessary with three well-used parks/green space in very close proximity. Undertaking even a trial of the proposed LTN would be a waste of council money, and only result in yet more subjective views & opinions, without factual evidence from a proper study - especially under the current pande |

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| Melbury Gardens | Strongly disagree | No | No | No | As a local resident, I have not experienced any traffic problems ('rat running') in this area, however the proposed measures would certainly disrupt traffic flows in the area, increasing journey times and consequently exhaust omissions and would likely cause congestion at times in other areas. I am strongly opposed to the proposed measures. |
| | Strongly disagree | No | No | No | Cambridge Road is a wide road and it is relatively unpopulated compared to other roads in the area, given the number of large houses, allotments, the park and the school which are comprised in it. It has some through traffic at peak hours but so does Pepys Road, Cottenham Park Road and Durham Road. I do not think the inconvenience to residents of Cambridge Road is any more than to other road residents in the area. The scheme proposed will just push more traffic on to adjoining roads and in particular Durham Road, Lambton Road and Pepys Road. Turning right from Pepys Road is already very dangerous for cars and pedestrians and the additional traffic burden will increase the risk of fatalities. On the other hand turning right from Cambridge Road on to Coombe Lane is a safe turning with good visibility. To alter the flow of traffic in Cambridge Road for the benefit of a small number of residents and rate payers without a proper study of the likely effect on other surrounding streets is not joined up thinking. We thoroughly oppose the scheme. |
| | Strongly disagree | No | No | No | The plans will simply displace traffic to other roads that will then suffer more noise and pollution. Copse Hill, Durham Road, Lambton Road and Pepys Road will all be affected with Copse Hill and Pepys Road likely to be worst impacted as the traffic calming measures are least severe. There are already restrictions in Cambridge Road at the Hollymount end to compound the problem. I would urge the council to reconsider this proposal. |
| Melbury Gardens | Strongly disagree | No | No | Yes | I really don't know why Council would contemplate this. It is not an issue & in fact will cause more congestion on Durham Road & Coombe Lane. This will not encourage cycling or walking. I am sure there are more pressing issues where Council funds could be better spent. |
| | Disagree | No | No | No | This would put a lot more traffic onto Durham Road |
| Melbury Gardens | Strongly disagree | No | No | No | There is a problem with a "rat run" in the Raynes Park area but it is Durham Road and not Cambridge road and all these proposals do is force more traffic to use Durham road to the detriment of its residents and neighbourhood. The traffic on Durham road has risen substantially over the past year since the 20 mph speed limit has been introduced in Merton as particularly commercial traffic seek to avoid a slow journey through the many traffic lights and pedestrian crossings of Raynes park, Walpole road and Wimbledon. They use Durham road because as it offers a route towards London without traffic lights, crossings and speed cameras, the very definition of a "rat run". The speed bumps are no deterrent to modern traffic they just cause additional noise and vibration to the residents from speeding traffic. Diverting traffic to use Durham road maybe the deliberate intension of the traffic planners as it reduces traffic, noise and air pollution more centrally where it is being monitored but it increases it exponentially for the residents of Durham road. But what the planners have failed to understand is how unsuitable Durham road is for this additional traffic. Residents parking for most of its length means that it is not wide enough for two commercial vehicles to pass each other in opposite directions. The speed bumps as mentioned provide no deterrent to vehicles which regularly more than double the speed limit. There is not a single pedestrian crossing of any sort which is surprising given the number of children who have to cross both for school and to use the sports facilities in Copes hill, Holland Gardens, and Cottenham park, and the whole classes of children who cross the to the playing fields off Coombe lane. Blocking off both the Avenue and Cambridge road to traffic largely heading to and from Kingston forces all that traffic to use the Coombe Lane/Durham road junction which again has no traffic light and from which it is currently difficult to turn righ |

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| Melbury Gardens | Strongly disagree | No | No | No | I am absolutely amazed at these suggestions as they would concentrate traffic on to the already overcrowded Durham Road and cause great frustration at certain times of the day as it is quite narrow and with the size of many modern cars there are already bottlenecks and it is often difficult to turn right at the bottom of Durham Road at present. Cambridge Road, on the other hand is mostly much wider with less on street parking. I have lived in Melbury Gardens for 45 years and amazingly have not noticed any increase in through traffic going towards the direction of Oakwood Road, Cambridge Road and Coombe Lane in all those years. If I am going to Kingston or beyond or to join the A3 my natural route is via Cambridge Road and that is the way I return. If access from Cambridge Road is cut I will have only two options, either to climb up the hill and join the already extremely busy Copse Hill or to go via Durham Road, the route of the 200 bus and traffic accessing Raynes Park and Wimbledon. |
| Melbury Gardens | Disagree | No | No | No | We live in Melbury Gardens and we do not believe closing off the access to Coombe Lane or The Avenue Road will significantly reduce traffic. I would worry about the extra traffic that if this were to go ahead that will be forced up to e.g. Wimbledon Village by using Durham Road. It does not make sense. Our access onto Coombe Lane would forced us to use Durham Road and turn right - this is already a congested and difficult turning and extra traffic (with your proposal) would result in further bottle-necks in Raynes Park and the one way traffic system. Please re consider. Thank you. |
| | Strongly disagree | No | No | Unsure | I live on a road off Copse Hill. With Copse Hill the designated distributor road, it is simply the case that with no traffic lights on Copse Hill, whereas to get to Durham Road, ALL vehicles will come up Copse Hill. They will not go through a congested Coombe Lane and Raynes Park centre. They will stream up Copse Hill and then start to use all side roads including Dunstall Road as rat runs. Dunstall is already a high speed rat run and as a result a Denver to my three children and this will only make it worse. Put in speed bumps or bollards in Cambridge Road if you want to stop people using it. They won't stick to your distributor roads, they'll just find another rat run. I have never experienced congestion or excess traffic on Cambridge Road. |
| Melbury Gardens | Don't know | No | No | No | I am opposing to the changes because I do not agree with them and I think it will cause more emission & pollution to an already over polluted environment. I am sick of runners running on our pavements and knocking people off their feet because they cannot be bothered to look if someone is coming out of their alleyway, I'm sick of cyclists who think they own the roads and knock of a wing mirrors and scratch cars which has happen many times. There are many people and families that live in this area, many of them drivers, and many of them it is their only form of transport they can use, not all us run, cycle or can take public transport. The council plan is to stop anyone turning into Cambridge Road from Coombe Lane or Turning right out of Cambridge Road onto Coombe Lane also no turn into Ave Road, so for people who live in roads leading off Cambridge Road will have to drive into Raynes Park up Durham Road and access Richmond Road, Melbury Gardens, Oakwood Road, Laural Road and any other road leading off Cambridge Road to get to their homes. Due to traffic lights and heavy traffic in Raynes Park, with no through road this will cause complete mayhem and traffic jams as it did when work was being done on coombe Lane, it will take longer for people to get home and increase car emission. The proposal is ludicrous and is not at all beneficial to the environment. |
| | Strongly disagree | No | No | No | It's not necessary. A waste of money. I live here and it's limiting my freedom. The roads in this borough/area are fit for purpose – I do not agree with any changes. People are being selfish & pushing problems on to other neighbouring roads. There is no need to seek improvement to your streets at the expense of others! |
| Melbury Gardens | Strongly disagree | No | No | No | It will be very restricting for residents and will cause more traffic on our roads as more people will come down it. I have never seen a build up of traffic on these so don't see it necessary. Locals will forget that they can not turn down these roads, as they have been using it for as long as they have lived there, and will cause unjust fines to them. If anything put more road humps. |

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| Melbury Gardens | Strongly disagree | No | No | Unsure | This is a ridiculous scheme, and no doubt has already cost a fortune. Prohibiting entry or exit to and from Cambridge Road will be a huge inconvenience to many hundreds of residents in Oakwood Road/Melbury Gardens/Laurel Road/Richmond Road, Cambridge Close and Cottenham Park Road, as well as visitors to the forest school/scout hut/church/playing fields/tennis courts - and will result in even more congestion at the junction of Coombe Lane/West Barnes Lane, as anyone wanting to turn left into Cambridge Road will have to go as far as Durham Road to get to home/school/church. Have the planners contrasted the extended waiting times at the traffic lights and the extra pollution it will create with stopping the few drivers who use Cambridge Road as a shortcut. Where is your evidence that enough cars are using this so-called 'rat run' to justify the huge cost it will all entail? As a resident of 15 years, I often walk or drive through there and I have only witnessed a minimal increase in the number of cars - mainly because the road is normally deserted, but during rush hour there may be - shock, horror - 3 or 4 cars on the road. It seems that local councils have an institutional addiction to creating unnecessary schemes. It would be far better to have these funds diverted to helping our community rather than hindering it. |
| | Disagree | No | No | No | Cambridge Road is a wide open road that does not appear particularly busy at any point and most traffic is local residents rather than rat run. This proposal would push more local traffic onto Durham Road which is narrower, has more pedestrians due to shops and a more congested junction onto Coombe Lane. Increased traffic on Durham Road would also make it even more dangerous than it is currently for the many school children crossing Durham at the junction with Cambridge Road. Extremely poorly thought out plan with no clear benefits although suggest that compliance with 20mph speed limit on Cambridge Rd could be improved. |
| Melbury Gardens | Don't know | No | No | Yes | Good idea in principle. But it would cause me significant inconvenience. And if some local residents have to take a longer way around, they may be more likely to drive faster out of frustration at being restricted in their own area. If local residents _were_ allowed past the Cambridge Road and Avenue Rd filters, based on ANPR, then I would be in favour of the scheme. |
| | Strongly disagree | No | No | No | This scheme would disrupt a very wide area. The local RA is not in favour of this scheme and it appears to have very little local support. A scheme such as this needs to be assessed in the wider context. If these measures were implemented the knock effect to Raynes Park high street and to Wimbledon Village would be detrimental to the area as well as to the shops, cafes, bars, restaurants and businesses. |
| Melbury Gardens | Strongly disagree | No | No | No | There is a lot of congestion in the early evening at the corner of Durham and Coombes Lane, due to the parents picking up their children from the two nurseries located there. The restrictions would only add to this. |
| Melbury Gardens | Strongly disagree | No | No | No | All these measures do is forcing more traffic onto other surrounding roads |
| Melbury Gardens | Disagree | No | No | Unsure | I prefer the shorter route to the A3 to and from my house. I also have not heard anyone with concerns as to the current road access and usage. |
| Melbury Gardens | Strongly disagree | No | No | Yes | Under the proposals, rat-running would instead be funnelled to quieter roads such as Avenue Road and would increase traffic to roads in the area where foot traffic is high ie where local primary schools are. Other local schools also use the quieter roads to access sports facilities in the area and the increase in traffic would pose an increased danger to them. |
| Melbury Gardens | Disagree | No | Yes | No | Any restrictions on the left turn from Coombe Lane into Cambridge Road will massively increase the traffic through Raynes Park high street and Durham road. There will be no real benefit on the traffic through Cambridge Road, just a major inconvenience for all local residents. The real problem are the speeding traffic on Cambridge Road, so please consider installing a speed camera or road bumps. |

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| Melbury Gardens | Strongly disagree | No | No | No | This is a completely unnecessary recommendation and would make life very difficult for the residents of Cambridge Road, Richmond Road, Oakwood Road, Laurel Road. Melbury Gardens and other adjoining streets. It would mean that driving back from the A3 or Kingston, residents of these roads would have to drive all the way into Raynes Park and double back on themselves to get home, thus increasing congestion in and around Raynes Park Centre. This hasn't been thought through AT ALL. Ridiculous. |
| Melbury Gardens | Disagree | No | No | Yes | Good morning, personally I don't see the good in cutting off Cambridge Road and Coombe Lane. This will divert all traffic through the centre of Raynes Park and make Durham Road even busier than it already is. Turning right on to Coombe Lane from Durham Road is already a timely process and adding more traffic to that junction will make it worse. Plus, there are plenty of children who cross Durham Rd to reach Hollymount School and with the added traffic this will create more danger and pollution for the children in our community. Therefore I am opposed to the changes. Thank you! |
| Melbury Gardens | Strongly disagree | No | No | Yes | It would have been useful if the consultation had included the evidence the council has that 'rat running' is an issue at the Cambridge Road/Coombe Road junction. In my experience it is a quiet junction used by local residents. The aim of the scheme appears to be to stop cars using Cambridge Road as an access route for the A3, but my experience is that far more traffic joins Coombe Road from Copse Hill rather than Cambridge Road. Anybody coming from the direction of Wimbledon Common uses Copse Hill since it is a quicker and more direct route to the A3, while anybody coming from the centre of Raynes Park is already on Coombe Road - so I don't understand who the 'rat runners' are that this scheme is targeted at? If no benefits are obtained from solving a non-existent rat-running problem, the only effect of the scheme would be to lengthen local residents' car journeys and therefore cause even more air pollution in the centre of Raynes Park. I support LTNs in general and the no entry to Avenue Road is a sensible improvement. |
| Oakwood Road | Strongly disagree | No | No | No | It is absolute OUTRAGEOUS that the council should squander its time and resources on such a project at a time when we are suffering from the worst recession in 300 years. The council should focus on providing services that are absolutely essential - not waste taxpayers money on such frivolous projects. The council has provided no evidence to demonstrate that such measures are needed and no cost-benefit analysis. Both are essential for proper governance and to ensure taxpayers funds are spent prudently. The roads mentioned are quiet roads and it is highly doubtful such measures would have even a marginally positive impact. There will, however, be a negative impact in that local traffic will have to take longer routes adding to journey time and pollution. As for increasing the use of cycles - that is just deluded! Has anyone investigated how many cycles use these roads? The answer is very few, despite the roads not being busy. Traffic calming measures will make little difference. Furthermore, using ANPR cameras to enforce such measures is ridiculously heavy-handed. It is one more step in the direction of a surveillance state and open to abuse. |

