

Street Management Advisory Committee

Date 19th September 2012

Agenda item: N/A

Wards: Village

Subject: Wimbledon Area Traffic Study – Burghley Road Traffic Calming Measures

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Andrew Judge Cabinet Member for Environmental Sustainability & Regeneration.

Forward Plan reference number: N/A

Contact Officer: Edward Quarley (020 8545 3690)

Recommendations:

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

- A. Notes the outcome of the informal consultation that was carried out during June 2012 on the proposals for Burghley Road area traffic calming.
 - B. Agrees for officers to carryout a statutory consultation on the proposed traffic calming measures in Burghley Road, as detailed in Section 3.1 and plan Z36/24/19-1A in Appendix 1 of this report.
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report seeks approval to carryout a statutory consultation on the proposed traffic calming measures in Burghley Road, as detailed in Section 3.1 and plan Z36/24/19-1A in Appendix 1 of this report. These proposals were part of the overall Wimbledon Area Traffic Study previously proposed in 2009 and informally consulted on in June 2012.

2. DETAILS

- 2.1 For a number of years, residents and some Resident Associations in the area have emphasised that traffic volumes and speeds within their residential roads are at an unacceptable level. This has lead to the Council investigating and consulting on a number of proposals for the area. Although there has been strong support for some of the traffic management measures for the area, it has not been possible to agree a set of measures that would satisfy the wishes of local residents.
- 2.2 In August 2009, the Burghley Road area traffic calming measures formed part of the overall Wimbledon Area Traffic Scheme proposals, which also included the traffic management proposals for the Belvederes. The Burghley Road traffic calming measures was progressed to the statutory consultation stage in May 2010. However, at the SMAC meeting on 10 February 2011, Officers were instructed to pursue alternative traffic calming measures as put forward by one of the residents group, as part of a holistic

solution for the wider area and to report back if the proposals for the Belvederes would affect the proposed measures in Burghley Road.

- 2.3 At the SMAC meeting of 9 June 2011, an experimental traffic management proposal for Burghley Road was presented; however, this was rejected and the Cabinet Member for Environmental, Sustainability and Regeneration was asked to discuss the future of the traffic schemes in the area with the ward councillors for the area.
- 2.4 Following meetings with the Cabinet Member for Environmental, Sustainability and Regeneration, ward councillors, officers and some resident groups, suitable proposals that will meet the objectives of managing excessive or inappropriate traffic speeds in Burghley Road and also would address the safety concerns at the junction of Burghley Road/Church Road/St Mary's Road was developed and agreed.
- 2.5 Officers were instructed to consult on the agreed proposals contained in this report, which forms part of an overall set of measures for the Wimbledon area but only provides details of proposals to manage traffic speed in Burghley Road.

3. PROPOSALS

- 3.1 The proposals for the Burghley Road area traffic calming are set at below and shown on plan Z36/24/19-1A in Appendix 1 of this report:

- 3.1.1 Raised speed table within the vicinity of no. 62 Burghley Road

This will reduce speed in both direction and provide an uncontrolled pedestrian crossing facility for vulnerable road users.

- 3.1.2 Footway build-out and priority traffic flow system within the vicinity of no. 58 Burghley Road

This will reduce the width of the carriageway at this location to accommodate one traffic lane. Drivers travelling in the north-west bound direction from Marryat Road will have priority over drivers travelling in the south-east bound direction from Somerset Road. This will reduce speed of traffic travelling down the hill.

- 3.1.3 Footway build-out, speed cushions and priority traffic flow system within the vicinity of 35 Burghley Road.

This proposal is similar to the proposal within the vicinity of 58 Burghley Road, except drivers travelling from Somerset Road will have priority over drivers from Marryat Road. To facilitate these proposals, 4 shared use vehicle parking spaces within this location will need to be relocated to opposite 40 Burghley Road.

- 3.1.4 Raised junction entry treatment and footway buildout at the junction of Burghley Road/Marryat Road.

