

## Street Management Advisory Committee

**Date** 09<sup>th</sup> June 2011  
**Agenda item:** N/A  
**Wards:** Hillside & Village  
**Subject:** Wimbledon Area Traffic Scheme  
**Lead officer:** Chris Lee, Director of Environment & Regeneration  
**Lead member:** Councillor Andrew Judge Cabinet Member for Environmental Sustainability & Regeneration.  
**Contact Officer:** Waheed Alam (020 8545 3200)  
**Key decision reference number:** N/A

### Recommendations:

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That the Street Management Advisory Committee considers the issues detailed in this report and recommend that the Cabinet Member for Environmental Sustainability and Regeneration:

- 1) Notes the experimental traffic management measures proposed for:
  - (I) The area bounded by Wimbledon Hill Road / High Street, Church Road, St Mary's Road and Woodside (Drawing No Z36-24-16-2 (Rev. A).
  - (II) The area bounded by Somerset Road, Church Road, Burghley Road and Marryat Road (Drawing No Z36-24-16-3).

The proposals are described in section 3.5 (points 1-8 only) of this report and shown on drawing numbers Z36-24-16-2 (Rev. A) and Z36-24-16-3 (on display) and attached as Appendix 1 to this report. It is not intended to re-consult on the Waiting and Loading Proposals for Church Road. See section 3.5 point number 9 for information regarding the measures and recommendation 4 below.

- 2) Agrees to consult with all frontages within the boundary shown in drawing attached as Appendix 4, on proposals to introduce experimental traffic management measures described in section 3.5 later this year and report (in a summarised form), comments received to the next SMAC in September 2011. The final proposals will be amended where possible to take into account comments received and presented to the SMAC meeting in September 2011.
- 3) Agrees, to the undertaking of fresh traffic surveys at key locations (as shown in drawing attached as Appendix 6) so as to establish base traffic data, which will also be used to evaluate the impact of the proposals, subject to receiving approval for implementation.
- 4) Notes that changes to Waiting and Loading proposals for Church Road (shown in drawing number Z36-24-16-2 Rev. A) were formally consulted on in February and March 2010. The validity of the consultation expires on 17 February 2012 and therefore the Cabinet Member should now consider the arguments for and against the

proposals for Church Road (attached as appendix 7) and approve the making of the relevant Traffic Management Orders and implementation of that element of the scheme in advance of any other measures.

- 5) Agrees to the undertaking of a formal consultation to convert one existing pay and display bay within Courthope Road to a disabled bay.

## **1 EXECUTIVE SUMMARY AND PURPOSE OF REPORT**

- 1.1 This report seeks approval to consult all frontages within the boundary shown on the drawing attached as Appendix 4 of this report on the Council's intention to implement experimental traffic management measures, known as the Wimbledon Area Traffic Study/Scheme, later this year. It also reports on officers' assessments of both, the positive and negative impact of measures proposed by the New BERA, CWARA and Burghley Road Action Group Residents' Associations as shown in drawing numbers Z36-24-17-2 & Z36-24-17-3 (attached as Appendix 2) and recommends an alternative option described in section 3.5 of this report as the "Officer Option". The descriptive nature of the measures together with the officer assessment of the residents' associations proposals are provided in Appendix 3.

## **2 BACKGROUND**

- 2.1 For a number of years, residents and certain Resident Associations in the Wimbledon area have asserted that traffic levels and/or speeds are at unacceptable levels within their residential roads. Over recent years the council has, attempted to address these issues by proposing various traffic management schemes however no proposals supporting road closures has been put forward in the past to residents for consultation.
- 2.2 In order to establish the true extent of the traffic problems and so as to have sufficient 'base data' to compare with in the future, the council in September 2009 proceeded with the collection of traffic data in virtually every road within the area bounded by Wimbledon Hill Road, High Street, Parkside, Somerset Road, St Marys Road, Arthur Road, Home Park Road, Strathearn Road and Alexandra Road. Appendix 5 contains data relating to residential roads currently considered the most affected by adverse traffic conditions.
- 2.3 At the request of individual Resident Associations, the Cabinet Member for Environmental Sustainability and Regeneration together with officers has met the following Groups since July 2010:
  - Meeting on 5<sup>th</sup> July 2010 with New Bera, CWARA and Burghley Road Action Group.
  - Meeting on 20<sup>th</sup> July 2010 with BERA Resident Association.
  - Meeting on 2<sup>nd</sup> September 2010 with Wimbledon Union Residents Association (WURA)
  - Meeting on 10<sup>th</sup> September 2010 with Parkside Residents Association