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| Oakwood Road | Strongly disagree | No | No | No | I have not seen much significant rat running through the roads concerned. Speed limit enforcement cameras and extension of these to a wider area could be more useful to discourage ideas of any 'rat running'. The problems I witness are more around cars speeding along Cambridge Road in both directions, sometimes turning up Oakwood Road, and ignoring the speed limit on Cambridge Road rather than seeing a constant large volume of cars 'rat running' through it. The bans on turning either into left from Coombe Lane to Cambridge Road and turning right from Cambridge Road into Coombe Lane would be much inconvenient for residents who live in the area, for those who enjoy the use of the allotments and parks along Cambridge Road, and for drivers who deliver online purchases or elsewhere to the residents around the area. There are also schools in the area so traffic in the mornings and afternoons would be increased with backlogs, congestions and engine idylling in other residential roads, some of which are narrower roads with houses on both sides of the road such as Richmond Road and Amity Grove. It would not be possible to have traffic flowing both ways and this difficulty would also apply to Durham Road where cars are parked on both sides of the road. Durham Road is also a bus route so there would be further problems of traffic flow. Cambridge Road is at least wider and has open spaces (parks and allotments) so traffic here would also affect fewer residents. Any testing during Covid 19 lockdown and tiering would not provide representative results. |
| Oakwood Road | Strongly disagree | No | No | No | As a resident of one of the affected roads I do not accept the need for a 'LTN' in this area. Rat running is not an issue. Traffic does not inhibit walking or cycling in the ward. It is unlikely that car use will reduce as a result of an LTN in this area. It will increase pollution and emissions as residents have to travel further in vehicles. My only experience of 'rat running' as an issue is when there is an incident, on the A3 or Copse Hill. At these times traffic comes down from Durham Road and turns left on Coombe lane. The proposed changes will not impact this at all. In fact, the inability for residents in this area to easily access the A3 (by turning right onto Coombe Lane) will force them to take rat runs, along Cambridge Road to Durham Road then Copse Hill or left along Coombe Lane to West Barnes Lane. These routes are not likely support the uplift in traffic. By introducing these changes, adjoining roads will see increased traffic thereby negating the intent to reduce car throughput, Richmond Road will become the new rat run for residents seeking to get to Coombe Lane. What consideration has been given to the increase in emissions caused by these restrictions on car movement? The additional distance needed to be driven to access main routes when coming in and out of the area mean that emissions will increase. The nearest hospital for residents in this area is Kingston and by preventing a right turn onto Coombe lane access to this vital resource for residents will be inhibited. There are also a number of parks and other community facilities such as the Scout Hut , West Wimbledon Society, St Matthews Church, Allotments which will be negatively impacted by these restrictions. These facilities provide benefit to people's health and wellbeing and access to these resources should be encouraged, not discouraged. The roads in this area are safe. I have two young children who walk, scoot and cycle on these roads and I do not feel traffic presents an issue for |
| Oakwood Road | Strongly disagree | No | No | No | I have lived here for many years and even before covid when the schools etc were fully functioning I have NEVER seen traffic which could in any way described as a rat run. This is simply a waste of Council's money and time. |
| | Strongly disagree | No | No | No | This road is not very busy even during non Covid times-no proper survey of traffic flow can be considered at this time.The consequence of closing these junctions would inevitably cause large traffic build ups on already busy residential roads-eg Durham Road causing large increases of pollution whilst traffic is waiting to allow passage of busses and other large vehicles.This could cause problems at the major junctions-eg Coombe Lane with Durham Road causing further pollution and danger to pedestrians and cyclists.Small roads will then become rat runs for cars trying to avoid this problem.Journeys will inevitably become longer for the residents ,using more fuel and causing more pollution. There is a real danger cars will try to do u-turns in Coombe Lane to get to the A3 ,which will cause a major hazard, or turning into drives and then backing out.We feel this is a totally unnecessary traffic scheme that should be dropped immediately. |

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| Oakwood Road | Strongly disagree | No | No | No | The neighborhood is already one of the lowest traffic areas one can foresee. The proposed measures will make life hellish for school and office goers in morning and evening times clogging up an already choked Coombe Lane. During the pandemic, it has been a nightmare to use Coombe Lane in either direction in the morning when schools are open. All these proposed measures will keep traffic longer on Coombe lane worsening the experience for everyone concerned. There isn't a problem to be solved - but definitely a problem that would be created with these measures. If there is any evidence of rat running or rash driving, we might be better off putting cameras on Cambridge road to fine anyone driving rashly. |
| Oakwood Road | Disagree | No | No | No | I fear that the inability to turn right on to Coombe Lane from Cambridge Road will significantly increase traffic on Oakwood Road and Cottenham Park Road with drivers heading up Cottenham Drive to join Coombe Lane via Copse Hill. (Taking this route rather than driving down to Durham Road from Richmond Road, etc will avoid the traffic lights at the junction of Coombe Lane and the B282 by Waitrose.) It will also create bigger traffic queues on Copse Hill as it's not easy to turn right at the roundabout when the traffic is predominantly heading towards Raynes Park rather than turning right up Copse Hill. |
| | Disagree | No | No | No | I used to live in Cambridge rd, all this will do is restrict residents getting to their homes and force traffic elsewhere. |
| | Strongly disagree | No | No | No | We live on Richmond Road and regularly use Cambridge Road and haven't noticed rat running being a particular problem. It is likely to be even less of one going forward given likely permanent increased home working and changed commuting patterns established during COVID. Any measured 'success' in reducing traffic is likely to be due to that rather than this proposed scheme. If this measure is brought in it will not reduce people's need to drive, just create a de facto one-way system causing vehicles to actually have to drive further and pollute more in order to reach schools, scout huts, community halls etc. It will also force more traffic into the rush hour queues around Raynes Park Central and Durham Road which ARE already a problem and lead to more stationery vehicles that pollute far worse and lines of traffic outside the nurseries on the junction of Lambton Road/Coombe Lane. It seems like an ill thought out measure that will mainly punish local residents in order to tick a box, and will no doubt initially cost them some money in the early stages as they struggle to break long established habits and get caught by an unthinking camera. |
| Oakwood Road | Strongly disagree | No | No | No | Enforcing these restrictions would increase travel time to get home plus increase traffic at Coombe Lane / West Barnes traffic lights. |

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| Oakwood Road | Strongly disagree | No | No | No | I have lived in Oakwood Road for over 20 years (and Raynes Park for over 50) and I do not see a problem with rat running in Cambridge Road or Avenue Road. Furthermore the proposed changes would require traffic from Coombe Lane and the A3 to go first into Raynes Park before coming back into Cambridge Road area, and Raynes Park is already congested. The proposed area contains several parks, a Scout HQ (in use daily by over 300 mainly young people in the community per week including the Scout Group itself, a Community Church, Brownies and Guides, a daily Forest Nursery, Home Education classes, Pilates, Yoga and many Children's Parties), the West Wimbledon Society Hall (another 200+ people in the community including ballet & dance classes, table tennis and more), parking, drop off and access to St. Matthews Primary School and Oberon Playing Fields, and in addition Cambridge Road by the allotments is used for parent & volunteer parking for several sports fields opposite in Coombe Lane (including Old Wimbledonians Warriors and Colts, a further 500+ young people playing sport every weekend). We should be encouraging these outdoor and community activities, not making access for young people, parents and volunteers more difficult and inconvenient. Whilst walking and cycling is absolutely to be encouraged, this is not always possible for those living further away, or with several children to drop off at different activities, or in the dark evenings or bad weather. I am also concerned about the impact on the ability for these groups to attract the 100's of volunteers they need to help, many who come straight from work, and welcome the convenient access and available parking in the local roads. If there is evidence to share on traffic levels in Cambridge Road & Avenue Road then please share it, and consider other traffic calming measures. I strongly request that you do not approve or implement these LTN proposals. |
| | Strongly disagree | No | No | No | I can see no advantage in this scheme. More traffic would have to go along Durham Road which has a bus route on it and is already busy. Avenue Hall in Avenue Road is well used with many social activities it also has classess for children and adults and easy access is important for it to continue to be used. |
| | Agree | No | No | No | Closing off these roads will just push traffic on to other massively congested roads. Turning from Durham road onto Coombe Lane is already dangerous & difficult, so what are the Council going to do to help With the added traffic? The one way system around RP will just get more congested. Why do we need to change? To get to the A3 you would have to go through RP or down Copse Hill, which is already extremely busy. |
| Oakwood Road | Strongly disagree | No | No | Yes | I've lived here for over 40 years, and have never considered the traffic on Cambridge Road to be a problem. It is a very wide road and the recent 20mph speed limit has helped with cars going too fast. However, I'm not sure it is used as a rat-run - from where to where! By prohibiting the movement of traffic going towards Kingston on Coombe Lane or coming back from that direction will mean that any vehicles not allowed to make that turn will be forced to go through Raynes Park , which is already congested enough. They'll then head up Richmond Road or Durham Road (terrible visibility from side roads) to access the area around Cambridge Road. It's only going push the perceived problem elsewhere and make other areas more congested. I simply don't understand the reason for this proposal, unless it's to generate income from drivers who mistakenly make the wrong turn. If the concern is drivers still going too fast, then average speed cameras have been shown to be very effective. The blocking up of Avenue Road is understandable as it is too narrow for traffic. If you are considering pedestrian safety, then I would suggest you take a look at the bottom of Copse Hill. Crossing the road to get to the parade of shops is extremely hazardous, as cars often don't indicate to show they're turning into Copse Hill. Maybe a proper crossing at that location would be more helpful. |

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| | Strongly disagree | No | No | No | If these measures are implemented it will cause disruption in the area and heavier traffic at the junction between Coombe Lane and West Barnes Lane. It will also make Durham Road much busier and drivers are more likely to use Amity Grove as an alternative route to access Coombe Lane. If there really is a problem with the volume traffic on Cambridge Road and Avenue Road, and having lived close these roads for 22 years I am not aware of such a problem, these measures will only push the problem to the surrounding roads making life more difficult for local residents. The whole proposal makes no sense. I am strongly opposed to these measures. |
| | Strongly disagree | No | No | No | 1)These schemes have just caused problems for residents in the surrounding areas and indeed in the roads concerned, and have been discredited thoroughly in other areas. 2)There is no need for them, and will only put heavier pressure on surrounding roads in a wave effect to make them heavier in traffic, where it was a moderate flow before. 3) It will increase pollution, and not minimise it. 4)It is discriminatory against older people, who may not be sufficiently disabled to have a blue badge, and 5) make life difficult and discriminate against young and older people with small children, who may not want to walk far with several children. |
| Oakwood Road | Disagree | No | No | No | Whilst I understand that the proposals seek to reduce traffic in the West Wimbledon area, which is an admirable aim, I do not think they will achieve this for the following reasons: Reducing access at Cambridge road/Coombe lane will simply have the effect of rerouting traffic destined for the local West Wimbledon area or beyond along different local roads: namely Durham Road, Richmond Road, Coombe Lane, High Cedar Drive, and Cottenham Park Road. I regularly walk on all of these roads and increased traffic on them would be detrimental to the area. Forcing vehicles to take a longer route than necessary simply means more minutes spent in cars in our local area, and thus additional pollution in our streets: it is a bad thing. I walk/drive along or past Cambridge road almost every day and it is never what I would consider busy. Other roads, particularly Durham road, are already far busier despite probably having a greater need for traffic reduction or slowing scheme owing to the two nurseries and a number of businesses on them. Reducing traffic on Cambridge road does not create a Low Traffic Neighbourhood if the traffic is rerouted to other streets in the same neighbourhood. If the aim is to reduce short journeys taken by car then I think this LTN also fails. Those of us travelling between West Wimbledon and the A3 are not taking “a short journey” which might otherwise be walkable if driving was made more inconvenient. Instead we will continue needing to drive but will simply have to go the long way round, causing additional time spent on the road, and consequently additional pollution in our local streets. This LTN is therefore likely to do the opposite of supporting a “Greener Merton”. An exemption to the restrictions for local residents would lend somewhat more merit, though would still affect those families dropping young children at local schools/nurseries/playing fields who often have no choice but to drive. |
| | Don't know | No | No | No | This could lead to increased traffic in Pepys Road which would impact my environment. |
| Oakwood Road | Strongly disagree | No | No | No | These restrictions will require us to do a very big loop from Coombe Lane to our home and vice versa when travelling to/ from Kingston; a place I shop and my daughter goes to school. This will add journey time and pollution every time we travel in that direction. It will be extremely inconvenient. Not only that but having lived on Cambridge Road from 2000 to 2011 and Oakwood Road from 2011 to now, I have never once seen Cambridge Road used as a rat run. And that's in 21 years, ten of which saw me crossing the roads with primary age children twice a day. This inconvenient proposal appears to be trying to solve a problem that simply doesn't exist. |