This proposal will improve road safety by reducing speed of drivers at the junction. It will also make it easier for pedestrians to cross the road at this junction.

- 3.1.5 Footway build-out , speed cushions and priority traffic flow system within the vicinity of 12 Burghley Road.

Similar to the priority traffic flow system within the vicinity of 35 Burghley Road, but drivers from Marryat Road will have priority over drivers from

Church Road. Existing permit parking bays within this location will be removed and the parking bays outside 17/19 Burghley Road will be extended to accommodate the loss.

3.1.6 Burghley Road/Church Road/St Mary's Road junction.

Introduce a raised speed table in Burghley Road at its junction with Church Road and replace one set of existing speed cushions in Church Road with a raised speed table. In addition, a traffic island is proposed in Church Road before its junction with St Mary's Road. A raised dome will be provided at the mini-roundabout and minor kerb realignment works will also be carried out along the footway at this junction to improve safety.

3.2 Advantages of traffic calming measures

- Raised junction speed tables reduces traffic speeds and minimise the likelihood of collisions.
- Footway buildout improves sightlines and reduces pedestrians crossing distance thereby improving safety for all road users.
- Raised speed tables and speed cushions are more acceptable to emergency services than standard road humps.
- Improved uncontrolled pedestrian crossing facilities.

3.3 Disadvantages of traffic calming measures

- Can be expensive to construct and not environmentally friendly.
- Construction of these traffic calming measures may cause temporary traffic disruption including temporary road/traffic lane closures.
- Speed cushions are not effective in reducing speed of larger vehicles such as heavy goods vehicles.

4 **CONSULTATION UNDERTAKEN**

INFORMAL CONSULTATION

- 4.1 An informal consultation was carried out between 11 June 2012 and 16 July 2012. A copy of the consultation leaflet is included in Appendix 2 and summary of the consultation result is shown in Table 1, with the complete result in Appendix 3.

Table 1 - Results of Consultation

Question	Support		Against		Undecided	
	No.	%	No.	%	No.	%
Proposed traffic calming within the vicinities of nos. 35, 58 and 62 Burghley Road.	88	43.6	87	43.1	27	13.4
Proposed raised table at the junction of Burghley Road/Marryat Road.	96	47.5	88	43.6	18	8.9
Proposed raised table at the junction of Burghley Road/Church Road/St Mary's Road.	85	42.1	96	47.5	21	10.4
Proposed traffic measures at the junction of Burghley Road/Church Road/St Mary's Road.	82	40.6	92	45.5	28	13.9
Do nothing.	69	34.2	104	51.5	29	14.4

- 4.2 A total of 951 consultation leaflets were distributed to residents within the consultation area and 202 completed questionnaires were returned by the closing date of the informal consultation.
- 4.3 The summary of the results of the consultation in Table 1 does not show the results for the proposed traffic calming measures within the vicinity of 12 Burghley Road, as a question for this proposal was not included in the consultation questionnaire, but residents were informed of this by a subsequent letter posted to them. Residents expressed their support for these proposals in the comments section of the consultation questionnaire.
- 4.4 A draft consultation leaflet was sent to Ward Councillors, prior to the consultation leaflet being circulated to residents within the consultation area.
- 4.5 The Metropolitan Police was consulted during the informal consultation stage and had no comments. The other emergency services were not consulted during this informal consultation stage, but will be consulted together with the Metropolitan Police during the statutory consultation stage.
- 4.6 A combined response was received from 83 residents in Marryatt Road in support of the proposals for Burghley Road but were concerned that drivers may use Marryat Road instead of Burghley Road if the proposed traffic calming measures were introduced. These 83 residents expressed their support for traffic calming to be implemented in Marryat Road to combat the influx of drivers using this road.

Officer comments

The Council is determined to find a solution to the safety concerns in Burghley Road. However as there not enough is funding to investigate and implement traffic measures to include Marryat Road, a raised junction speed table is proposed at the junction of Burghley Road/Marryat Road, which will assist in reducing traffic speeds along Marryat Road. Once the Burghley Road area proposals are approved and implemented, the other roads within the area could be considered; subject to funding being secured and Cabinet member approval.