- Meeting on 20<sup>th</sup> January 2011 with Wimbledon East Hillside Residents Association.
- 2.4 Following the above meetings, the Cabinet Member tasked officers to assess ideas put forward by various groups and where appropriate ( in light of previously obtained traffic data) develop suitable schemes in order to achieve the following primary objectives:
- (a) To return excessive through traffic using residential roads, to the main road network.**
  - (b) To reduce excessive and inappropriate traffic speeds in residential roads, in particular Burghley and Somerset Roads.**
  - (c) to promote the principle that through-traffic is carried on designated local distributor roads and main roads, rather than residential roads.**
- 2.5 Following the consideration of views put forward by various Groups during their meetings (minutes attached in Appendix 3) and in light of previous traffic data collected in 2009, Officers have developed a set of traffic management proposals which have the potential to reduce through-traffic and manage inappropriate and excessive speeds in the residential roads found to be of the greatest concern. The council now proposes to inform residents/businesses of the proposals and invite comments on proposed experimental measures. The comments to be received, will then be reported (in a summarised form) to the next Street Management Advisory Committee in September 2011.

### **3 PROPOSAL DETAILS**

- 3.1 Officer Option ( See drawing numbers (Z36-24-16-2 (Rev A) and Z36-24-16-3 on display and attached as Appendix 1)
- 3.2 The proposals shown on drawing number Z36-24-16-2 (Rev A) seek to reduce through-traffic volumes within the Belvedere and Woodside areas whilst leaving a reasonable choice of routes available for residents and visitors to the area. The proposals takes into consideration the likelihood that diverted traffic from the core problematic roads ( Belvedere Grove and Alan Road) would in fact spill over to adjacent residential roads if they were not treated with supportive measures at the same time.
- 3.3 Proposals shown on drawing number Z36-24-16-3 are those initially proposed by the Burghley Road Action Group and seek to achieve similar objectives for Burghley Road. As a closure in Burghley Road would inevitably divert traffic to Somerset Road, it is necessary that a closure in Somerset Road should be implemented too. Although the 2 closures may have a limited effect in achieving the objectives set out in section 2.4, Officers remain open minded and therefore would support a trial scheme, provided local residents in the area support this plan.
- 3.4 The general acceptability of the proposals, both for (1) Belvedere and Woodside area and (2) Burghley/Somerset Road area will be determined through the proposed consultation in June/July 2011. Officers believe that the 2 sets of proposals (as shown in separate drawings) do not directly influence each other and therefore should be treated as such i.e. when it

becomes appropriate to consider comments and the trial of traffic management measures in the future.

3.5 The proposals for the Belvedere, Woodside areas and Burghley Road and Somerset Road consists of the following elements:

1. A gated road closure in Belvedere Grove at its junction with Belvedere Avenue.
2. A gated road closure in Alan Road at its junction with St Marys Road.
3. Banned right turns into and out of Highbury Road at its junction with St Marys Road. To be enforced through construction of a new traffic island.
4. Banned left turn out and right turn in, to Belvedere Drive at its junction with St Marys Road. To be enforced through construction of a new traffic island and other kerb realignment works.
5. Belvedere Avenue to be made one way towards Belvedere Drive between its junctions with Highbury Road and Belvedere Drive.
6. A short section of one way working southbound in Woodside to be combined with the existing width restriction between it's junctions with St Mary's Road and Lake Road. This feature is to be created through the use of temporary concrete blocks for the evaluation of the experimental scheme.
7. A gated road closure in Burghley Road at its junction with Church Road.
8. A gated road closure in Somerset Road just south of its junction with Marryat Road.
9. Peak time ban on use of the pay & display bays and loading /unloading activities in the southern section of Church Road. (as previously proposed and consulted on in February/March 2010. This proposal is to form part of a permanent scheme and therefore is to be independent of future results of the experimental scheme. See sections 5 of this report and also recommendation 5. Appendix 6 contains further details regarding previous objections in relation to this proposal.