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| Oakwood Road | Strongly disagree | No | No | Unsure | No entry to/from Coombe Lane to Cambridge road will lead to an increase in traffic in surrounding roads as residents are required to divert to Cottenham Park Road and Durham Road to access to / from the A3. The roundabout at Ridgway/Copse Hill will become even more of a bottleneck as will the junction at Durham Road/Coombe Lane, particularly if drivers are turning right to head towards the A3. |
| | Strongly disagree | No | No | No | I was very surprised to hear of these proposed changes to our local traffic system. I use these roads on a daily basis to travel to and from my place of work and I have never noticed there being a problem of increased congestion here or indeed rat-running. The 20mph limit along Cambridge Road next to Cottenham Park ensures vehicles slow down here, so it really is not a good choice as a quick through-route. I firmly believe making these changes will simply cause Raynes Park and Copse Hill to become far more congested - areas which are already hugely problematic as soon as any roadworks or disruptions (such as flooding under the Raynes Park bridge) occur. I find it very difficult to understand why these proposed changes have been made or how they would improve our community. |
| Oakwood Road | Strongly disagree | No | No | No | I have not experienced heavy traffic on Cambridge Road, Oakwood Road, Richmond Road or Avenue Road, either now or before the pandemic. I walk everyday and always have done, and there has never been an issue in terms of traffic. The proposals will push more traffic onto Copse Hill which is already a very busy road. I do not see the point of the proposed changes, and object to them given the inconvenience it will cause and the impact on Copse Hill traffic volumes. |
| | Agree | No | No | No | The proposed scheme will not solve the problem, it will simply exacerbate it and force further traffic onto Durham Road and other areas, increasing traffic in an already busy area of Raynes Park - the junction between Coombe Lane and Durham Road. Enforcement of the existing 20mph limits would be a far more effective measure and discourage people from using Cambridge and Avenue roads in a similar manner. Introducing further traffic calming measures on Cambridge Road, narrowing the junctions, and widening pavements, increasing planting, would be more effective and mirror what is happening in other low traffic neighbourhoods. This would give back pedestrians priority rather than concentrating traffic onto a smaller number of roads. |
| | Disagree | No | Unsure | No | These changes will put pressure on Copse Hill roundabout and add to congestion in Raynes Park centre. Traffic heading to Kingston, A3 will be tunnelled up West Barnes where are 3 schools, churches, temple. With developments by Tesco a lot more cars are heading that way. As for access to hall in Avenue Rd, this will be hampered. Also, journeys from Wimbledon Village will be restricted. We already have 20 mph areas and hazardous humps proliferating. The elderly whose mobility is reduced and the young who cannot go unaccompanied should not be penalised. For the air and environment travel by foot and bike should be encouraged, for those who can, but do not. Unless public transport were better, more frequent, safer, people will prefer their own car. We go to New Malden temple and want a pleasant, quick route. |
| | Strongly agree | Yes | Yes | Yes | It would be such a missed opportunity if the council failed to progress this. The council needs to show it has the courage and conviction to follow through on funds it asks for from TfL. If not TfL & DfT won't have faith Merton can deliver all it says it will. And then residents across the borough lose out. It's only a trial. Give it a go. |
| | Strongly disagree | No | No | No | If this scheme was put in place it would have a large impact on increased traffic in the surroundings roads |
| Oakwood Road | Strongly disagree | No | No | No | To much traffic, people have work to go to . What about carers? Such a waste of money. |
| Oakwood Road | Strongly disagree | No | No | No | This will make it very hard for people who live down oakwood road, it will build up traffic in the town centre and its a waste of tax payers money. Please do not enforce this! |

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| | Strongly disagree | No | No | No | It will increase air pollution and this will be added to the higher levels already present in lower Durham Road and Coombe Lane east of Cambridge. It is not a rat run (no immediate link at East end to a through road - I believe that much of the traffic starts and ends in a triangular area bordered by Pepys Road, Cottenham Park Road and north of Coombe Lane, There will be increased traffic in roads West of Durham Road where vehicles starting or ending journeys West (A3 and Kingston area) will need to travel up to half a mile East and then the same West to reach junction of Cambridge Road & Coombe Lane. The roads that will take this diverted traffic are mainly residential and have a cycle lane and a large footfall around the Town Centre. It will cause an added health risk through air pollution (diverted traffic will be in congested area whereas Cambridge Road is free flowing and does not have heavy traffic). Of moderate benefit to few but a disadvantage ? health risk to many. Many local residents use Cambridge as the quickest, most convenient, shortest and least polluting route too and from the A3 and Kingston area, |
| | Strongly disagree | No | No | No | This scheme will simply create chaos at the junctions of Coombe Lane and both Copse Hill and Durham Rd. This will increase pollution as cars, buses and vans sit stationary in the traffic jams created by the new restrictions. The existing traffic scheme is perfectly satisfactory and there is no need for the taxpayer to pay for this expensive and counterproductive scheme. |
| Oakwood Road | Strongly disagree | No | No | No | Resident of 21 years. Never unduly concerned or bothered by amount of local traffic, even when caused by problems elsewhere. Proposed changes to access to/egress from Coombe Lane would cause massive inconvenience. Junction of Durham Road and Coombe Lane makes egress onto Coombe Lane W more difficult and even hazardous. What is the point of blocking off Avenue Road? The existing junction of Cambridge Road and Coombe Lane works well in in all 4 directions. |
| | Don't know | Unsure | No | No | I am very concerned about the changes this will maketo making Mostyn and dorset road to name a few |
| | Disagree | No | No | No | It is not clear to me at all that congestion or excessive traffic is a problem in Cambridge Road. I have never encountered it in the area and it would seem to me to be minimal compared for instance with the amount of traffic passing down Pepys Road 24/7, which is where I live. Initiating these changes will have the effect of increasing congestion and the amount of traffic generally passing through the central Raynes Park area and will therefore in all likelihood be counter productive. |
| | Disagree | No | No | No | I work in an office on Coombe Lane in Raynes Park, my mother lives in Cambridge Rd. I very often visit her by car. This journey isn't possible by bike along Coombe Lane unless you're willing to risk your life cycling along there. Any anyway I usually have the kids with me. This scheme will obviously shift traffic onto Coombe Lane/Durham Rd/Copse Hill. It will mean a (more) clogged up Coombe Lane through Raynes Park. And the high street is already very badly polluted, I have to breathe this foul air all through the working week. Low emissions vehicles are on the verge of becoming mainstream which will hugely improve air pollution and CO2 levels. So why do this scheme now when there will be less of a problem over the next few years? Once you introduce schemes like this they virtually never get reversed in the future. I object to the use of emotive phrases like "rat run". Cambridge Rd and Avenue Rd aren't rat runs, they have traffic going from A to B in the most efficient way. There isn't excessive traffic on either road. If you prevent people using "local" roads, the main roads will become totally clogged. Schemes like these cause economic damage by making journeys through London slower. There has to be some thought for the economy, especially in the huge recession we're in. Finally, ANPR cameras are such a scourge on society, do we really want more? We've all been fined exhorbitant amounts for tiny infringements and the proliferation of these wretched cameras just makes living in a town even more miserable than it has already become. |

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| Oakwood Road | Strongly disagree | No | No | No | I do not believe the steps are necessary. I have lived on Oakwood Road for over 15 years and have seen no "rat race" that you mention off. Its really is not busy at all. Which for me a surprise that this suggestion is being purposed. The no left turn from Coombe lane to Cambridge road would be a nightmare to me, I would have to make a massive detour. Yes, some may say it is not long but it would require heading to Raynes park (stop at the traffic lights - pollute the area) then turn left down durham road and left again to Richmond road. The roads are not great already with pot holes. This would only add to it. Alternatively, if you apply this left turn, I would have to turn left at the roundabout along Coombe lane, up copse hill and if anything cause congestion with all the schools in the area - no one will be moving at that rate. I honestly believe that by applying this idea it would lead to: 1) thousands spent on road repairs - as there are existing lots of pot holes 2) congestion down durham road - because people will find a way if they want to get onto the A3 as well as locals. 3) increase in pollution due to increase in carbon footprint. Due to detours, traffic lights and built up traffic as a result of this purpose. Stop and starting their engine. 4) the 57 bus route drives along Coombe lane. If we are unable to make a left turn, imagine the build up of traffic in the morning and rush hour home. 5) also, there will be a lot of car accidents due to everyone trying to drive up and down durham road and if there is diversions... which we had for a period due to maintenance on Coombe lane. The road will be on stand still. The 200, 57 and 131 bus would be forced to use this route along with normal traffic. Please do seriously consider my response. Having lived here, for over 15 years, there really is no issue or complaints from me and would prefer that you leave it as it is with no changes. Thank you |
| | Strongly disagree | No | No | No | Rat running is not an issue in Cambridge Rd and I doubt that a scheme of this nature is justifiable. Please share the data on which you have based the decision to examine this scheme. Journeys made from Oakwood Road and Laurel Road will now be made east via Cambridge Road and increase congestion in Durham Road. The junction of Durham Rd and Cambridge Rd is a dangerous cross roads. Diverting traffic there is not a good idea. In order to turn right onto Coombe Lane I will have to travel 0.8m instead of 0.2m. That in itself will increase pollution. A scheme of this nature will have an overspill consequence for Durham Road. |
| Oakwood Road | Strongly disagree | No | No | No | I am quite concerned as I live on Oakwood Road how exactly I will access Coombe Lane if I cannot turn left on to it from Cambridge Road or turn right off it onto Cambridge Road to access Oakwood Road to get to work and to access the A3 etc. The suggestion is also to stop normal traffic from going up and down Avenue Road so I could not use this option instead. I am not aware of Cambridge Road being used as much of a 'rat-run' although I was a bit concerned about this with the new housing built on the old Atkinson Morley site and traffic coming down from there, through the road from Morley Park. I would say that there is more of an issue with traffic on the Ridgway than in West Wimbledon generally. I would have to go quite out of my way to access Coombe Lane from Oakwood Road if this idea came to pass. I do walk down to Waitrose and Raynes Park shops/surgery as much as possible. Helen Goward |
| | Strongly agree | Yes | Yes | Yes | Great idea to stop people using cars so much |
| Oakwood Road | Disagree | No | No | Unsure | The idea makes no sense to me. Personally I will be forced to take alternative route to get to where I need to be. This will result in me passing a park area where children play. This will cause congestion elsewhere, clearly those people don't count and this smacks of pandering to the middle classes. Why have no right turn from Cambridge Road into Coombe Lane but you can have a left turn (likewise same principle from Coombe lane into Cambridge Road) your proposal in my opinion doesn't stop a rat run. |

