

Committee: Street Management Advisory Committee

Date: 17th June 2008

Agenda item:

Wards: Village and Hillside

Subject: Wimbledon Area Traffic Model

Lead officer: Sue Harris, Head of Street Scene & Waste

Lead member: Councillor William Brierly Cabinet Member for Planning & Traffic Management

Key decision reference number: N/A

Recommendations:

That the Committee and the Cabinet Member consider the issues detailed in this report and note the actions taken to date.

1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

1.1 This report details an overview of the progress made thus far on the 'Wimbledon Area Traffic Study'. It outlines the work programme as agreed with the Ward Councillors in taking proposals forward.

2. BACKGROUND

2.1 Following the meeting of the Street Management Overview & Scrutiny Panel 30th March 2005 a 'Steering Group', was set up to examine and determine a traffic management plan for the Wimbledon area. It was agreed that the terms of reference for the Group be as follows:-

- Traffic management proposals must be consistent with the UDP
- Reduce the total volume of traffic transiting the area;
- Through traffic to use distributor roads instead of local roads;
- Statistical analysis to be the core of any final recommendations.

2.2 There has been a general acceptance of the following points :-

- Measures must be introduced to reduce the currently unacceptably high numbers of vehicles that pass through the Belvedere Area;
- Reduction of traffic speeds on Ridgeway Place;
- Traffic should be encouraged to use the London and Local Distributor Road network.

- 2.3 On 15th January 2008, the Street Management Advisory Committee and the Cabinet Member were informed of the Wimbledon Area Study that was carried out by JMP Consulting who were commissioned in 2006 by the London Borough of Merton to develop a transport model for Wimbledon with the objective of creating a robust tool that would allow a realistic assessment of existing traffic flows. The model to be developed was also to have the capability of assessing the impact of future traffic management proposals in the Wimbledon area. JMP created the Base VISUM model for the AM (07:00-10:00) and PM (16:00-19:00) peaks. The calibration and validation for the VISUM model was given in a report submitted to the LB Merton in April 2007. The results on the key traffic movements through the area were attached to the report of 15th January 2008. The Committee and the Cabinet Member were also informed that in light of the model's finding, officers would proceed to develop options to address the rat running in the area.

3. RECENT PROGRESS

- 3.1 In light of previous work done by JMP and the traffic model which was developed for Wimbledon, officers have been investigating various traffic management options by which rat running can be discouraged from 'local access roads' in the Belvedere area and encouraged to take more suitable routes to get to the main destinations identified by the base traffic model.
- 3.2 Following discussions with the Ward Councillors, on 7th May 2008 JMP Consulting were commissioned to test a number of scenarios, the results of which should be available by the end of June 2008. The model will provide a Traffic Impact Assessment for each scenario. The results will show a comparison of the base flows and the expected flows, any links (roads) which may become saturated as a result of the displaced traffic and the effectiveness of the proposed measures in tackling the traffic issues.
- 3.3 Additionally, a proposal to remove the existing Wimbledon Hill bus lane between Belvedere Drive and Woodside so as to have an extra lane for all traffic in the eastward direction is currently being investigated. This option would involve a review of the signals arrangement at the junction of Alexandra Road with Wimbledon Hill Road. Carriageway widening in this section would be required to remove the existing bottleneck and encourage drivers to travel down the Hill before turning at Alexandra Road. Discussions with TfL and the Emergency Services around these issues and the possible implications of any proposed measure during special events such as the 'Wimbledon Tennis Championships' are continuing. This has led to a slight delay in the progress of the project, however the work on this issue will be completed by end of July 2008.
- 3.4 Since the modelling has shown that any proposed measures in the Belvederes is unlikely to have an impact on Ridgway Place, it has been agreed to decouple Ridgway Place from the other-proposals. It is, therefore, proposed to commence investigations and design on the introduction of a 20mph speed limit. It is believed that this may address residents' concerns regarding speed and rat running. Due to implications that any proposal may have, other neighbouring roads, which run parallel to Ridgway Place between Ridgway and Worple Road, will also be looked at for possible traffic calming and/or inclusion within a possible 20mph zone. However, in the unlikely event that the other solutions impact on Ridgway Place, additional measures will be considered.
- 3.5 Every effort will be made to present a report on proposals for the Belvederes / Woodside area and Ridgway Place/ neighbouring roads to a special meeting of

Street Management Advisory Committee in July; failing this a report will be made to the September committee.

- 3.6 Officers are also investigating the possibility of a 20mph zone for the Woodside Area. A number of roads are already traffic calmed in the area thereby easing the introduction of a 20mph zone.
- 3.7 Despite the complexity of all the traffic issues and the need to balance the needs of the residents with other road users, officers are endeavouring to design proposals to address concerns and minimise any possible adverse impact. It is anticipated that investigations into the issues currently being looked at as part of this project will be completed to a large degree by the time of the next committee meeting and officers will be able to give recommendations.

4. FINANCIAL IMPLICATIONS

- 4.1 Cost related to work, which has been carried out since March 2008 and future feasibility investigations is being met from a capital funding bid of £50,000 allocated for 2008/09. Further funding will be required to undertake the appropriate consultations and possible implementations. This cost would depend on the extent of consultation area and the nature of the physical works yet to be determined.

5. LEGAL IMPLICATIONS

Any proposals would need to be dealt with under The Road Traffic Regulation Act 1984. The use of Road Traffic Signs must be in accordance with TSRGD 2002.

6. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

- 6.1 None for the purpose of this report

Appendices – the following documents are to be published with this report and form part of the report - None

Background Papers – the following documents have been relied on in drawing up this report but do not form part of the report

Cabinet Street Management Committee report dated 29th September 2005 titled Wimbledon Steering Group – Traffic Management Plan

Contacts

- Report author:
 - Name: Waheed Alam
 - Tel: 020 8545 3200
 - email: waheed.alam@merton.gov.uk
- Meeting arrangements – Democratic Services:
 - email: democratic.services@merton.gov.uk
 - Tel: 020 8545 3356/3357/3359/3361/3616
- All press contacts – Merton's Press office:
 - email: press@merton.gov.uk

www.merton.gov.uk

- Tel: 020 8545 3181
- London Borough of Merton:
 - Address: Civic Centre, London Road, Morden, SM4 5DX
 - Tel: 020 8274 4901

Useful links

Merton Council's Web site: <http://www.merton.gov.uk>

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

<http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.

A handwritten signature in black ink, appearing to read 'Jeffrey' or similar, written in a cursive style.