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# Informal Consultation Wimbledon Area Traffic Study



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This document is to be used in conjunction with the drawings and questionnaire that are enclosed in the consultation package previously provided.

## INTRODUCTION

This consultation aims to seek your views on a number of specific traffic management proposals that are being considered by the Council for the Wimbledon Area.

This booklet provides supplementary information to the consultation documents which you will have recently received from the council through your regular post. The information is anticipated to be sufficient to afford you the opportunity to take an informed decision when providing answers on the questionnaire.

The size of the consultation area is large and you may feel when answering some questions that a particular issue does not affect you; however, it is important that you still answer the questions in the most appropriate form that applies to you.

Your response will help the Cabinet Member for Planning and Traffic Management to make an informed decision on how to proceed in the best interests of the wider Wimbledon community.

Please note that wherever within this booklet, reference has been made to 'drawings or the questionnaire' this refers to those already provided to you as part of the consultation documents.

## 1. BACKGROUND

It is likely that if you are a member of a local Resident Association or if you visit the council's website, you will be aware that the council has been working on preliminary traffic management proposals under the name of 'Wimbledon Area Traffic Study'. Over the last one and half year, various traffic management proposals have been investigated and tested for their ability to deal with the complex traffic problems, in particular for the Belvedere area and in general for the wider surrounding area. A milestone was reached with the detailed reporting of this work to the 'Street Management Advisory Committee' meeting of 3 March 2009.

Having considered the results of the work, the Street Management Advisory Committee concluded that a pre-consultation to seek views of Resident Associations and residents should take place. The pre-consultation took place during March/April, ending on 17 April 2009. Initial assessment of responses received showed that whilst two Resident Associations believed that road closures (as suggested by them) should be included as part of any final solution, others were of the view that 'road closures' should **NOT** be considered as they would limit the choice of routes for everyone and ultimately push traffic to other roads. There was some consensus on other traffic related matters such as speeding issues within Burghley & Calonne Roads, and the need for traffic-calming and speed reduction to 20mph throughout Wimbledon. The council investigated these suggestions and proposals to address some of the problems identified through the previous consultation have been included in a new option now being considered and consulted on as Option 8.

The Street Management Advisory Committee on 10 June 2009 debated Option 8 proposals, before recommending that a new informal consultation was needed prior to making a decision. The consultation package which you will have recently received through the post is the agreed consultation, the results of which will be reported to the Street Management Advisory Committee meeting on 30 September 2009.

## 2. GENERAL

This booklet contains a description of the proposals and associated preliminary drawings, reasons for considering the various proposals together with the objectives being sought from their adoption. It also explains the consultation process, and the likely timetable of events which the council is anticipating to follow.

Please refer to the 'Frequently Asked Questions' pages for an explanation of some terminology used in this consultation booklet. You are also likely to find that reading previous committee reports and website updates on this scheme, may help you to better understand the proposals/issues being considered and what options/work has been done to date. These details can be found by clicking the appropriate links at the following web address [www.merton.gov.uk/watm](http://www.merton.gov.uk/watm)

A one day public exhibition is also planned, which will be manned by council officers, who will be willing to help answer other queries which you may have regarding the proposals. For details on the exhibition venue and timings please refer to Section 5.1.

## 3. OPTION 8 PROPOSALS

### 3.1. CHURCH ROAD PROPOSALS

*Please refer to drawing no.1B & 2 (supplied with your consultation package) for these proposals.*