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| Panmuir Road | Strongly disagree | No | No | No | Durham Road will become like a main road and will become impossible to cross due to the volume traffic. Which dangerous to pedestrians. I have lived in my property for 59 years and have never seen this are you are mentioning this consultation as a problem area/rat run. Your suggestions/amendment's to the current road plans will make the area more congested and dangerous. You installed cycles lanes in Coombe Lane which never seems used by the cyclists so why are the changes needed? It's not broken so doesn't need fixing. Spend the money this will cost on resurfacing the uneven pavements making it safer for pedestrians to walk. |
| | Strongly disagree | No | No | No | I don't think Cambridge Road is a particularly busy road. Durham Road (where there are two nurseries, one of which is attended by my toddler) is already very busy as it is and this will only further add to the traffic and pollution. I worry the pollution levels, lack of any zebra crossings on Durham road and the resulting increased traffic levels will be detrimental to public health. |
| Panmuir Road | Strongly disagree | No | No | Unsure | Cambridge Road is a wide road with little on street parking. Why divert traffic to narrower more crowded roads? |
| Panmuir Road | Strongly disagree | No | No | No | The proposals will significantly increase traffic volumes at the junction of Coombe Lane and West Barnes Lane. The effect will be to worsen air quality and introduce unnecessary delays. Any benefits to residents in Cambridge Road, Avenue Road, Richmond Road, Spencer Road and Panmuir Road will be more than offset by the added inconvenience. |
| | Strongly disagree | No | No | No | This will force more traffic to stay on already congested main roads increasing already high levels of toxic emissions. If the problem as far as safety is speeding ratrunners then enforce the 20 mph limit that already exists. |
| Panmuir Road | Strongly disagree | No | No | No | No-Left turn from Coombe Lane into Cambridge Road and No-Right turn from Cambridge Rd into Coombe Lane and other changes totally disturb local traffic and access to A3 and A238, which are vital roads for residents of Cambridge Road area to get to those trunk road for car users to get in and out from homes to work and for shopping and pleasure. Current traffic on Cambridge Road is minimal during the day sporadic at night close to zero. Traffic noise level there is very low and at night time minimal once more - close to zero dB. Cambridge Road serves Cottenham Park, Holland Garden and Hollymount School, which are visited in day time by mothers with their children and babies often by car. Cambridge Road also serves local car movement in case there are repairs and maintenance road works or traffic accidents at Copse Hill or Combe Lane. There is no other alternative road to provide diversions for such cases. There is no real ground to introduce such odd project, which is not supported by any evidence (survey of traffic, noise level, research concerning improvement of traffic making it more smooth etc.) I wonder who generated at beginning such strange idea to make life of habitants around Cambridge Road more difficult. The roads are for fast transport of people and goods (deliveries), emergency services - fire engine, ambulances etc. and the flow of traffic should always be improved. The Cambridge road from its creation more than 100 years ago was built as wide road with bright vision of future development of Cottenham Park area. It provide for residents easy comfortable access towards London and its suburban sites as Kingston, New Malden, Wimbledon, Morden shopping and culture centres and other point of their interest. This project should be dismissed in whole. |
| Panmuir Road | Strongly disagree | No | No | No | If you ban the residents to turn right from Cambridge road, it means then they have to take a longer route via Durham road, which will incur more pollution (both air and noise), and the residents in Durham road will experience heavier traffic jam in their local roads. Surely, someone in the council has thought about this before making the proposal? |
| Panmuir Road | Strongly disagree | No | No | No | These proposals are unnecessary and will only create congestion and so called 'rat runs' in adjacent/close by streets. |

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| Panmuir Road | Strongly disagree | No | No | Unsure | As a resident of Panmuir Road I will find it very inconvenient no to be able to use the Cambridge Road junction with Coombe Lane for west bound car journeys. Almost all of the journeys i take involve travel towards Kingston or New Malden. This will result in a substantial detour via Durham Road and the junction with Coombe Lane opposite Waitrose which is already quite busy. This proposal will add to congestion in Raynes Park and I object to it! |
| Panmuir Road | Strongly disagree | No | No | No | There is no suggestion as to where the traffic should go?. To use a right turn from Durham Road into Coombe Lane is very dangerous and there is too much traffic using Copse Hill as it is. Cambridge Road is very wide and I do not see any problems there at present. It will also make it more difficult for people using Cottenham Park Recreation Ground. There are enough problems at present during this Pandemic so we do not need anymore obstacles. I certainly see no point in restricting a left turn into Cambridge Road from Coombe Lane. |
| | Strongly disagree | No | No | No | I do not feel that there is a major traffic problem on these roads. Restricting access on these roads will just push traffic onto neighbouring roads. |
| | Strongly disagree | No | No | No | I see no evidence that Cambridge Road is used as a rat Run. These proposals will only create more traffic in Raynes Park and cause great inconvenience for local residents that use this road for access to the A3 and Kingston. |
| Panmuir Road | Strongly disagree | No | No | No | I have always found the volume of traffic on Cambridge Road to be low, even at Hollymount School drop- off and collection times. Implementation of this scheme would mean I and other residents in this area would have to drive much further to go to the A3 or towards Kingston causing increased pollution. It would also require a difficult right turn out of Durham Road into a more congested part of Coombe Lane. This scheme is badly thought out and totally unnecessary and I urge you to cancel it completely. |
| Panmuir Road | Disagree | No | No | No | The traffic in Cambridge road is very little and the scheme appears quite unnecessary. I am not sure why it is being brought forward by the council. There is a lot of opposition. Transferring traffic onto roads that are already crowded seems counter productive and un neighbourly. |
| Panmuir Road | Strongly disagree | No | No | No | Cambridge Road is definitely not a rat run to Coombe Lane. There is already a 20mph limit which keeps the (minimal) traffic to a slow speed. Also, the other end of Cambridge Road (T junction with Pepys) is already closed to cars for several hours of the day as its been designated a cycle/walk area due to Hollymount School. The right turn from Cambridge into Coombe Lane is important to local residents/including allotment users (on the corner of Cambridge) to gain access to the A3 and all points in either direction. Making this a no right turn will drive cars down to the bottom of Durham Road and make cars wait there to turn right, adding to the congestion there in Raynes Park centre where there are also cars trying to turn right into Waitrose (against the signs). There is a nursery and sheltered accomodation at the bottom of Durham Road so no more traffic should be sent in that direction. The left turn off Coombe Lane into Cambridge should also be left unchanged as this satisfactorily diverts traffic from driving into the centre of Raynes Park and, again, clogging up the intersection at the bottom of Durham Road- where traffic will be forced to go to turn left instead. A considerable number of Cambridge Road allotment users come and go from Coombe Lane, not to mention families and everyone who use Cottenham Park a bit further along. What is the point of having these good public spaces if you block them off from users who come by car? We need no more blockages of roads in this area of Raynes Park. Things work perfectly well as they are. Enough of this "encouragement of safe walking and cycling". I walk every day in this area. There are plenty of safe areas - Cottenham Park, Holland Gardens, Morley fields + surrounding paths - if people choose to use them. Remember also that not everyone can walk and cycle - so room needs to be left in our planning to allow for some cars. The Coombe/Cambridge and Coombe/Avenue Rd intersections should be left unchanged. |

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| | Disagree | No | No | No | Entry via these roads keeps the traffic flowing. There would be far more traffic jams through Raynes Park if it was not possible to turn in and out of Cambridge Rd or Avenue Rd. If the residents are unhappy about speed, then perhaps some more traffic calming measures are needed. |
| Panmuir Road | Strongly disagree | No | No | No | I absolutely disagree with all those proposals. People who live on Cambridge Road or directly or indirectly off it, instead of turning into Cambridge Road to go home, would need to drive all the way to Raynes Park causing more traffic at the junction with West Barnes Lane only to turn, after waiting in the traffic opposite Waitrose, into Durham Road to go all the way up. Durham Road is already busy with buses, so adding an extra traffic there would be just pointless. From the environmental point of view the extra time and millage involved here does not make any sense. |
| Parkfields Avenue | Disagree | Yes | Yes | Unsure | Will increase traffic at the already busy Durham Rd/Coombe Lane junction, where right turns from Durham Rd into Coombe Lane are already difficult to make at certain times, as all journeys for Parkfields and Avenue Rd residents will have to come this way in future to access A3/Kingston, etc. A traffic light or roundabout may need to be considered. Would prefer that Avenue Rd/Coombe Lane end also has a direct access barrier for emergency vehicles as every minute counts. |
| Parkfields Avenue | Strongly agree | No | No | No | This proposal would both considerably increase congestion and journey times as the distance anyone would have to travel to either return home or go out would be far longer. At the moment I can turn off the usually pretty congested Coombe Lane into Avenue Road and then directly into my road, Parkfields Avenue. Under this new proposal, I and all the residents in my road and the surrounding area would have to effectively drive right past our road and then continue to effectively go round in a big circle in order to return home. A modal filter would do nothing other than impede our movement and cause more roads to become rat-runs filled with unnecessary additional traffic caused by everyone have to drive more circuitous routes. I cannot see any logic in how this proposal has been developed or how it could possibly reduce traffic. Is there any evidence you can share to explain the thinking behind it? |
| Parkfields Avenue | Agree | Yes | Yes | Yes | We have recently suffered from a mini crime wave would we be able to have access to the CCTV cameras that you are installing to give evidence to the police? |
| | Strongly disagree | No | No | No | I strongly object to the proposals on the grounds of safety, environmental damage and traffic flow impact. The majority of Cambridge Road (between Durham Road & Coombe Lane) is one of the widest roads in the area with the clearest vision for crossing. It is not, by any stretch of the imagination, a busy or congested road. Restricting access in/out of Cambridge Road will force all residential traffic, with an ever increasing volume of delivery vans, into Durham Road and Copse Hill, already the most hazardous roads to pedestrians in the neighbourhood. The junction of Durham Road/Coombe Lane is highly congested with shops, a nursery and a hotel, coupled with street parking and a frequent bus route. Yet the proposal would force much more more traffic into the narrower road. Copse Hill is the worst rat run in the area. Under the proposal all traffic coming into & exiting the local area towards/from the Kingston/A3/New Malden direction would be forced onto Copse Hill. As a pedestrian myself and as a parent of 3 children, with one child attending secondary in Wimbledon & another in Kingston, these are very well travelled routes. I have far more concerns about my children crossing Durham Road and Copse Hill. I have lived in the area for 20 years and am aware of serious incidents on Copse Hill but not Cambridge Road. With the arrival of the nursery, hotel and Waitrose, Durham Road traffic has increased considerably. In addition, smaller, more narrow roads with intensely packed street parking, such as Richmond Road, Spencer Road, Cottenham Drive (which already has 2 sharp turns on a steep hill) will become far more hazardous neighbourhood cut throughs. Environmentally it is a nonsense to make all of the residential and delivery traffic drive further and creating more congestion and idling engines when the world is trying to cut pollution. This is a sledgehammer proposal to crack a small, arguably non-existent, nut. |

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| Parkfields Avenue | Strongly disagree | No | No | No | We in this household are against the proposed introduction of a LTN aimed at removing through traffic. We do not believe there is a worrying amount of through traffic that warrants the introduction of this unnecessary scheme which will be waste of precious council funds. We strongly object to the introduction of Modal Filter at the junction of Avenue Road with Coombe Lane. In other words, we would like continue with the restrictions free use and access at all times of: 1. Avenue Road from Coombe Lane 2. Coombe Lane from Avenue Road This unnecessary introduction of LTN will be of great inconvenience for us local car users in Parkfields Avenue. Our car journeys will be unreasonably extended having to travel longer routes to access our residential properties. It will also mean extra expenses on used petrol fuel, creating at the same time additional pollution of carbon monoxide generation to the atmosphere. We do not agree and therefore strongly reject the introduction of this needless scheme as there is not much of excessive traffic requiring removal. |
| Parkfields Avenue | Strongly disagree | No | No | No | We do not feel it is necessary to make Avenue Road no-entry from Coombe Lane. We live on Parkfields Avenue and this will make us have to travel further to get home, thus being worse for the environment. |
| Parkfields Avenue | Strongly disagree | No | No | No | We don't support any of the proposed ideas. In the almost two years we've been at the property we have never experienced any heavy traffic issues and your proposed plans will only drive traffic onto a road that is already busier than ours and a bus route. Making a turn from Durham road onto Coombe lane is already more of a challenge than from Avenue road due to heavier traffic in the town and a lot more pedestrians which would only cause more issues and accidents. Not to mention the effects on the the environment by making people drive further out of their way than is necessary and quite possibly causing more traffic and therefore being sat in queues for longer. We don't see any benefit by driving all the traffic to one place instead of spreading it out evenly. It might be wise to concentrate your efforts on larger issues in the area such as the rise in thefts we seem to be having instead of traffic issues that aren't an issue in the first place. |
| Prospect Place | Strongly disagree | No | No | No | This is yet another scheme by local government to increase the income from penalties and fines. Restricting traffic using these LTN schemes, similar to those already in place in areas of London such as Fulham and Parsons Green have proven not to improve traffic flow or deter any "rat runs". They in fact do the opposite by increasing the traffic flow and thereby the long queues on the main roads/arteries. |
| | Strongly disagree | No | No | No | This LTN is absolutely unnecessary. Cambridge Road is not a rat run. It also already has traffic bumps and provision for limited traffic at school hours at the Pepys Road end. The scheme will merely displace traffic to other roads that mainly have more traffic and increase pollution for those roads. There is absolutely no advantage in this apart from for the residents of Cambridge Road. What we need is to ensure the 20mph is observed with a CommunityWatch scheme. This could be implemented when Lockdown ends and is inappropriate to make other changes prior to this. |
| Richmond Road | Strongly disagree | No | No | Yes | I'm supportive of LTNs and active travel. However, the proposed LTN is flawed in a number of ways. 1. Through traffic will be funnelled into Durham road and will need to make a difficult right turn into Coombe Lane. If implemented, the scheme will need to improve this junction eg through traffic lights. 2. The proposed scheme will significantly increase traffic on Coombe Lane, particularly at the junction with West Barnes Lane, causing pollution for cyclists and increasing bus travel times. 3. Under the proposed scheme, all residents in the LTN wishing to travel west will need to travel extensively within the LTN, either via Durham Road or Cottenham Drive/Copse Hill, increasing traffic in the LTN. 4. These proposals in isolation will do nothing to encourage cycling and walking. In particular, more cycle lanes are needed on Cambridge Road and through the Raynes Park one-way system. |
| Richmond Road | Strongly disagree | No | No | No | This is unnecessary and will make Richmond road a rat run for those coming down Cambridge road or Oakwood road who want to turn right onto Coombe Lane. |