3.6 Analysis of the set of proposals

This section discusses the anticipated effects of the proposals if they were (following an informal consultation), approved for implementation on an experimental basis.

3.7 Northbound Traffic through Woodside and Belvederes (Drawing number (Z36-24-16-2 Rev A)

- a) The proposals remove all through-traffic from Belvedere Grove and Alan Road as a result of the gated closures within these roads.
- b) The combined effect of the one way section in Belvedere Avenue and Woodside together with the banned movements at the junction of Belvedere Drive/St Marys Road and Highbury Road/ St Marys Road will ensure that traffic from Ridgway (Wimbledon Hill Road ) does not use the Belvedere area to rejoin Church or Leopold Road.
- c) The proposed road closure for Alan Road physically cuts off the Alan Road rat run and also encourages traffic to remain on Church Road as opposed to turning into Belvedere Avenue, Highbury Road, St Marys

Road through to its junction with Arthur Road. This assessment / anticipation is based on the distances and likely journey times that would be involved. (See Table 1 below).

- d) The proposed changes to parking and loading activities in southern section of Church Road, are designed to help the free movement of traffic along Church Road during peak hours thereby encouraging drivers to choose Church Road as the favoured route.

Table 1 Distance calculations and route characteristic assessment

Possible Route	From junction of Belvedere Avenue / Church Road to Arthur Road / St Marys Road junction (Distance)	Route Characteristics
Via Church Road, St Marys Road	314 metres	This route has no parking or traffic calming along it and the number of turning movements required to destination is only one.
Via Belvedere Avenue, Highbury Road, St Marys Road	511 metres	This route has parking along both sides of it and is also partially traffic calmed. The number of turning movements required to destination is four.

**3.8 Southbound traffic through Woodside and Belvedere area (Drawing number (Z36-24-16-2))**

- a) The proposals eliminate all through-traffic from Belvedere Grove and Alan Road.
- b) There is a remote possibility that southbound traffic travelling along Church Road could opt to turn left into Belvedere Avenue, right into Belvedere Drive to join Wimbledon Hill Road. However, turning right onto Wimbledon Hill Road from Belvedere Drive is likely to prove difficult resulting in delays to drivers and ultimately loss of any incentive. Should the experimental trial reveal that a large proportion of drivers undertake this movement it may be appropriate to provide traffic calming within Belvedere Avenue and also the section of Belvedere Drive south of its junction with Belvedere Avenue.
- c) It is not anticipated that traffic in St Marys Road, Lake Road or Woodside will increase significantly from current levels as the only exit to Wimbledon Hill Road is a left turn out from the Woodside junction.

**3.9 Westbound and Eastbound traffic through Somerset and Burghley Road (Drawing number (Z36-24-16-3))**

The proposed road closures in Burghley Road and Somerset Road will remove the current east-west and vice versa traffic movements between Parkside and Church Road. As a result residents and visitors will enter or exit the Village area from one of the following junctions:

- Parkside/Somerset Road
- Parkside/Calonne Road
- Parkside/Parkside Avenue
- Parkside/Marryat Road

3.10 Traffic on Parkside may however opt to use some of the above mentioned junctions and also use Marryat Road to avoid using Parkside. In effect, the 2 proposed road closures forcefully eliminate through-traffic from only;

- (1) The section of Burghley Road between its junctions with Marryat and Church Road.
- (2) Somerset Road between its junctions with Marryat and Church Road.

3.11 The proposed road closures in Burghley Road and Somerset Road may result in drivers finding alternative routes within the area. The extent to which diversion may occur is unknown at this stage however it is also proposed to undertake extensive post implementation monitoring to fully understand the impact of these closures and take any remedial/corrective measures if found necessary.