- 4.7 Parkside Residents Association also responded in favour of the proposals for Burghley Road and also shared the same view of Marryat Road residents.
- 4.8 A response was also received from Somerset Road Residents Association (39 households) in support of the proposals. However, they were disappointed that the traffic calming measures proposed in Burghley Road did not extend into Somerset Road. They have requested that once the modifications to Burghley Road have been made, consideration should be given to traffic calming measures in Somerset Road.

ANALYSIS

- 4.9 The overall results in Appendix 3, when read in conjunction with the comments show a majority of respondents in support of these proposals except for the proposals at the junction of Burghley Road/Church Road/St Mary's Road. Although the majority of respondents are against the proposals at this junction, these features are required to improve road safety at this location by reducing speed of traffic. In the 3 year period up

to 31 December 2011, there have been 3 recorded personal injury collisions at the junction of Burghley Road/Church Road/St Mary's Road.

- 4.10 The consultation result in Appendix 3 shows the majority of residents in Burghley Road against the proposed traffic calming measures, as they feel the proposals do not go far enough to reduce the volume of vehicles that use Burghley Road and would have preferred the experimental time closures, as being proposed and consulted on in the Belvederes. The experimental time closures were considered in Burghley Road area during the previous consultation; however they were rejected at the SMAC meeting on 9 June 2011.
- 4.11 The Majority of respondents from Somerset Road, Marryat Road and Calonne Road who are in close proximity to Burghley Road were in support of the proposals, as it will address residents' concern over the excessive speeds at which drivers travel in the area.
- 4.12 A 7 days traffic survey carried out in Burghley Road in July 2009, recorded an 85%ile speed (speed at which 85 out of 100 vehicles surveyed travelled at) of 39mph. At this speed, a collision with a child will be serious if not fatal. The proposed traffic calming measures in Burghley Road will not only contribute in maintaining traffic speed to below 30mph, but also reduce the number and severity of any collisions that may occur.

5. TIMETABLE

- 5.1 If approved, the statutory consultation for the Burghley Road traffic scheme will be carried out between September/October 2012. The results will be reported to the SMAC meeting in December 2012 and the measures implemented in January 2013.

6. FINANCIAL IMPLICATIONS

- 6.1 The works for the Burghley Road traffic scheme will be funded from Merton's 2012/13 Capital Programme allocation at an estimated cost of £150,000.

7. LEGAL IMPLICATIONS

- 7.1 The vertical deflections will be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended).
- 7.2 The Traffic Management Orders for the amendments to the parking bays would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended).

8. ALTERNATIVE OPTIONS

- 8.1 Do Nothing – This will not address the concerns from residents within the area to reduce traffic speeds in Burghley Road. This option was included in the consultation questionnaire but was rejected by 51.5% in Appendix 3,

9. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

- 9.1 The implementation of the scheme will affect all sections of the community. The proposed measures aim to improve conditions for all road users of the area but particularly for the residents.
- 9.2 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. The

needs of the residents and businesses are given careful consideration when taking decisions.

10. CRIME AND DISORDER IMPLICATIONS

10.1 Not applicable

11. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

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

11.2 A road safety audit of the scheme has been carried out by a 3rd party consultant and recommendations were incorporated in the design, prior to the public consultation.

11.3 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. The CDM Co-ordinator for this scheme is F.M.Conway Ltd. Potential risks will have to be identified during the detailed design stage.

12. BACKGROUND PAPERS

The following background papers have been used in the preparation of this report:

- Street Management Advisory Committee report dated 9th June 2011.
- Street Management Advisory Committee report dated 10th February 2011.

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

- Appendix 1 - Proposals Z36-24-19-1 Revision A,
- Appendix 2 - Consultation leaflet
- Appendix 3 - Consultation results.

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