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| Richmond Road | Strongly disagree | No | No | No | The roads involved are very light traffic roads, so I consider this a waste of money, and an unnecessary inconvenience for residents. |
| Richmond Road | Strongly disagree | No | No | Yes | Cambridge Road is a main road that has enough space for two lanes of traffic and parking on both sides of the road. If no left turn into Cambridge Rd is allowed from Coombe Lane, a significant amount of traffic originating from the A3, Kingston and Richmond that is intended for Cambridge Rd (i.e. where this road is the final destination) will be diverted through Durham Road and Richmond Road. Now, Durham Rd is similar in characteristics to Cambridge Rd: it has two lanes and is wide enough to allow a good flow of traffic while allowing parking on both sides of the road. It may result in increased traffic and in hold-ups from those turning right onto Coombe Ln, but it's a wide-enough street. However, Richmond Rd is a much narrower street. It is a two-way street with parking on both sides despite the fact that there is a single lane of traffic – only one car can drive along it at any given time. It will become undoubtedly more congested and dangerous if the proposal is implemented. Equally, there are two sets of traffic lights close to the junction between Durham Rd and Coombe Ln. The area between these two sets of lights, on West Barnes Lane and off the corner of Coombe Ln and Durham Rd, is unlikely to be enough to absorb the added traffic from Copse Hill and Wimbledon Village that will now mostly use this route to get onto the A3, or to travel towards Kingston and Richmond. I also note that, while the proposal is said to be aimed at preventing rat-running on Cambridge Rd, it would lead to precisely that unintended side-effect on Richmond Rd, whose residents would have to endure the consequences of increased traffic resulting from banning the turns leading into and out of Cambridge Rd from/to Coombe Ln. |
| Richmond Road | Strongly disagree | No | No | No | We have lived in Richmond Rd for 50 years see no problem with traffic in this quite area, but this LTN is going to make Richmond rd extremely busy and right turns into Durham rd then right right turn into Coombe really difficult as it is pushing traffic from the LTN on to a very busy Durham rd and congestion in the shopping area and at the traffic at West barnes junction.The worst idea of this LTN is no left or right turns at the junction of Coombe lane and Cambride rd, there is no problem there at present but this LTN will make more congestion in Raynes Park.All these no left and no right turns in this plan are very confusing. No we do not want any ANPR spying on us.I walk most days along Avenue rd There are no traffic problems there.This is a complete waste of Council Tax Payers money, when there are more urgent needs in the borough. LTN is going to make our road extremely busy.All local traffic being pushed on to busy Durham rd making extreme congestion on the shopping area of Coombe Lane and at the West barns lane junction.No left turn from coombe Lane to Cambridge rd is the worse idea.We are a semi rural area not Inner city area, the whole LTN in this area is not wanted by residents nor ANPR-Big brother is watching you.If it is not broken don't mend it |
| Richmond Road | Disagree | No | No | No | I am a school teacher a rely on car transport in order to get to and from work. These kind of restrictions WILL NOT reduce the amount of traffic on the road; if people want to drive their cars, they will continue to do so. The only result this scheme will have is creating a bottle neck of traffic along the main roads, which will likely cause more accidents and problems for residents, pedestrians and other road users. |
| | Strongly disagree | No | No | No | I use Cambridge Road to access the A3 from Amity Grove and vice versa. There is rarely any issue with traffic on the road day or night, rarely more than two cars waiting to access Coombe Lane. This proposal will have very limited benefit and add congestion to Raynes Park Centre, Durham Road etc |

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| Richmond Road | Strongly disagree | No | No | No | Living at the Cambridge Road end of Richmond Road, I cross Cambridge Road on foot at least twice every day. Rat running per se is not a problem - my guess is that at least 80% of traffic is accessing homes, owners, deliveries and utilities. What IS a problem is speeding especially in the stretch of Cambridge Road adjacent to Cottenham Park (where there is a speed reminder). This could, indeed should, be solved with a speed camera or speed calming bumps or both and would make a big difference. The measure proposed would be a major impediment to residents including this pensioner who uses two wheels far more than four but would still be banned from leaving/returning home via Coombe Lane on his enviro-friendly electric moped. But my opposition is based on all residents' inconvenience, not just mine. |
| Richmond Road | Disagree | No | No | No | Creating a no entry and no left/no right turns respectively onto and off of Coombe Lane will only cause the traffic to be redirected to go through Raynes Park High Street and onto Durham Road and around the one way system. This is already a busy bus route and subject to HGV's receiving deliveries for the local shops. If you want to stop any rat running allow residents only to access these roads or install other traffic calming measures along Richmond Road to stop any cut through. Speed cameras on Richmond Road as a suggestion as it is too narrow and too built up for the the speed in which some vehicles fly along the road at all hours of the day and night. |
| Richmond Road | Strongly disagree | No | No | No | I live in Richmond Road, and I have not witnessed an increase in traffic along our road. Preventing entry via Avenue Road and Cambridge Road, would create unnecessary congestion at the Durham Road junction to the detriment of air quality. |
| Richmond Road | Strongly disagree | No | No | No | This scheme is unnecessary and the Council should use its funds more effectively. LTNs are purportedly to boost walking and cycling, for which there are plenty of facilities, not only in the local parks but in designated cycle ways, many of which are under used at present. I do not believe vehicle traffic is a problem in the roads affected by this proposal. What evidence does the Council have that it is? The Council should publish this first before launching a consultation. The 'main roads' in the area are Ridgeway/Copse Hill, Coombe Lane/Worple Road and Cottenham Park Road/Durham Road. These roads take virtually all the through traffic. Richmond Road is a quiet road with minimal traffic, even at 'peak' or 'rush hour' periods. The same would be said of Avenue Road, a narrow road that I use to turn onto Coombe Lane to go towards Wimbledon and down West Barnes Lane, as it is better and safer than turning right into Durham Road and then right or left from the junction with Coombe Lane. I live close to the junction with Cambridge Road and do not believe the traffic level is above moderate, even at peak times. The proposal would create great inconvenience in a number of ways: - if I want to go to the A3 or Kingston, I would have to go via Durham Road and turn right, This is a bad junction as it stands. Traffic lights should be installed there to cope. - Traffic that uses Cambridge Road to get to Coombe Lane would be forced to use either Durham Road (further exacerbating the point above) or Copse Hill, where traffic is very heavy because of the roundabout at Coombe Lane. - If I am returning from Kingston or the A3, I would either have to return home via Durham Road, adding more traffic to a congested junction with Coombe Lane/West Barnes Lane, or come back via Shannon Corner/West Barnes Lane. Traffic there can be very heavy because of the level crossing. If speeds along Cambridge Road are the problem, traffic calming measures should be implemented. |
| Richmond Road | Disagree | No | No | No | It is not clear that there is a problem to be solved: most of the traffic in Cambridge Road appears to be either local or (increasingly) delivery. And to the extent that these proposals reduce rat running there, traffic will simply be displaced into Durham Road, which is already a dangerous mix of vehicles, pedestrians and parents pushing buggies to the local nursery schools. For those of us living at or near the Cambridge Road end of Richmond Road, access to Coombe Lane and the A3 would involve a longer drive, two awkward right hand turns and a wait at the West Barnes lane traffic light. |

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| Richmond Road | Strongly disagree | No | No | No | We have lived in Richmond Road since 1990. We see little evidence of "rat-running" down this road although some cars certainly drive too fast down it. In our view the LTN is trying to address a problem that does not really exist and will create problems elsewhere. For instance, it will increase traffic on Durham Road which already has a steady stream of buses which cause traffic issues. Durham Road also has a nursery school near the junction with Coombe Lane where families have to drop-off and collect their children on a daily basis. Adding more traffic to a road which is already congested makes no sense from our perspective. In addition, we are also members of the West Wimbledon Society (WWS) which operates from Avenue Road in Richmond Road. The WWS provides important social and physical activities for both the young and the more elderly. These members often have to rely on car transport because of their ages. The LTN proposal will make access more difficult. The WWS does not cause congestion in Richmond Road because usage is staggered throughout the day and evenings. |
| Richmond Road | Strongly agree | Yes | Yes | Yes | My wife and I are strongly in favour of the idea of low traffic neighbourhoods, as well as any measures to reduce car use and facilitate active travel. |
| Richmond Road | Disagree | No | No | No | I am very concerned that the implementation of this LTN will have a greater negative impact on all of the surrounding roads in that it will not reduce the overall traffic level in the neighbourhood but just concentrate in on alternate roads. |
| Richmond Road | Agree | No | No | Unsure | Most of the journeys we take to access shops, family, friends, the A3 etc involve turning in and out of Cambridge road at Coombe Lane. The proposals will add to all these journeys and make it necessary for us to drive the length of Richmond Road instead and then try to turn right out of Durham Road onto Coombe Lane which is patently nuts. How is the traffic to be managed at the bottom of Durham Road when even to get into the Waitrose carpark you can't turn left because there is no right hand turn into the carpark from Coombe Lane? The other issue is that in an emergency we are going to be virtually stranded should there ever be road closures on Durham Road for repairs. Cottenham Drive is not always driveable in the winter when it has been snowing - I speak from experience having once slid back down it in a Volvo! We have experience of being trapped when the Ride London bike ride takes place and should there be a medical emergency it makes it extremely difficult to get to Kingston Hospital. The real problem is that the flow of traffic round Raynes Park is so slow because of all the sets of traffic lights, that of course people want to by-pass Raynes Park on journeys between Kingston and Wimbledon. The best solution to this problem is to keep all the roads open as they are now but put physical measures in place (width restrictors, speed bumps, cameras etc) to slow the traffic along Cambridge Road. Also, improve the flow of traffic round the Raynes Park one way system so that going through Raynes Park becomes the best route rather than rat running along Cambridge Road. |
| Richmond Road | Strongly disagree | No | No | No | These proposals do not consider the interests of all residents of the area. They would force residents to increase considerably the length of their journeys - with adverse impacts for the environment and air pollution. There would also be a considerable increase in congestion in Coombe Lane between Cambridge Road and Durham Road, where congestion can frequently be very bad already. It would also increase traffic along Cambridge Road by residents forced to get to their houses via Durham Road. A more sensible proposal would be to allow residents of the area to use these turns and filter (which would be a small number of vehicles) in addition to cyclists/emergency vehicles. I note there has been very limited use of traffic calming devices on Cambridge Road to date. These should also be considered to address any perceived rat run issues on a more proportionate basis to all residents of the area. |

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| Richmond Road | Strongly disagree | No | No | No | The scheme will result in a lot of traffic flowing through our road, which is Richmond Road, from neighbouring roads eg Oakwood road/Cottenham park Road and parts of Cambridge Road, in order for that traffic to reach Durham road if going towards the A3/Kingston. Likewise, traffic coming from the A3/Kingston will cause congestion as the cars turn into Durham road and there will be more traffic on our road. Durham road/ Coombe lane junction will be congested as there will be a lot of traffic there, and this will affect traffic into Rayes park centre. There is a school, St Matthews, near Oakwood road, and we get a lot of school children walking on our road. Therefore there is a road safety issue as well as additional pollution caused by increased traffic on Richmond Road. |
| | Strongly disagree | No | No | No | Ltns are an inappropriate measure and displace any traffic, increasing congestion elsewhere. |
| | Strongly disagree | No | No | No | It is an ill thought out scheme, with the only possible benefit being to a few selfish residents in Cambridge Road. The traffic/pollution implications to Coombe Lane, Copse Hill and Durham Road are obvious. These are all residential roads. |
| Richmond Road | Strongly disagree | No | No | No | Nothing demonstrates the stated objectives & will create a rat-run on Richmond Rd. Increased road usage & pollution due to extra mileage, journey time, pollution, noise, accident risks. Traffic volume (inc. buses) will increase causing delays at 4-way lights on Coombe Lane (only 1 is westbound) Junction of Richmond & Durham Rd is dangerous & congested with several nurseries nearby. Extra pollution/ noise/ delays. Access to Kingston Hospital and A3 hampered and more dangerous. |
| Richmond Road | Strongly disagree | No | No | No | I disagree that Cambridge Rd is being used as a "rat run". In my experience there is not that much traffic in Cambridge Rd at most times of the day. It is certainly less busy than Copse Hill and Durham Rd. Your proposal will lead to an increase in congestion at Durham Rd/Coombe Lane and Coombe Lane/West Barnes Lane traffic lights, and an increase of accidents and pollution in the area. Under your proposal, residents of the area would either have to drive through Durham Rd or Copse Hill to get to Coombe Lane/A3/Kingston. This is the route to the A3 for journeys longer than 2km and the gateway to various sports clubs in Kingston. Under your proposal, at the Durham Rd and Coombe Lane intersection, they will be met with heavy traffic in both directions and very poor visibility if they need to make a right turn onto Coombe Lane. Durham Rd will be more congested, impacting the 200 bus route as well. Alternatively, they could drive up to Copse Hill via Durham Rd and Cottenham Park Rd, and then down to Coombe Lane, making these relatively busy roads even busier, increasing congestion, traffic jams and increased emissions overall. Residents returning from Kingston will have to drive into the area via Durham Rd, again making this road busier, and increasing emissions overall. To get to Durham Rd they will need to drive further on Coombe Lane (instead of turning left into Cambridge Rd or Avenue Rd), which has a set of traffic lights and long queues coming from Kingston/turning right into West Barnes Lane as it is. Again this will increase congestion & emissions overall. While your proposal may benefit some people living on Cambridge Rd, this is at the expense of everyone else living in the area, and will overall have a negative impact on congestion & emissions in the area. You are forcing LTA residents coming home from or going to A3/Kingston to go through the traffic light at Coombe Lane/West Barnes Lane junction adding to traffic jams at peak hours in all directi |