#### **4 EXPERIMENTAL TRAFFIC MANAGEMENT ORDERS**

4.1 'Experimental Traffic Management Orders under Section 9 of the Road Traffic Regulation Act 1984 are used to introduce Traffic Management Schemes so that the impact of the scheme can be monitored before the scheme is made permanent. Any one can object and make representations within six months (the formal consultation period) of the Experimental Order coming into force. No consultation is required under this part of the 1984 Act prior to the Order coming into force. The regulations also allow modifications to be made to the scheme during the trial period. 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.

4.2 **In this instance the council is proposing to consult on the proposals prior to the Experimental Traffic Management Order becoming into force. An informal consultation is proposed during June/July 2011, which would involve distributing details of the proposals to every frontage within the boundary shown on the drawing attached within Appendix 4.**

4.3 It should be noted that the Waiting and Loading proposals for Church Road as shown on the drawing number Z36-24-16-2 (Rev A) do not form part of the proposed consultation. These proposals have already been subject to a statutory consultation and the Council is seeking approval to implement this measure now. Section 5 below gives further details regarding the Church Road proposal.

## **5 CHURCH ROAD WAITING & LOADING PROPOSALS (DRAWING NUMBER (Z36-24-16-2 Rev A)**

- 5.1 In February and March 2010, the council formally consulted on a number of traffic management proposals and parking changes within the Belvedere and Village area. These proposals were known as the 'Option 8' proposal. Comments were received on various parts of 'Option 8,' amongst which one element was the 'Waiting & Loading' proposals for Church Road (now reproduced and shown in drawing number Z36-24-16-2 Rev A). The Council did not proceed with the implementation of the option 8 scheme and therefore none of the representations received at the time were responded to. It is now desired that the 'Waiting and Loading' proposals for Church Road be implemented as previously proposed, however further formal consultation is not required provided the necessary Traffic Management Orders are made before 17 February 2012. To proceed with this permanent part of the proposal, it is however necessary that the representations received against the 'Waiting and Loading' proposals are considered and addressed prior to the implementation of the proposal.
- 5.2 It is widely accepted, that the amendments to the Waiting and Loading in the southern section of Church Road would improve capacity and be beneficial to the movement of traffic along the road. This in turn would assist in dissuading drivers that Belvedere Grove and Alan Road is a better choice of route compared to Church Road. Given below are the details of the formal consultation carried out last year with respect to the proposal for Church Road.
- 5.3 In total 8 representations were received against this particular proposal from residents in the area and a 9<sup>th</sup> was received from the Resident Association 'BERA'. The representations are attached in full as appendix 6. The section relating to the 'Waiting and Loading' proposals within each received representation is highlighted in grey and an officer response to that part of the representation is provided below each. It is necessary for the Cabinet Member to consider the representations and relevant officer response before giving a decision on how the council should proceed. Particular attention should be paid to representations within Confirm number 22016213 & 22016292 which were received from the lady who regularly uses the disabled bay in Church Road which is affected by this particular proposal. The officer recommendation to overcome this objection is to covert one of the existing pay & display bays within Courthope Road to a disabled bay.

## **6 FACTORS LIKELY TO INFLUENCE THE IMPLEMENTATION OF THE PROPOSALS**

### **6.1 *Olympics***

- 6.1.1 In June 2009, following consultation, the Secretary of State for Transport made an Order designating the roads that will form the Olympic Route Network (ORN). Designation of the ORN gives the Olympic Delivery Authority (ODA) powers to;
- a) Approve planned road works on the ORN.
  - b) Make Traffic Regulation Orders on the ORN roads

- c) Designate additional ORN roads subject to consultation and the Secretary of State's consent.

6.1.2 The Olympic Route Network (ORN) and Paralympic Route Network (PRN) are being designed to meet the journey times specified in the Host City Contract. The Routes are to ensure that athletes can get around London – between their accommodation, training and competition venues quickly and with ease.

6.1.3 It should be noted that certain sections of Parkside, Burghley Road, Somerset Road, Church Road and Marryat Road currently have been designated as part of the ORN, together with the likelihood that Calonne Road may also be given the same designation in the near future. This places a duty on the council to consult the ODA on all planned works which either fall on the ORN or in the immediate vicinity which may hinder the free movement of athletes and their families between venues.

6.1.4 Officers have consulted the ODA on previous council proposals for traffic calming in Burghley Road, however as the latest proposals no longer contain traffic calming for the Village area, there will be a requirement to re-consult the authority for their views on the new proposals.

