

Committee: Cabinet Member Report

Date: 7 June 2021

Agenda Item:

Wards:

Subject: The Wimbledon Championships Event - Church Road and Somerset Road Closure

Lead officer:

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Housing and Transport.

Forward Plan reference number: N/A

Contact Officer:

Email:

Recommendations:

Signed: Martin Whelton, Cabinet member for housing, regeneration, and the climate emergency

Agreed: Wednesday 9 June, 2021

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

- A) Agrees to proceed with an Experimental Traffic Management Order (ETMO) to introduce limited motorised access in the area of the All England Lawn Tennis Club (AELTC) during the Wimbledon Championships Event (28 June 2021 – 11 July 2021) during the specified hours and for the specified motorised vehicles:

Table 1

Restricted Roads	Event hours	Restricted periods	Vehicles exempt
Church Road (between AELTC Gate 1 and Gate 5)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police and Emergency vehicles
Somerset Road (between Newstead Way and Marryat Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, specified Event vehicles (including taxis)
Church Road (between Bathgate Road and AELTC Gate 1)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Church Road (between Burghley Road and Somerset Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Church Road (between Somerset Road and AELTC Gate 5)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, specified Event vehicles (including taxis)

Somerset Road (between Burghley Road and Newstead Way – Cedar Court and Newstead Way included)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Somerset Road (between Church Road and Marryat Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Marryat Road (between Burghley Road and Somerset Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)
Bathgate Road (between Queensmere Road and Seymour Road)	10:30am – 45 minutes after end of last match	08:30am – 11:30pm	Police, Emergency, Residents Badge Holders, Delivery, Care Workers, specified Event vehicles (including taxis)

The AELTC requires to ability for the Order to apply for the time stated but will adopt a flexible approach to implementation of measures to avoid unnecessary impacts. It is anticipated that the measures would generally be applied from 9:30am to 90 minutes after the end of the last match.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the Council's intentions to enhance and increase the safety and security of visitors, pedestrians and cyclists under an Experimental Traffic Management Order (ETMO) to include the locations in table 1.
- 1.2 It seeks approval to proceed with the making of the relevant ETMO to enhance and increase the safety and security of visitors, pedestrians and cyclists in the locations set out in table 1. This proposal is aimed at reducing vehicular traffic / congestion; improve safety and air quality for the attendees outside the AELTC gates during the Wimbledon Championship Event.
- 1.3 It also seeks approval to allow officers (in agreement with the All England Tennis Lawn Club, Ward Cllrs and the Cabinet Member) to make any necessary amendments to the experimental scheme during its life span to ensure the scheme operates effectively, with minimal disruption to residents and key road users.

2. DETAILS

- 2.1 The proposal is designed to manage event traffic flow during tennis event days at the All England Lawn Tennis Club whilst providing access to areas where parking could legitimately take place without unduly impacting on access requirements for local residents, emergency services and visitors.
- 2.2 The proposals will enhance and increase the safety and security of visitors, pedestrians and cyclists in the area during tennis events at the AELTC Grounds by:

- 2.2.1 Reducing crowding and increasing the standoff distance on each side of the Grounds effectively away from the main gates at peak times.
- 2.2.2 Restricting vehicle access to these crowded areas during the Championships.
- 2.2.3 Creating a safer environment which mitigates threats within crowded spaces and is in support of prevailing guidance such as the National Counter Terrorism Security Office (NACTSO) "Crowded Places Guidance".
- 2.2.4 Increasing space available for people arriving or departing to adhere to guidance in relation to COVID19. This includes introducing new controls and restrictions on vehicle access on Church Road and Somerset Road.
- 2.2.5 Diverting unnecessary through traffic from the area during the Championships to reduce the impact on local residents.
- 2.3 The proposals are expected to improve air quality and reduce exposure to emissions during the Championships. This is achieved by:
 - 2.3.1 Clearly marked routes into car parks and more efficient access into the car parks to reduce conflicts, delays and queueing on the public highway.
 - 2.3.2 Removing significant traffic volumes and queues from crowded areas adjacent to and within the grounds.