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| Richmond Road | Strongly disagree | No | No | No | I Use Cambridge Road all the time to enter & exit to/from Coombe Road to reach Richmond Road - Home. I also walk to Cottenham Park or other destinations and have ALWAYS noticed that there is Very LOW TRAFFIC on Cambridge Road and I have been living on Richmond Road for 14 years!!! This would be a fundamental mistake and would cause caos for ALL local residents. Causing issues in other roads already congested with traffic during the day not just at peak hours. There is no issue with traffic cutting through as they all use Copse Hill. LEAVE WELL ENOUGH ALONE, PLEASE!!!! Instead the Council should be spending the money on Zebra crossing on Durham Rd for school children & parents from local area and A speed camera on PEPYS Road for traffic speeding down that road which has a speeding problem due to less traffic on Pepys Road - which I have personally witnessed. Who ever came up with this idea for this particular idea has their own very curious reasons to wasting tax payers money on fruitless ventures - PLEASE DONT DO IT. Regards, Grace Byrne |
| Richmond Road | Agree | No | No | Yes | Traffic from Richmond Road/Cambridge Road/Oakwood Road/Laurel Road which would usually drive down Cambridge Road and then turn right towards Kingston would now have to take a longer route via Durham Road (already a bus route) then turn right along Coombe Lane towards Kingston. The junction between Durham Road and Coombe Lane is very awkward as it includes two bus stops near Waitrose and a pedestrian light crossing. We don't think the rerouting of traffic proposed in this plan will provide any benefit, in fact it would cause more congestion by channelling of traffic into Durham Road. |
| Richmond Road | Disagree | No | No | No | This proposal is not necessary. It could cause more problems than it solves by forcing more traffic onto Durham Road and the junction with Coombe Lane. |
| Richmond Road | Strongly disagree | No | No | No | We do not believe there is a significant problem with rat-running in the area. The proposed restrictions will force traffic to use Durham Road, which already is congested which is a massive concern given there are 3 nurseries and community amenities located here. It is also a key road for the local school run and this additional traffic will certainly increase pollution given the cars will be waiting on this key road to access Coombe Lane, as well as the likelihood of increased accidents with pedestrians and cars. Durham Road also already is quite congested at certain times of the day with delivery lorries and buses and pick up / drop offs at the nurseries and we can only see this being more of an issue with more traffic diverted this way. We simply dont understand the benefit of these proposals which appear to primarily be inconveniencing local residents and adding more complications to our local roads, arguably to make money from the fines. We totally oppose this plan. |
| Richmond Road | Disagree | No | No | No | I support the general objective of LTNs but this proposal is not based on a practical knowledge of the use of the roads in this area. There is no data on 'rat running', which I am not convinced is a major issue. LTNs are likely to have most effect in narrow, heavily housed and parked up roads with narrow pavements. Cambridge, Richmond and Spencer are wide with decent pavements and most houses have off street parking. My own observation in Richmond is that it is extensively used by cyclists of all ages (including me) as well as pedestrians and it is quite common to see teenagers using skateboards in the road - not seen as hazardous. The proposal is likely to substantially increase traffic on Richmond as residents of part of Cambridge, Cottenham Park and Melbury, plus Oakwood, Laurel, and Cambridge Close will use it to get to the A3 (and Kingston direction) - on journeys which can't be walked or cycled. To improve this area: Enforce the 20mph limit - speed on, eg Cambridge is much more of a hazard than volume of traffic (the section from Durham to Coombe Lane has no humps). In my view also the almost universally ignored limits on through roads such as Copse Hill bring the speed restrictions into disrepute where they matter more. Improve traffic flow through Raynes Park by eg integrating the phasing of the traffic lights |
| Richmond Road | Strongly disagree | No | No | No | Have lived here for 8 years and have never known this to be an issue. |

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| Richmond Road | Disagree | No | No | Yes | I believe that Cambridge Road is not badly affected. A good portion of the road does not have any residential housing and I have not seen traffic along it as an issue. It also helps reduce heavier congestion in Raynes Park. It would also cause the other local roads to become more heavily congested as cars try to navigate round Durham Road. You should consider making the Avenue a no-through road and pedestrianise where the road meets Coombe Lane. |
| Richmond Road | Agree | No | No | No | I strongly agree with the need to cut speed on side roads however the proposal is a blunt instrument that does not address the root cause which is drivers disobeying the speed limit. Instead it pushes all cars on to Durham road to turn right which will create additional pressure and therefore risk. Part of the problem is that main roads are now 20mph so this has incentivised people to use side roads which have the same limits. Technology should be available to stop speeding or using Cambridge road as a cut through. In short more thought is needed to address the underlying problem. |
| | Strongly disagree | No | No | No | The proposals would result in unacceptable levels of traffic on Copse Hill and Durham Road, increasing pollution for the residents. The junction between Durham Road and Coombe Lane is already a very busy and difficult junction. There are nurseries at the bottom of Durham Road and the additional traffic and back-up of vehicles caused by the junction, would create an increased hazard to very young children. Additionally, the increased traffic on Lambton Road would cause hazard to visitors to the Health Centre, especially parents with young children and the elderly. This proposal is quite unnecessary, Cambridge Road is only relatively busy at school drop-off and pickup times. |
| Richmond Road | Strongly disagree | No | No | No | This is a solution to a non-existent problem and it will cause more issues than it purports to solve. There is hardly any traffic on Cambridge Road or Avenue Road; our road, Richmond Road, intersects both those roads and the area is quiet and traffic is simply not an issue. All this will do is make the already congested Copse Hill and Durham Road even more busy and it will cause more traffic on my road and cause a general nuisance for locals just going about their business who happen to drive. Cambridge Road and Avenue Road do not carry the amount of car traffic that warrants these measures and this reeks of an ideological desire to punish people who drive rather than actually attempt to solve any meaningful problem. It is a waste of money and a big nuisance. I strongly oppose these measures and I have yet to meet a local who backs this ridiculous proposal. |
| | Disagree | No | No | No | The road is wide enough, there are speed restrictions in place and most of the road is only populated on one side of the road, so I do not see any reasons why there should be any further restrictions. Any restrictions would create problems in adjacent roads. |

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| Richmond Road | Disagree | No | No | Yes | It could be considered that there is a problem from "through" traffic in the area around Cottenham Park, particularly along the wider Cambridge Rd. Speeding occurs unchecked and there is no crossing facility. But I do have a number of important concerns regarding the consequences of the proposed LTN for the rest of RP: • Level of traffic that would be diverted into DR • Poor existing visibility at junction of DR with CL will increase hazards for pedestrians, a reminder of the tragic fatality in 2012 and many minor accidents to date • Narrowness of both Durham Rd (DR) and Coombe Ln (CL) impeding traffic flow • Pressure on semi-pedestrianised Raynes Park "village" (with commuter station, shops, Co-op, PO, Library, Waitrose and eateries), particularly at the already hectic complex junction of DR and CL • Bus routes 57,131 and 200, all double-deckers, service CL and 200 turns across junction • Proximity of entrances to both Travel Lodge and Waitrose car parks at junction. • 2 nurseries on DR with car-drop-off at approach to T-junction. • Busy pelican-crossing in CL • stationary vehicles and siting of bus stops reduce the width of both CL and DR to single carriageway at times and increases vulnerability of cyclists • Increased traffic resulting in greater danger for pedestrians (those less-able and vulnerable) at overburdened junction • Lack of space for dedicated crossing for pedestrians in DR • Traffic moving into smaller roads in the RP area affecting vehicle congestion, pollution and safety and reducing enjoyment of amenities by all the community • Under normal circumstances traffic at RP already builds up at peak times and since the area is surrounded by railway, the Common and A3, there is nowhere for this traffic to evaporate. I question the need to implement this LTN with regard to Cambridge Rd, particularly at this time of Covid when the full impact on RP will not be assessable, but I applaud the good sense of the proposal for Avenue Rd. |
| Richmond Road | Strongly disagree | No | No | No | We have lived in the area for 9 years and have never experienced or been aware of any issues with "Rat-running". Traffic is always very low in the area. The proposed changes would restrict residents from accessing coombe lane. The only access to and from Coombe lane to or from a westerly direction would become the junction of Durham Road and Coombe lane, likely causing increased congestion at this junction. We strongly disagree with the proposed changes. If restrictions are brought in, residents vehicles should be excluded from the restrictions (since resident's access is clearly not rat-running). |
| | Agree | Yes | Yes | Yes | I use Cotterham Park a lot for my kids and usually drive, if these measures were put in we would all likely cycle to the park. |
| Richmond Road | Disagree | No | No | No | I believe that this proposed scheme will place undue pressure on Durham Rd and cause significant inconvenience to residents with little benefit. |
| Richmond Road | Agree | No | No | No | This moment in time, I use Avenue road to enter Coombe road .The proposed traffic restrictions will force me and others to use Durham road to access unto and exit from Coombe road causing more congestion. My wife of is disable uses Cambridge road as she needs to park the car with the driver's side nearest the kerb so she can get out . |
| | Strongly disagree | No | No | No | This scheme would push traffic onto other, already busy roads in the same way as the "Safe Schools" scheme has done, so I am against it. |
| | Disagree | No | No | No | Solving one problem on one road just causes countless other problems on surrounding roads making access difficult for residents. Please focus on making the roads safer rather than more restricted. Speeding is still an issue that needs tackling rather than rat racing. Pepys rd needs a pedestrian crossing. |
| Richmond Road | Disagree | No | No | No | This is an unnecessary proposal. It would cause a lot of inconvenience for residents. All traffic would be funnelled down Durham Road and cause congestion, noise and pollution outside the nursery, houses and shops the bottom of Durham Road. |

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| Richmond Road | Strongly disagree | No | No | No | I do not support this proposal. To my knowledge the area is not used as a rat run and I can see no basis for the introduction of a LTN. I am around during the day and I do not see a large amount of traffic in the area. The proposal will increase traffic on Richmond road as residents try to get to Durham road to access Coombe lane. This in turn will increase traffic on Durham road and create congestion at the junction with Coombe Lane, turning right at this junction is a much more difficult manoeuvre than at the end of Cambridge road. There is a Nursery for children at this junction, and I am concerned the increased traffic will increase pollution for the children attending the nursery. Traffic calming measures on Cambridge Road would be a better solution to ensure the 20 mph limit is enforced. |
| Richmond Road | Strongly disagree | No | No | No | 1). By inhibiting much of the traffic flow in Cambridge Road the scheme would increase the volume of traffic significantly in Durham Road, creating much more congestion and pollution. Forcing traffic to use this junction, which is already busy, in preference to the junction of Cambridge Road and Coombe Lane, makes no sense. 2) In Durham Road there are 2 nurseries and therefore pollution levels should be kept as low as possible. However Durham Road is a bus route with parking on both sides which means that traffic flow is already disrupted because vehicles constantly have to pull in and out. If the traffic is heavier clearly there will be a further increase in pollution. 3). Those living in the affected roads will need to take more circuitous routes travelling to and from the A3, which will increase journey times and also therefore pollution. 4). Traffic trying to escape Durham Road intending to go to Copse Hill will use Richmond or Spencer Roads and others. These roads are less suited to higher traffic volumes than Cambridge Road. 5). We see no justification for the proposed scheme. There is no development locally which has resulted in increased traffic on the affected roads. The fact that the Government has allocated money for councils to set up LTNs does not mean that it has to be spent on unsuitable schemes such as this. |
| Richmond Road | Strongly disagree | No | No | No | There isn't a problem at the moment so why the urgency to fix a non-existent problem. Your proposed solution may look great in theory but implementation will cause a host of collateral unfavourable issues |
| Richmond Road | Disagree | No | No | Unsure | There never seems to be many cars coming off Coombe Lane onto Cambridge Road unless they are residents. People drive slowly down our road Richmond Road, and again always seem to be residents so I do not think there is a need to stop entrance and exit to and from Coombe Lane |
| | Strongly disagree | No | No | No | As far as I can see it is local residents and those vehicles servicing local residents that drive along Cambridge Road, it does not appear to be a rat run it is people driving their cars to their homes on the roads in the Cottenham park and Lambton Road/ Pepys Road area. Traffic along Cambridge Road is extremely light, why try to fix something that is not a problem. All that your scheme will do is create a problem by pushing traffic onto other roads, in particular Durham Road that is already much much busier than Cambridge Road. There are two pre-school/ child care facilities on Durham road and just off Durham Road and it is irresponsible to push more traffic onto Durham Road. |
| Richmond Road | Strongly agree | Yes | No | Yes | I think there should be exit from Avenue Road onto Coombe Lane but not entry from Coombe Lane into Avenue Road |
| Richmond Road | Strongly disagree | No | No | No | Anyone in the affected area who wishes to join or leave the A3 at the A283 junction will be forced now either down the B282 (which is already very congested), or they will be forced onto Durham Road to then turn right onto Coombe Lane - which means they will then have to go through the traffic lights on the junction of Coombe Lane and the B282. The same is true if exiting the A3 and driving down Coombe Lane - Everyone will be forced through the traffic lights causing long delays. There are further issues - 2000 characters is not enough. |