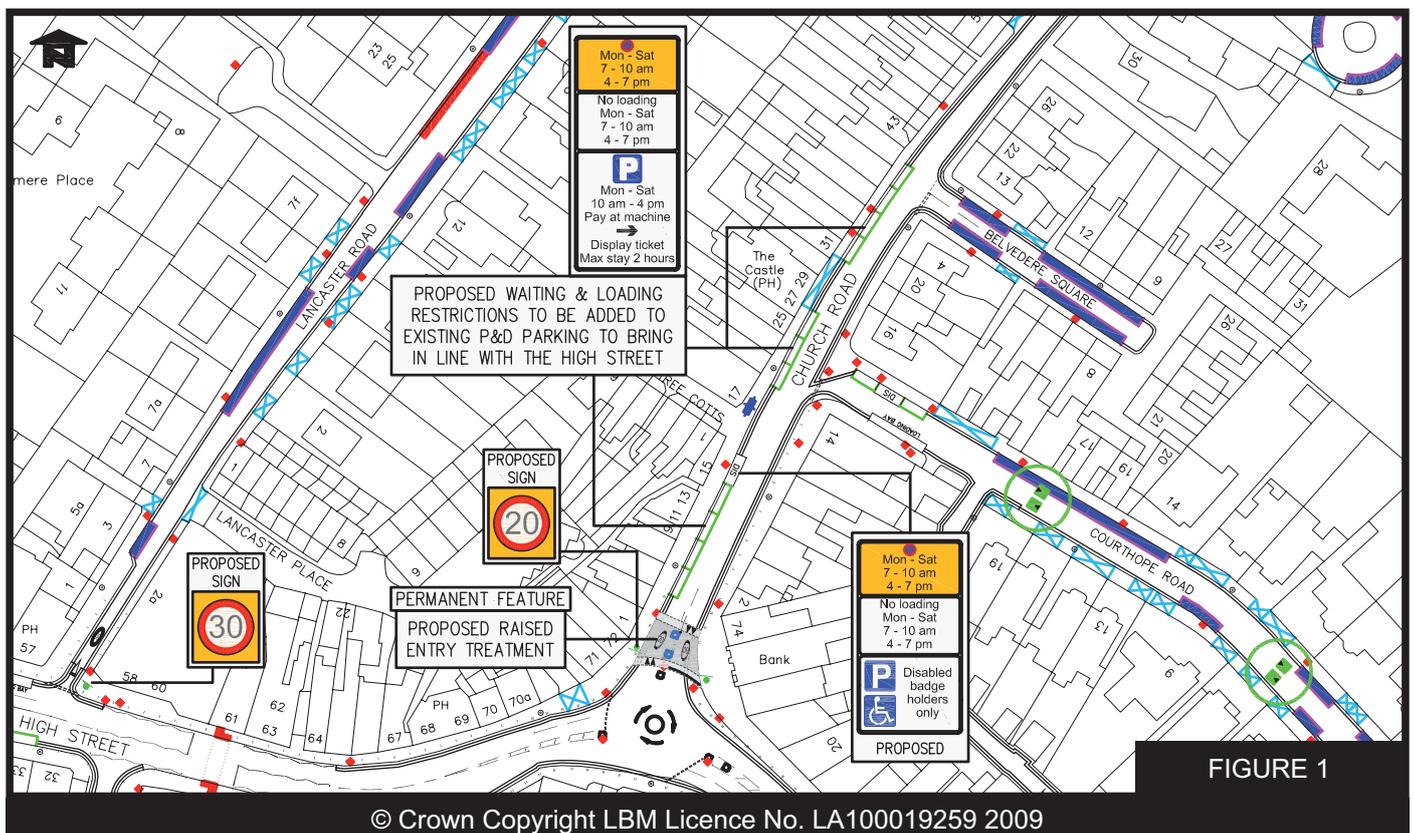
The southern section of Church Road accommodating the existing parade of shops (between its junctions with Belvedere Square and High Street) is currently home to 11 pay and display bays and one disabled bay. These bays are often occupied during peak hours, and reduce the already narrow carriageway further and prevents the flow of 2-way traffic along this section of road. When traffic volumes are low (off peak hours), vehicles give way to each other without causing excessive tailbacks. However, during heavier flows (peak hours), the bottleneck causes long tailbacks giving an impression of severe

congestion, which in turn, encourages drivers to use the Belvedere residential roads as a cut-through, and in some instances forces larger vehicles to mount the footway.

With the footway being narrow, it is not possible to erect bollards (as previously requested by some residents) nor is it feasible to widen the carriageway.

## PROPOSALS

3.1.1. With a view to remove the bottleneck in Church Road during peak hours, it is proposed (as shown in figure 1 below) to introduce 'Waiting and Loading' restrictions through the existing disabled bay and the 'pay and display bays' in Church Road.



The following restrictions will apply:

### PAY AND DISPLAY BAYS

- Monday to Saturday 'No Waiting and Loading/Unloading' between 7.00am-10.00am and 4:00pm-7:00pm. Parking will be permitted between 10:00am and 4:00pm. This would be pay and display only.
- Restrictions will not apply outside these times or Sundays.

## DISABLED BAY OUTSIDE 15 CHURCH ROAD

- Monday to Saturday ‘No Waiting and Loading/Unloading’ between 7.00am-10.00am and 4:00pm-7:00pm.
- Disabled badge holders can use the bay during all other times.