3. PROPOSAL

- 3.1 To improve safety and security, promote active travel and improve air quality, and in response to the pandemic, the Council intends to restrict motorised traffic during specific times during the Wimbledon Championship Event. The Council did ask the AELTC for the starting and finishing time of the Event. Given the visitors and spectators arrival and departure times the restrictions will be in place from 8:30am to 11:30pm.
- 3.2 During these periods, the roads adjacent to the grounds will be predominantly 'pedestrian and cycle only' zone. Residents who live in the affected roads will be allowed access as will residents' visitors, care workers serving properties within the restricted access areas, delivery services within the restricted access areas, taxis, serving properties within the restricted access areas and utility companies. Those who may qualify for an exemption will be advised to register with the Council; exemptions would be subject to meeting the appropriate criteria. Location plans and exemption catchment area are attached as appendix 1.
- 3.3 It is proposed to introduce the above restrictions under an Experimental Traffic Management Order which is used to assess whether a particular proposal would produce the desired result, or to check what consequences would arise from the proposal before it is made permanent. Anyone can object and make representations within the first six months (the statutory/formal consultation period) of the Experimental Order coming into force and the implementation of the works. Residents are advised to experience the proposal for at least the duration of the Championships before making a representation. No consultation is required prior to the Order coming into force. The regulations also allow modifications to be made to the scheme during the experimental period, after the scheme has been implemented. Experimental Traffic Management Orders can remain in force for a maximum period of 18 months by which time the Council must confirm, amend or remove the scheme.
- 3.4 Consultation
 - 3.4.1 The information will be available on the Council's website and will be updated throughout the Experimental Order's' life span. A notice will also be published in the Wimbledon Times and the London Gazette. Street Notices will be erected within the vicinity of the proposals to inform

residents of the start of the statutory consultation. The Council will write to the affected residents informing them of the proposed restrictions and how they can apply for exemptions. Advance information signs will also be erected on approach to each affected junction and legally required signs will be erected.

3.4.2 A consultation has been undertaken with the Statutory Stakeholders, including TfL, regarding the diversion of the 493-bus route and cancellation of the bus stops located within the restricted access areas for the duration of the ETMO.

3.4.3 **Ward Councillor**

Local Ward Councillors and affected residents have been advised of the proposals.

3.5 Enforcement

3.5.1 During the restricted periods, enforcement will be carried out by Marshalls. Exemptions will be given to residents, residents' visitors, care workers, delivery services and taxis serving the properties within the restricted access areas. Furthermore, exemptions will be given to specific event vehicles and event taxis. Residents will be given unlimited numbers of Residents Badges/ Permits, for their own use or the use of their visitors, carers or builders and other support services. Event spectators will be asked for their ticket to be allowed within the restricted areas.

3.6 IMPORTANT NOTICE

3.6.1 AELTC managed the engagement with the community and local stakeholders. The aim of the engagement process was to ensure that the neighbouring residents and their representatives were aware of the proposed ETO and provided with an opportunity to make comments and suggestions prior to the formal submission. The complete information can be found in *2210325-TMO – Statement of Community Involvement – draft* document.

3.6.2 Personal contact was made with local Councillors and chairs/secretaries of Residents' Associations (RA) to ensure the representatives of residents were fully aware of the proposals and were able to advise their own residents through their own networks. It also provided them with an opportunity to raise questions about the scheme and to make comment directly to the AELTC.

3.6.3 As an important element of the process, RA representatives deemed to be most affected were offered the opportunity to discuss the proposals more fully with an AELTC Transport Manager in the physical vicinity of the roads affected. To date three have taken up this offer and meetings have been held with Parkside, Newstead Way & Somerset Road and Bathgate Road. Gardens RA (Southfields) have declined for the moment.