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| Richmond Road | Strongly agree | No | No | No | These measures will be seriously inconvenient for both myself and husband who use both Avenue Road and Cambridge Road. Both ends of Richmond Road. The amount of traffic using Richmond Road is minimal and is not a problem. Maybe best to put a couple of sleeping policeman or camera to slow traffic past Cambridge Road Park. Better use of money would be to even out the pavements (wider pavements) so walkers are not tripping over. Cleaner streets and front hedges trimmed so they dont overhang pavements. Thank you |
| | Strongly disagree | No | No | No | Traffic is generally very fluid in and out Cambridge Road. If these measures are introduced there will be a serious knock-on effect on adjoining roads eg more use of Durham Road south to feed in and out of Coombe Lane and thereby slowing traffic through Raynes Park centre. Also increaing traffic at the top of Cottenham Park Road at the junction with Copse Hill which is already very congested in morning and evening rush hours. |
| Richmond Road | Strongly disagree | No | No | No | This scheme is a fraud Under to be used the guise of the environment. It will cause extra congestion and therefore lots more fumes from cars. I seriously question whoever dreamt this up. |
| Richmond Road | Agree | Unsure | Unsure | Yes | The primary problem with this scheme is the diversion of major traffic volumes to the Durham Road junction with Coombe Lane in Raynes Park which will also lead to significant increases in "rat-running" in the narrow Amity Grove. The Durham Road junction is already overloaded at peak times, dangerous for pedestrians and for drivers it is tricky to see out of, and as I am sure you know there has been at least one fatality in recent years as people cross to try to catch buses. Often articulated lorries are stopped blocking Durham Road within yards of the junction, waiting to reverse across Durham Road to deliver to the Co-Op and Travelodge, Parents are always dropping off and collecting children at the two Nursery's also immediately adjacent to the junction, especially at peak times. The route from and to The A3, Wimbledon Village, Wimbledon to Morden and the A3 all converge here. Significant volumes already traverse this narrow and inadequately laid-out junction. Avenue Road is worthy of 24 hour traffic measures. However as a resident of Richmond Road for 30 years I don't see any benefit in closing completely the Cambridge Road junction – that junction is much easier to negotiate than the Durham Road junction, and feels safer even with the usual pre-Covid traffic volumes. If the "No Left Turn / No Right Turn" at Cambridge Road could be for peak hours, ANPR camera controlled as proposed, and a 24 hour speed camera and more aggressive traffic calming fitted in Cambridge Road that might be an alternative that works. |
| Richmond Road | Strongly agree | Yes | Yes | Yes | While I am unsure of the scale of rat-running on the aforementioned roads, any rat-running is a problem if it exists, hence my strong agreement on the previous question. I think that the indroduction of an LTN is an excellent idea -- anything that discourages and curbs car use and therefore congestion and pollution, particularly along residential streets, is a good thing, in my view. I only hope the scheme will be expanded to address turning onto Durham Road from Richmond Road and vice versa so that Richmond Road does not become a rat-run. |
| Richmond Road | Disagree | No | No | No | I can see no merit in the proposal. It will result in further pressure on the junctions of Copse Hill and Coombe Lane and Durham Road and Coombe Lane. Both of these are already busy at peak times and are more densely residential than the junction between Cambridge Road and Coombe Lane. Any improvement in quality of life in one area will be completely off set by a deterioration in another. The proposals would lengthen my journey from the A3 exit to home resulting in more rather than less pollution. These are thoroughly bad proposals |

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| Richmond Road | Strongly disagree | No | No | No | I am strongly opposed to the proposed measures outlined in this consultation. They are in direct conflict with the aims of LTNs and will create greater problems. The proposed measures will INCREASE air and noise pollution, emissions, danger for pedestrians and make journeys on foot to Cambridge Rd parks, Hollymount School, Durham Rd and Coombe Lane shops, businesses, bus stops, church, nursery and Raynes Park Station far more intimidating and polluted. It will result in increased traffic flow up and down Durham Rd (already a busy and precarious road for pedestrians to cross) and a huge increase in traffic along Coombe Lane through the West Barnes Lane and Durham Rd junctions. All already extremely busy. Durham Rd junction is currently VERY hazardous and gets badly congested with cars parking for the shops, bus routes, lorries, commercial traffic, through traffic and local traffic. Lorries regularly back into the hotel car park for deliveries to the shops. There is a large volume of pedestrians going to Cambridge Rd parks, St Matthews church, homes, shops, bus stops, offices, nursery, Hollymount school and the station all located in Durham Rd and/or Coombe Ln or nearby. Turning right or left onto Durham Rd by car from side roads (Cambridge, Melbury, Richmond, Spencer) and crossing for pedestrians, is already VERY dangerous due to poor visibility caused by parked cars. The resulting congestion in Durham Rd and Coombe Ln will push more traffic along Richmond, Spencer, Oakwood, Cottenham Park Rds, Melbury Gdns, Amity Grove, Lambton and Pepys Rds due to traffic looking for ways to avoid increased congestion on Durham Rd and Coombe Ln. These residential roads do not want the increase in pollution and dangers of higher traffic levels. This proposal will create more "rat runs" than it will solve. Surely it is better to keep traffic flow dispersed more broadly and naturally flowing rather than funnel it along particular routes. Why try to solve problems that don't exist? |
| Richmond Road | Strongly disagree | No | No | No | I've lived here for most of my life and never felt there was an issue. If this goes ahead, I envisage Durham Road will become busier than it already is. If I'm coming from Kingston it means I will have to drive past the quiet turnings of Cambridge Rd and Avenue Rd to get to my house in Richmond Road.. instead I will have to go to Durham Rd, where there is always traffic. With big lorries delivering turning into the car-park when delivering to the co-op, hotel guests parking etc.. I just don't see this as a solution..it's creating more of a problem in my opinion. There are also nursery schools at the Coombe Lane end of Durham... with parents dropping off kids and collecting them, you have the Waitrose car park opposite...which creates traffic. I just don't see why this is even considered a sensible option...it seems completely illogical to me. I politely urge you to reconsider this plan. Thank you. |
| Richmond Road | Strongly disagree | No | No | No | All this scheme will do is push the traffic onto Durham Rd - which is much busier than Cambridge or Avenue Rd! Has any research been done - I've lived here 40 years - Avenue and Cambridge Rd are not that busy, the only road you get queues (to get into Coombe Lane) is Durham Rd. The traffic often backs up to Richmond Rd in rush hour so the council's suggestion is to add to that traffic? In addition you are proposing warning signs of no access to Coombe Lane on Spencer and Cambridge Rd, but not on Richmond Road? So you're pushing everyone onto Richmond Rd - Has anyone actually come and looked at traffic in these roads - Richmond Road is the one that is used as a cut through most!! As Richmond Rd hasn't been resurfaced once in the 40 years I've lived here, the road is bumpy, full of potholes, raised manholes and has an extremely high camber so you can hear cars coming down the road from a long way off. I've seen Avenue Rd resurfaced at least twice in that time, yet it's a quieter road. Please don't bring this scheme in, there's no need, you're trying to fix a problem that doesn't exist. These 2 roads are far from the busiest in the area, it will make Durham Rd like a car park when busy. |
| Richmond Road | Strongly disagree | No | No | No | I strongly disagree with the proposals. I live on Richmond Road and do not believe there is a rat-run problem. The proposals would severely restrict the vehicular access to my property. Indeed I would need to drive to the traffic lights near Waitrose and access Richmond Road via Durham Road. The turning onto Durham Road from Coombe Lane is already a very busy junction with lots of pedestrians and this proposal would significantly increase the volume of traffic. Turning right from Durham Road on Coombe Lane would be a particular problem. This is an ill thought through proposal. Regards Greg |

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| | Strongly disagree | No | No | No | This scheme is utterly ludicrous. It will make congestion and pollution worse. It will make life much harder for residents. It is a waste of time and money. It will simply move congestion and make it far far worse for everyone. Don't do it. |
| | Strongly disagree | No | No | No | The proposals would, to some extent, increase noise and pollution in the roads that would be used as alternative routes. The council should be concentrating on far more important matters, such as how to rebuild the shattered retail offer throughout the borough. |
| Richmond Road | Agree | No | No | Yes | While I agree that the use of these roads as a cut through should be addressed I am deeply concerned that additional pressure will be placed on an already dangerous and very busy junction at Durham Road and Coombe Lane. Kingston is a frequent destination for my family. We will now be forced to either travel the extra distance via Cottenham Park Road and Copse Hill or turn right at the above mentioned junction. The dangers include: bus stops on either side of the road with cars overtaking in a very narrow space, pedestrians crossing outside Waitrose and not on the crossing, cyclists turning at speed and not using cycle lane, large buses turning, co op delivery trucks reversing, parking on junction by users of hospice shop and two nurseries, vehicles turning right into Waitrose car park although this is not permitted. It is not surprising that a pedestrian was killed here just a couple of years ago. I have witnessed many near misses as have many residents I have spoken to. So many dangers and distractions. My disabled daughter has to cross Durham Road to reach the Raynes Park shops and the only crossing island provided is on this dangerous corner and junction. The scheme will increase the traffic in this area of Durham Road. The closure of Avenue Road may make the crossroads with Richmond Road and Spencer Road safer. Near misses happen here on a daily basis. |
| Richmond Road | Strongly disagree | No | No | No | The proposal would be problematic for key community organizations, located within the area, their members and facility users. These include West Wimbledon Society (WWS), located at Avenue Hall (AH), 70 Richmond Rd, on the corner of Avenue Rd, with 80 members and 245 regular users (pre-Covid), who engage in physical activity. Vehicle access would be unnecessarily restricted, reducing access to a large number of community residents. WWS has had facility upgrades, within the last 5 yrs, partially funded by charitable entities (Big Lottery Fund, etc.), with the specific objective of expanding community use and promoting healthy physical activity. Any measure which would reduce use of facilities would run directly contrary to the objectives of charitable funds and donations, which would pose a risk of waste of these funds. The natural approaches from Coombe Lane to AH, causing least disturbance to local roads and residents, are either via Cambridge Road or Avenue Road. These are precisely those proposed to be prohibited. They are not rat-runs, at all. WWS has existed for 100+ yrs. It hosts social events for members, on Saturdays, mostly for local residents over 70. Those who can, walk to the venue. But many, though local, are not within walking distance. Members live in SW20, SW19, SW18, SW17, SW15, KT3, KT2, KT4, KT9, TW11, SM4, RH4, so driving is reasonable. 30+ members play table tennis, in the evenings, while others attend on Saturday afternoons, so do not contribute to congested traffic or rat-running. Evening Bridge players, over 65, do not want to walk in the dark. Other users of Avenue Hall include those engaged in keep fit, yoga and Pilates, dance and toddler activities, e.g. Monkey Music. Many are too young, and are transported by their parents, by car. Approaching the venue, in Richmond Rd, via Coombe La, then either Cambridge Rd or Avenue Rd, can in no way be characterized as rat-running, causing congestion or being unnecessarily averse to physical activity. |
| Richmond Road | Strongly disagree | No | No | No | This is a pointless and costly suggestion that will perpetuate congestion at the junction of Coombe Lane and Durham Road. It will also feed more traffic along Richmond Road, as exit points are restricted. If there are concerns about Cambridge Rd, install a fixed camera to reduce speed or speed bumps but don't send residents on a much longer journey to our homes, which means more time in our cars and more pollution. |