3.1.2. Raised entry-treatments are proposed in Church Road at its junctions with the High Street and St Marys Road as shown in drawing no.1B, details E & G and drawing no.2. A raised speed table is also proposed near to its junction with Old House Close as shown in drawing no.1B, detail F. The entry treatments/speed table will help reduce vehicular speeds and increase safety for all road users.

## **3.2. BELVEDERE AREA PROPOSALS ( EXPERIMENTAL SCHEME ELEMENTS)**

*Please refer to drawing no.1A & no.2 (supplied with your consultation package) for these proposals. See the FAQ's section for additional information.*

In accordance with the councils UDP (Unitary Development Plan) ,the Belvedere roads are classified as residential. Past OD (Origin and Destination) traffic surveys have shown that a large volume of ‘through-traffic’ passing through Wimbledon uses Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road and Highbury Road. Previous proposals to overcome this issue of rat-running included road closures.

Traffic modelling of those proposals showed that the impact on Church Road (as the first alternative choice for drivers) would be great. Though Church Road is classified as a ‘Local Distributor’ with some capacity to take more traffic, due to its nature it would be unreasonable to assume that it can accommodate more traffic without further improvements, such as those described in Section 3.1.1. & 3.1.2.

The proposed changes to the Belvedere roads, will increase the through–journey time within them to levels similar to those in Church Road thus discouraging their use by through-traffic.

## PROPOSALS

The features to be installed and monitored for effectiveness in the Belvedere area include:

3.2.1. Installation of prefabricated rubber or conventional tarmac type speed cushions throughout the Belvedere roads as shown in drawing no.2



3.2.2. A 6'-6" width restriction within Belvedere Grove near to it's junction with Belvedere Avenue.



Both these measures are to be introduced and monitored to establish whether the objective of REDUCING through-traffic without causing congestion on alternative routes, is being achieved.

The implementation of the proposed width restriction will be done under Section 9 of the Road Traffic Regulation Act 1984 whereas the proposed speed cushions would be installed under Section 90A of the Highways Act 1980 (as amended). Both these features have certain regulatory requirements, which must be followed before and after their installation as explained in the Frequently Asked Questions.

The council will consider comments received within 6 months (post implementation) if taking the decision to make the width restriction permanent or in the case of the speed cushions if deciding to keep them indefinitely. If the measures are ineffective, the council may modify or remove them. The council can decide to make these changes earlier than 6 months, if found necessary.

The effectiveness of the measures will be determined through the collection of 'Before and After' traffic surveys as explained in Section 4, together with on-site observations from time to time. Any feedback from the local community will also be considered.

Positioning of the proposed speed cushions is only indicative at this stage and will be finalised during the detailed design stage.

### **3.3. BELVEDERE AREA, LANCASTER RD PARKING & JUNCTION ENTRY TREATMENT PROPOSALS**

*Please refer to drawing no.2 (supplied with your consultation package) for these proposals*

3.3.1. To make these roads undesirable for rat running traffic, it is proposed to encourage on-street parking by:

- introducing new parking bays within the existing passing gaps.
- converting existing Permit Holder bays to Shared Use bays.

It is envisaged that this proposal is likely to increase journey times through these roads, thereby making them unattractive for through-traffic.

The proposed changes will also provide alternative parking provision for shoppers, who will be no longer able to use the pay & display bays in Church Road during peak hours as described in section 3.1.1.

To ensure that the bays are fully occupied at most times during the day, it is proposed to convert all existing 'Resident Permit Holder' and 'Permit Holder' parking bays, within the area shown as affected in drawing no.2 to 'Shared Use Bays' (for definitions see the FAQ pages).

Under this new arrangement, Permits (resident, business and visitor permits) and 'Pay and Display' tickets obtained from ticket machines will share the converted bays. It is **NOT** proposed to:

- increase parking availability for PPT ticket holders.
- change operational hours or maximum stay from that already in force within existing 'Shared Use' or 'Part-Shared Use' bays.
- All existing 'Pay and Display only bays' will remain unchanged.

- Disabled bays (with the exception of that in Church Road) will remain unchanged.
- Zone VC business permit holders will continue to be allowed to use Zones VOn, VN and VO but not vice-versa.
- Zone VC resident permit holders, north of the High Street will continue to be allowed to use Zones VC, VOn and VN.
- Zone VC resident permit holders, south of the High Street will continue to be allowed to use Zones VC and VO.
- Existing operational times where 'Pay and Display' or 'Pre-Paid Tickets' bays already operate within the area will remain unchanged.