3.6.4 The meetings have proved very positive and useful in highlighting and addressing local concerns, some of which have been incorporated in a FAQ sheet (Appendix 3) as part of the *2210325-TMO-Statement of Community Involvement – draft* document. The AELTC has prepared as a further communication tool which can be updated regularly and used as part of the pre-Championship's information feed.

3.6.5 A total of 2 emails have been received from members of the public, one (from Southfields) relating to the diversion of the 493 bus and the second (Bathgate Road) worried about the impact on lower Bathgate Road. Both were replied to as per Appendix 2 of *2210325-TMO-Statement of Community Involvement – draft*.

3.6.6 Summary & Conclusions

3.6.7 The engagement sought to engage with local residents' groups as part of the formal application submission. The purpose was to:

- Explain, illustrate and discuss the nature and scope of the proposals.
- Listen to stakeholders' feedback and concerns; and

- Ascertain and understand very local issues in order to ensure that the submitted proposals are well informed.

3.6.8 Overall, on the basis of the lack of written comments to the contrary, there appears to be a level of local support for the proposals.

3.6.9 All the comments raised within the public engagement process have been fully considered in the formal planning submission and have been undertaken in response in *2210325-TMO-Statement of Community Involvement – draft*.

4. TIMETABLE

4.1 If agreed, the Experimental Order will be published, and the associated Marshall enforcement will begin 28 June 2021 and remain in place until 11 July 2021 after which they will be removed.

5. FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

The cost of implementing the proposals will be covered by the All England Lawn Tennis Club. This includes the publication of the ETMO, temporary traffic management infrastructure, signs and officer's time.

6. LEGAL AND STATUTORY IMPLICATIONS

6.1 The Experimental Traffic Management Orders would be made under Sections 9 and 10 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 experimental order.

6.2 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.

7. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

7.1 The implementation of the proposed measure affects all sections of the community and assists in improving the road environment and air quality for all road users and achieves the transport planning policies of the government, the Mayor for London and the Borough. It would also be in line with the Government's current response to COVID 19.

7.2 On behalf of the Council, AELTC has undertaken consultation with the relevant community and local stakeholders. The undertaken consultation has ensured that all road users are given a fair opportunity to air their views and express their needs. From the evidence considered, the undertaken Equality and Impact Assessment has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed. Furthermore, the design of the scheme includes special consideration for the needs of people with blue badges, local residents, school children and businesses without prejudice toward charitable and religious facilities.

7.3 Bodies representing motorists, including commuters have been consulted during the statutory consultation before the ETMO is made.

7.4 All statutory bodies will have been consulted prior to the commencement of the ETMO.

8. CRIME AND DISORDER IMPLICATIONS

8.1 N/A

9. RISK MANAGEMENT IMPLICATIONS

- 9.1 The risk of not implementing the proposed measure under an experimental Order would not enable the residents to experience the restrictions before making the appropriate representations. An experimental Order allows the Council to assess the restriction before making a final decision.
- 9.2 The experimental measures may cause some dissatisfaction amongst some residents who do not live on the affected roads as some of traffic could be diverted onto the surrounding roads. However, the impact is likely to be minimum due to dispersion rather than concentration. Also, this can be minimised by ensuring reasonable level of enforcement in the surrounding roads many of which are subject to parking controls.
- 9.3 These measures are supported by a complete review of the overall signage strategy for the event. This will include strengthening the signage to encourage non-essential traffic to follow designated diversions onto the strategic road network and provide clear directions for all traffic to event car parks.

10. ENVIRONMENTAL IMPLICATIONS

- 10.1 When determining the type of schemes to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining improved movement of traffic, (b) the need for maintaining reasonable access to premises and (c) the need to reduce road collisions.

APPENDICES

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

- Appendix 1 – location and exemption catchment area.

APPENDIX 1