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| Richmond Road | Strongly disagree | No | No | No | Your scheme would make it very difficult for me to access Coombe lane. And it will increase traffic on Durham Road, which is already very dangerous because there are no zebra crossing to allow me to cross safely, and there are many children that have to cross the road as well. The scheme will isolate Richmond Road. It seems nonsensical to do this! Why have you even suggested this scheme, who has complained in the first place? It is a ridiculous suggestion. |
| Richmond Road | Strongly disagree | No | No | No | This proposal will lead to congestions in Durham road and it will be inconvenient to access the A3 motorway |
| | Don't know | No | No | Yes | These efforts and the budget should be committed to the one-way system in Raynes Park Town Centre instead, making lower Pepys Rd two way and pedestrianising between Raynes Park Tavern and the Health Centre. |
| Spencer Road | Strongly disagree | No | No | Unsure | It seems an extreme move and will simply direct traffic from surrounding rounds down Richmond Road and Spencer Road. Outside of Covid restrictions, Spencer Road gets very busy due to the church, church hall and nursery. It means everyone will only want to leave from the Durham road end of Spencer Road, causing that to get increasingly congested. |
| Spencer Road | Strongly disagree | No | No | No | I really do not think Cambridge Road is a "rat-run" nor is Avenue road ever busy even though there are many parked cars there. The proposals will increase traffic in Durham Road and through the Coombe Lane/Pepys Road turn around system. This will cancel any advantages resulting from the measures proposed. |
| | Disagree | No | No | No | An outcome of this scheme - it will increase traffic on main road and at conjunction with West Barnes Lane. Further down there are 4 traffic lights with busy pedestrian crossings, 2 bus stops (3 bus routes), Waitrose and a train station. If you add even few vehicles (including delivery vans) to current traffic those who use the shortcut, it will dramatically increase conjunction and pollution in the area. I live at the crossing between West Barnes and Coombe lanes, and I can say that it is not fair to residents on our streets to add more on us and less on them, it is our much busier street that needs de-cluttering, not Cambridge rd. Traffic should more evenly distributed in the area, thus creating less conjunction and taking care of all local residents, not just take off weight from one group and put it on another. I am absolutely against this proposal. Thank you. |
| | Agree | No | No | No | There are other traffic measures that can be provided to stop passing by drivers and misbehaving road users. I can provide advice, feel free to contact me. |
| Spencer Road | Strongly disagree | No | No | No | Whoever came with this idea should come down from the clouds and start to live with common mortals like us. Increasing the parking fee is not enough for you to contrast buying old cars and tackle the pollution, you also need to make our cars useless (still 3 years finance) and block our already medieval emmental shaped roads. Maybe when we start flying with jet packs and drones you can close all the street around your houses, so we can make sure you don't go to work and come up with this ideas. This of course if we don't vote you out of office the next elections. |
| | Disagree | No | No | Unsure | I don't believe any traffic coming from the west that hasn't already taken Copse Hill turn to head north / north-east should then be diverted to the West Barnes Lane lights before allowed to turn left. That makes an already busy junction busier, and I feel would create further build up behind the yellow grid on Coombe Lane by the Waitrose, contributing further to air pollution from slow moving / standing traffic at that end of Raynes Park high street and then adversely impacting the businesses there through reduced footfall |
| Spencer Road | Disagree | No | No | No | I strongly believe that these proposed changes will cause huge inconvenience and bottle necks on copse hill and Durham road. Pre covid it is hard to turn right onto the high street from Durham road during rush hour (I am an essential car user as I work as a school psychologist in surrey and must commute between schools). It will be horrendous to do this if other avenues are blocked. I see no real benefit to these proposed changes. |

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| Spencer Road | Strongly disagree | No | No | No | It will create a bottle neck on Durham Road which is already busy due to the various traffic lights outside Waitrose along Coombe Lane. |
| Spencer Road | Strongly disagree | No | No | No | If the council implement the changes discussed then there will be untold congestion in Raynes Park centre which will create further delays than what occurs on a daily basis in peak hour. This will also mean cars will be spewing a lot more additional exhaust fumes into the air unnecessarily creating yet more pollution. There will be cars backed up along Coombe lane and Durham road will become a lot more congested than what it is today. If you want to distract cars driving down Cambridge road then why don't you put speed humps in...simple. The Avenue Road should not become a one way street as it is not used much as it is. |
| | Strongly disagree | No | No | No | I strongly disagree with the proposed plans. It means an increased flow of traffic on Durham road which is already busy anyway. With the buses and traffic already going down this street, and the noise as well as no safe areas for pedestrians to cross the roads, it seems ridiculous to introduce these measures. Just introduce other methods like cameras to ensure people stick to speed limits! |
| | Strongly agree | Yes | Yes | Yes | As someone without a car who relies primarily on walking and cycling, I whole heartedly support measures that allow others like me, children, elderly and folks with disabilities to get around safely without having to "compete" with aggressive traffic. |
| | Disagree | No | No | No | Proposals will cause more problems with traffic funnelling |
| Spencer Road | Strongly disagree | No | No | No | We have lived here for more than 10 years. Rat running is not an issue in these streets - they are normally very quiet. If these proposals go ahead the main junction of Coombe Lane and Durham Road will become extremely congested, especially given the adjacent entrance to Waitrose. There will be a detrimental impact in terms of idling cars and make crossing roads by pedestrians more difficult. |
| Spencer Road | Strongly disagree | No | No | No | The proposed LTN plan for Raynes Park is a really bad idea that should be abandoned for two principal reasons. Firstly, it will cause massive unnecessary inconvenience to all car owners who lives within the LTN trapping us in our area. Secondly, it will have little impact on reducing cut through traffic as there is very little anyway. Nearly all traffic using Cambridge Road/Avenue Road to turn right onto Coombe Lane to access the A3 or Kingston is residents living within the LTN. Forcing them to use Durham Road/Copse Hill to exit/enter the LTN will increase their journeys and increase traffic pollution levels in the area. Traffic will increase on my road (Spencer Road) as it will become an exit route from the LTN. There is already too much traffic on Spencer Road due to the nursery, chuch, church hall and location of parking spaces. It will also increase traffic congestion and therefore pollution on Durham Road, especially at the bottom where turning right onto Coombe Lane is both difficult and dangerous due to existing congestion. If you want to reduce traffic pollution in this area put up signage warning drivers they can be fined for sitting with their engines idling on the parking spaces outside St.Matthews church on Spencer Road. People using the nursery, church and especially the church hall (ballet classes) constantly sit on these parking spaces without paying and with their engines idling for upto 40 minutes. Dealing with this problem will reduce pollution levels within the LTN whereas the councils proposal will increase it. To conclude, the proposed LTN offers absolutely no benefit to residents making their lives more difficult and it will increase traffic congestion and pollution levels on Durham Road. A more effective measure would be to stop skip lorries using Durham Road as a cut through from Coombe Lane to the Ridgway. These lorries go up and down Durham Road daily at high speed (40-50mph) causing vibrations, pollution and an |

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| Spencer Road | Disagree | No | No | Unsure | It is not clear if the proposal is to make Avenue Road into a cul-de-sac blocked at Coombe Lane. Unless this is the case those trying to cut the corner will come down Spencer and Richmond Roads and try and cut through Avenue Road. Spencer Road has the Church and the Nursery and the corner of Richmond Road and Avenue Road has the Wimbledon Society Hall, all of which create high pedestrian use across all age ranges - unless Avenue Road becomes a cul-de-sac it will result in increased traffic by these locations. All traffic trying to head west would have to use the junction of Durham Road and Coombe Lane which is already busy. It is a difficult junction given the Pedestrian Crossing, the entrance to Waitrose and proximity of the West Barnes Lane junction. This proposal will place increased strain on this junction which is already the site of a pedestrian fatality. Cambridge Road is lightly used by cars therefore what problem is this proposal trying to solve? If it is the speed of traffic, speed calming would be a better solution and/or the camera enforcement of the 20 mph (or less) limit. |
| Spencer Road | Strongly disagree | No | No | No | I am a cyclist and a motorist. I found the current situation completely satisfactory. The roads are currently extremely quiet and find them very safe to cycle through. I was compelled to write to you as I feel this is being implemented for the sake of doing something. In my opinion this would not add any value to my cycle ride and would restrict and cause problems for motorists for no real benefits for cyclists and pedestrians. Also the thought of more visually displeasing 'street furniture' required for the ANPR camera would further detract from the area. |
| Coombe Lane | Strongly agree | No | No | No | I'm concerned about all the traffic and extra pollution this would bring to my house. I chose this place because it is located in a quiet street |
| | Strongly disagree | No | No | Unsure | Seems a bit pointless to me. Cambridge road is never busy when I drive down there. These proposals will force drivers and residents to use Durham road which is already a busy road. Also Pepys road where I live will be used more. Raynes park station area will become even busier. I don't agree with these proposals |
| Spencer Road | Strongly disagree | No | No | No | The proposed changes will cause an irritating inconvenience to the residents of the streets relevant, adding more time on to our own journeys to and from home whilst causing more and unnecessary tailback traffic on Coombe Lane, Durham Road and the Ridgeway. We do not want this and it was a silly, not well thought-out idea to begin with. Please concentrate your efforts on more important matters and stop wasting our councils money on being a nuisance. |
| | Strongly disagree | No | No | No | This is the only direct route before the traffic joining the A3 before going through the one way system of Raynes park in order to get to Wimbledon village/copse Hill. This route is also used by the rugby/football club regularly as well as the students using the field on Coombe Lane. Closing this would put too much strain on the other roads for this traffic |
| Spencer Road | Strongly disagree | No | No | No | We live opposite Avenue Road, our house view is down it, but always have felt that it is very quiet. I bike to work down it, and have never felt frustrated by volume of traffic. The proposed changes would result in a far greater journey times for us and having to navigate the far trickier, more dangerous Durham /Combe junction, or going round the whole block and down the very congested Copse Hill. This is a route that many of the local school children walk along, and I'd feel terrible adding to emissions because we are being diverted so much further in order to get to the A3. Just feel that it's giving the local authority an excuse to put in revenue making cameras rather than caring for the local residence. |

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| Spencer Road | Strongly disagree | No | No | No | I can see no justification for this proposal. To my knowledge the area is NOT prone to accidents. The proposal will "trap" residents in an area with limited exit routes and increase pollution and noise as residents will have to take an unnecessary detour to exit the area. The proposal will significantly increase traffic on Durham Road where residents will suffer from increasing traffic, pollution and noise and clog circulation. Furthermore as the traffic on Coombe Lane frequently suffers road works the proposal will significantly restrict the possibility of bypassing such temporary road restrictions. If there is a concern about speeding on Cambridge Road you should target that by installing speed cameras or speed bumps instead. It should also be taken into account that as the Council increasingly implements specific restrictions in an increasing number of areas it will be increasingly confusing for drivers which will be increasingly exposed to the risk of breaking the rules with no intent, triggering more revenues for the Council... |
| Coombe Lane | Strongly disagree | No | No | No | I don't understand the reasoning behind this suggestion. Why are you trying to direct all traffic up Copse Hill or along Coombe Lane and then into Raynes Park which is already busy. Please expand on your proposals and what you are hoping to achieve. |
| Spencer Road | Strongly disagree | No | No | No | My objection to the proposals is that no mitigation has been proposed to offset the problems that will be caused. E.g. at the already difficult and slow junction at Durham Road/Coombe Lane. You could, for example, propose a proper junction at Durham Road/Coombe Lane with traffic lights (incorporating the current pedestrian crossing that's a few metres beyond it). |
| | Strongly disagree | No | No | Yes | This scheme will push traffic onto the narrower roads around the area, causing bottle necks. Copse Hill is already a nightmare in peak hours. |
| Spencer Road | Disagree | No | No | No | Surely by implementing this scheme more traffic will be forced to turn right from Durham Road into Coombe Lane it being the only right turn coming down Durham Road from Copse Hill. Its difficult enough at the moment doing a right out of Durham into Coobe. In my opinion this scheme will make it worse |
| | Agree | Yes | Yes | Yes | This will create a safer environment for walking and cycling around the cottenham park area and reduce pollution / danger especially beneficial for children using the park(s) and Hollymount school. Most of the traffic on Cambridge road is through traffic cutting the corner on the town centre. With Merton declaring a climate emergency, we need to reduce car dependency and encourage active travel. I expect this will lead to less traffic on the whole of Cambridge road, Lambton and Durham Road. I hope that this will form the first part of a network of LTNs on this side of the borough - further to the East, the South Ridgway area suffers desperately from rat running from the A3/Bushey Road up from Lower Downs Road to The Downs / Arteberry Road / Edge Hill through the Ridgway and then towards the city - please do consider this area once you have successfully implemented this programme. |
| | Disagree | No | No | No | This scheme will only cause further congestion. Coombe Lane can be extremely busy with traffic, especially when there is congestion on the A3. I really don't know how the area would cope if roads suddenly have no turnings. I |
| | Strongly disagree | No | No | No | Cars will just use driveways in Coombe lane to turn around and Durham road will be busier . The traffic will be a lot heavier at the lights in Coombe Lane going towards raynes park |

Thank you for collating and analysing the consultation responses.

Adam, Omar and I have reviewed the 722 responses and note:

1. The unusually high number of responses, 455 in-area responses and 267 out of area responses.
2. The very high proportion who consider that rat-running is not a problem, 85% of in-area responses and 78% of out of area responses.
3. The exceptionally high proportion of those against the three specific proposals, 75% to 91% of in-area responses and 76% to 89% of out of area responses.
4. The number of comments made, the length of many comments and the strength of opinions expressed (100 pages of comments).

Given these consultation results we are of the strong opinion that none of the Cambridge Road LTN proposals should be implemented in the foreseeable future.

Many thanks,

Stephen

Councillor Stephen Crowe
Raynes Park Ward
London Borough of Merton