The drawing provided only highlights some spaces identified to date where the parking can be increased, however, it is recognised that there will be other areas where this may be achievable. Identification of further space for this purpose will be undertaken at the detailed design stage.

3.3.2. Introduce a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road. See Figure 2.



FIGURE 2

### 3.4. BURGHLEY ROAD/MARRYAT ROAD/ CALONNE ROAD PROPOSALS

*Please refer to drawing no.1A & 1B (supplied with your consultation package) for these proposals.*

Comments from many residents and Resident Associations received during March and April 2009 identified Burghley and Calonne Roads and their junctions with both Marryat Road and Church Road as dangerous. Site observations by council officers, have concluded that traffic speeds along Burghley and Calonne Road need to be reduced

and the junctions improved for all road users. It was observed that vehicular speeds were highest at the locations where the 'prioritised road narrowings' are now proposed. Moreover, it was noted that the existing large bell mouth of Calonne Road at its intersection with Burghley Road and the large radius kerb encourages high vehicular entry speeds into Calonne Road.

## **PROPOSALS**

3.4.1. One way working, prioritised road narrowings coupled with speed cushions.

3.4.2. Kerb realignment/buildouts at junction of Calonne and Burghley Road in order to narrow the crossing distance across the bell mouth and improve visibility for pedestrians. Tightening of the radius to ensure lower vehicular entry speed for left turning vehicles from Burghley into Calonne Road.

3.4.3. A raised junction table at the Burghley and Church Road intersection.

3.4.4. A raised, 4 arm table at the junction of Marryat Road / Burghley Road with widened footways at the corners to:

- provide more standing area for pedestrians waiting to cross.
- slow vehicular entry into the junction from all arms.
- make the junction more conspicuous.

3.4.5. Removal of existing pedestrian refuges at junction of Marryat and Burghley Road. This will be necessary in order to widen the footway corners as shown in the drawings.

## **3.5. WIMBLEDON HILL ROAD PROPOSALS**

*Please refer to drawing no.1A & 1B (supplied with your consultation package) for these proposals.*

One of the primary objectives of the proposals is to divert the through-traffic from Village roads to more suited routes. This is to be achieved by a number of various proposals, some of which aim to make existing residential routes unattractive for drivers and others which aim to make the Distributor Roads more attractive by improving their capacity. One such key route is Wimbledon Hill Road, for which a number of measures are proposed to ease traffic movements towards the town centre, thereby easing access to the east and north-east parts

of the borough. Improvements to the flow of traffic along Wimbledon Hill Road is key to diverting traffic away from the Village and making it a priority choice for drivers.

Problems with Wimbledon Hill Road causing vehicular delays:

- During peak times, traffic queues can often be observed upstream of the Woodside/Wimbledon Hill Road junction whereas downstream (towards the town centre) capacity often exists for additional vehicles. This is due to the bottleneck at the Woodside junction and also partly caused by the existing signal timings between its intersections with Woodside and Alexandra Road.



- The section of Wimbledon Hill Road, between its junctions with Worple Road and Alexandra Road currently has 2 substandard lane widths in the eastbound direction. The widths currently do not allow the simultaneous, side by side parallel movement of traffic in the 2 lanes, effectively acting as one wide lane as drivers tend to keep their distance to avoid conflict. This has a knock-on effect and causes unnecessary delay to the traffic upstream forcing drivers to wait until the carriageway downstream has cleared. For the same section of road, there exist 2 generous lanes in the opposite (westbound) direction, which then reduce to a single lane once past the junction with Worple Road. This results in the kerbside

lane, to serve either as a stacking space for vehicles or as an unofficial bus lane for buses. This section of carriageway in the westbound direction is unnecessarily wide and under-utilised.



LOOKING TOWARDS ALEXANDRA ROAD JUNCTION

- Buses turning right into Wimbledon Hill Road from Worple Road, often cannot complete their full turn and block the westbound traffic until the eastbound traffic has cleared allowing the bus to complete its right turn. This causes unnecessary delay to westbound vehicles, which despite having a green signal cannot move until the junction has cleared.