## **6.2 *Street Works Notification***

6.2.1 The Council is required to give a 3 months street works notification under the New Road and Street Works Act 1991 prior to carrying out any works on the public highway. This is generally done once approval by the Cabinet Member has been given for a scheme. The street works notice determines the earliest date works can start but is also dependent on whether or not Street Works Notices approval has been given to other Utility companies wishing to work in the same location during the period.

## **6.3 *Consultation with Emergency Services***

6.3.1 No consultation with emergency services has been carried out on these set of proposals yet. It is anticipated that emergency services will be consulted on the proposals at the same time as residents/businesses.

## **7 FINANCIAL IMPLICATIONS**

7.1 The cost of undertaking traffic surveys and consultation is estimated at £10k, to be met from Merton's 2011/12 Capital Programme.

## **8 LEGAL IMPLICATIONS**

8.1 The Traffic Management Orders for the introduction of an experimental scheme would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended); and Section 9 of the Act. An experimental traffic order remains in force for a maximum of 18 months.

8.2 All road markings and signage will be in accordance with TSRGD 2002.

## **9 ALTERNATIVE OPTIONS**

9.1 Do nothing. This would not achieve the objectives of reducing rat running traffic through the Belvederes and Village area.



## **10 HUMAN RIGHTS & EQUALITIES IMPLICATIONS**

10.1 The implementation of the proposals will affect all sections of the community. The proposed measures aim to improve conditions for the residents of the area. This is to be achieved by discouraging through-traffic from the residential roads onto the Distributor Roads.

## **11 CRIME AND DISORDER IMPLICATIONS**

11.1 Not applicable

## **12 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

12.1 The road safety implications/risks during construction and maintenance will have to be fully considered at each stage of the detailed design process.

12.2 As this is a Merton Capital funded scheme, TfL are not obliged to undertake a road Safety Audit. No Safety Audit has been undertaken on the new proposals for the Belvedere area, however one will be required in accordance with the Highways Agency design note on Road Safety Audits.

12.3 The Construction (Design and Management) Regulations 2007 will apply to these proposals. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, 'Managing Health and Safety in Construction', published by the Health and Safety Commission. Potential risks will have to be identified during the detailed design stage.

### **Appendices – the following documents are to be published with this report and form part of the report**

Appendix 1	Officer Recommended Proposals. Drawing numbers Z36-24-16-2 (Rev A) & Z36-24-16-3
Appendix 2	New Bera, CWARA & Burghley Road Action Group Proposals. Drawing numbers Z36-24-17-2 & Z36-24-17-3
Appendix 3	Minutes of Meetings With Resident Associations
Appendix 4	Proposed Newsletter Drop Consultation Boundary
Appendix 5	Extracts of Traffic Data Collected in 2009 for Belvedere Grove, Belvedere Avenue, Alan Road and Burghley Road.
Appendix 6	Proposed Sites for Collection of New 7 Day Traffic Data
Appendix 7	Formal Representations Against Changes to Church Road Waiting and Loading Proposals Consulted in February/March 2010.

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

Street Management Overview & Scrutiny Panel report dated 26<sup>th</sup> November 2003.

Street Management Overview & Scrutiny Panel report dated 30<sup>th</sup> March 2005.

Cabinet Street Management Committee report dated 20<sup>th</sup> July 2005.

Cabinet Street Management Committee report dated 29<sup>th</sup> September 2005.

Cabinet Street Management Advisory Committee report dated 15<sup>th</sup> January 2008.

Cabinet Street Management Advisory Committee report dated 17<sup>th</sup> June 2008. Cabinet Street Management Advisory Committee report dated 13<sup>th</sup> March 2009. Cabinet Street Management Advisory Committee report dated 10<sup>th</sup> June 2009. Cabinet Street Management Advisory Committee report dated 10<sup>th</sup> June 2009. Cabinet Street Management Advisory Committee report dated 30<sup>th</sup> September 2009. Cabinet Member delegated report dated 4<sup>th</sup> May 2010, Cabinet Street Management Advisory Committee report dated 10<sup>th</sup> February 2011.

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