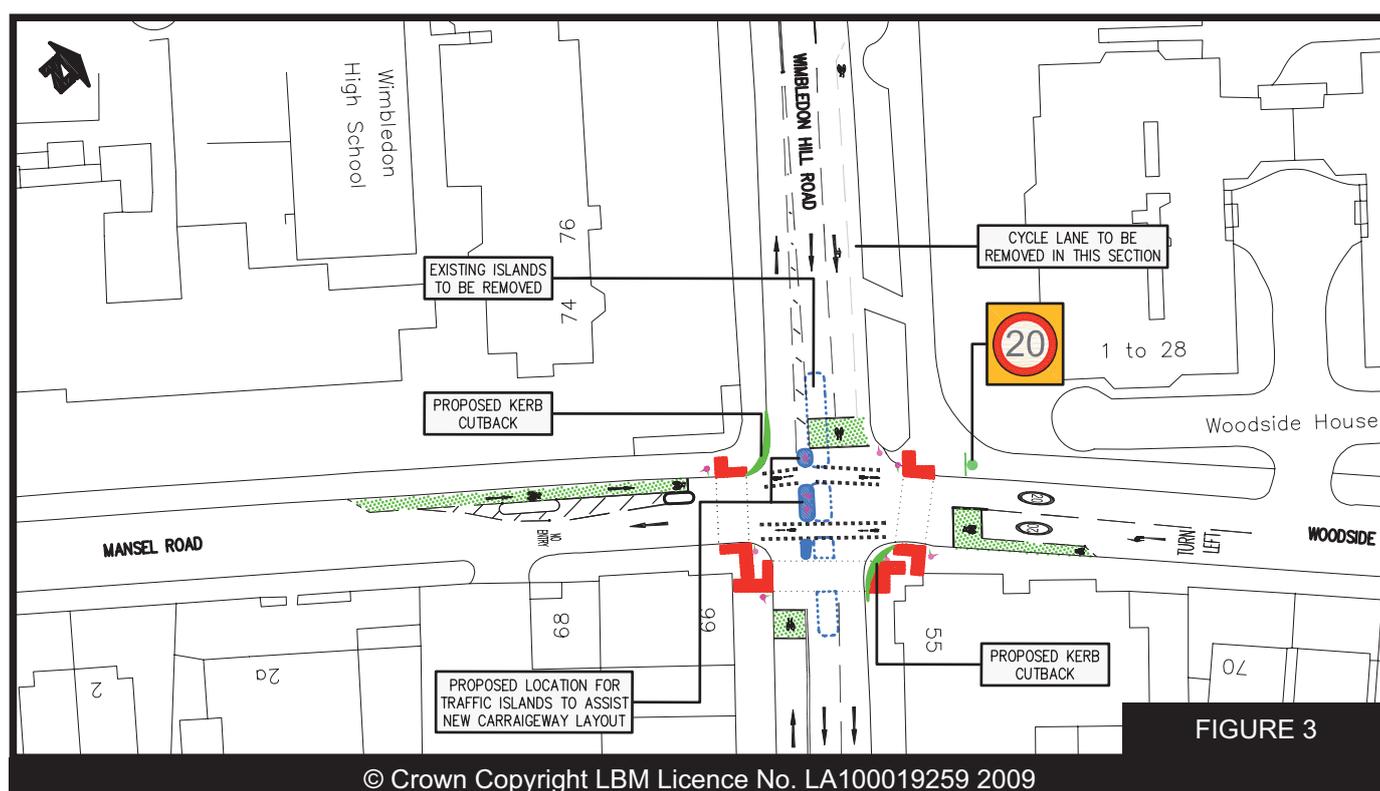
WIMBLEDON HILL ROAD JUNCTION WITH WORPLE ROAD

- Traffic signals within the town centre do not appear to be fully synchronised thereby causing unnecessary delay.

## PROPOSALS

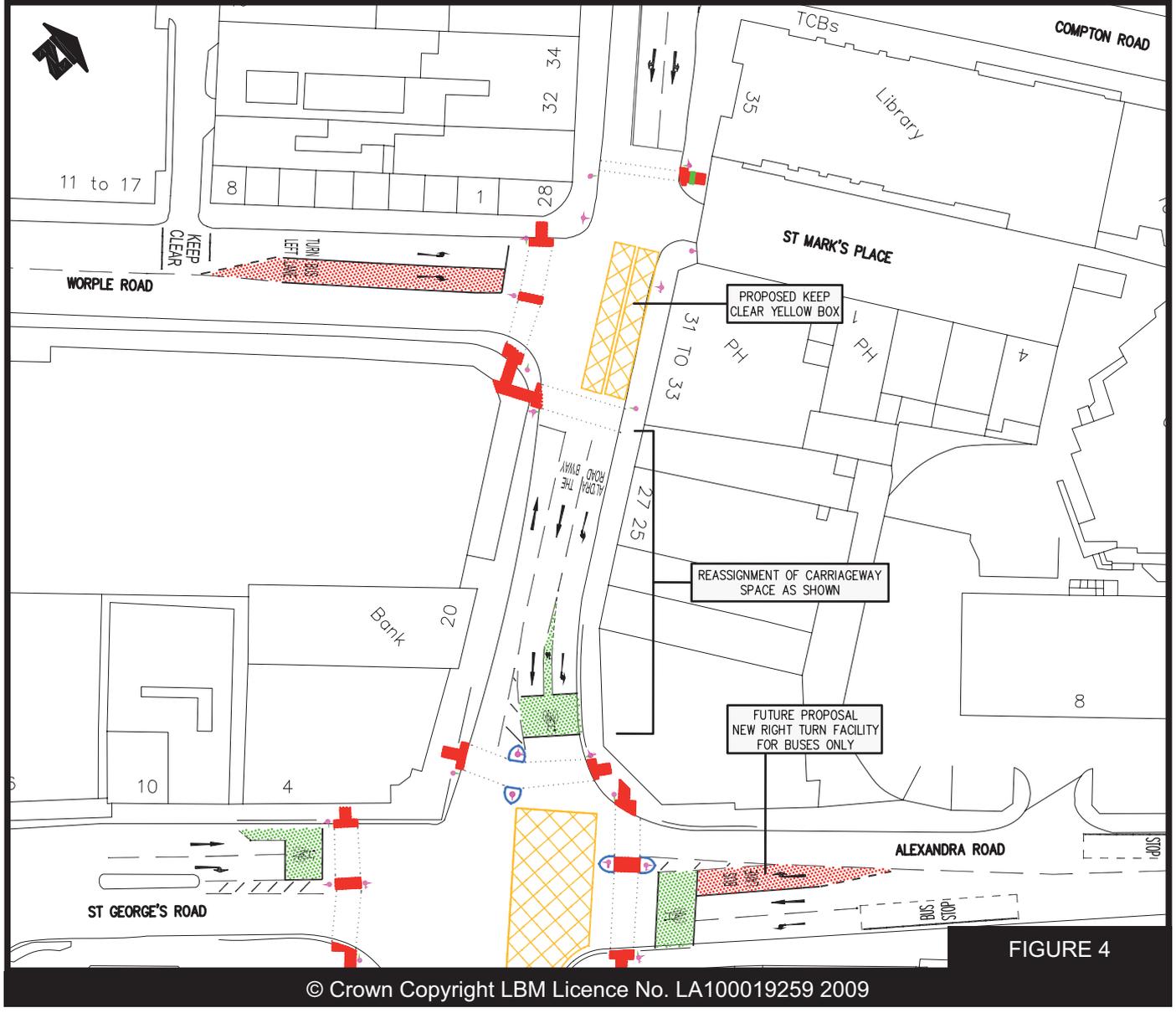
The following measures are proposed to increase capacity of the various junctions and links on Wimbledon Hill Road between its junction with Woodside and Alexandra Road:

3.5.1. Relocation of the existing traffic islands and associated signal poles at the Woodside/Mansell Road/ Wimbledon Hill Road junction so as to retain all proposed existing movements but remove the current eastbound bottleneck through the junction as shown in figure 3.



3.5.2. The underused lane on Wimbledon Hill Road (in the westbound direction between the junctions Alexandra Road/Wimbledon Hill Road and Worple Road/Wimbledon Hill Road) will be reassigned to traffic travelling eastbound. This is likely to result in no increase to journey times in the westbound direction but will increase eastbound capacity within this section. The reassigned road space will be used to create a dedicated left turn lane from Wimbledon Hill Road into Alexandra Road, with lanes of sufficient width to allow the simultaneous, side by side parallel movement of traffic in the 2 lanes. See figure 4.

3.5.3. A new box junction to be marked at the junction of Wimbledon Hill Road / Worple Road which will help buses turn right from Worple Road into Wimbledon Hill Road, without causing an obstruction to westbound traffic at that point.



3.5.4. Traffic signal timings to be reviewed and synchronised along Wimbledon Hill Road at its junctions with Woodside, Worple Road and Alexandra Road to ensure that traffic can continue through the junctions without signal related delays.

### 3.6. OTHER PROPOSALS

#### 3.6.1. 7.5 TONNE LORRY BAN REVIEW

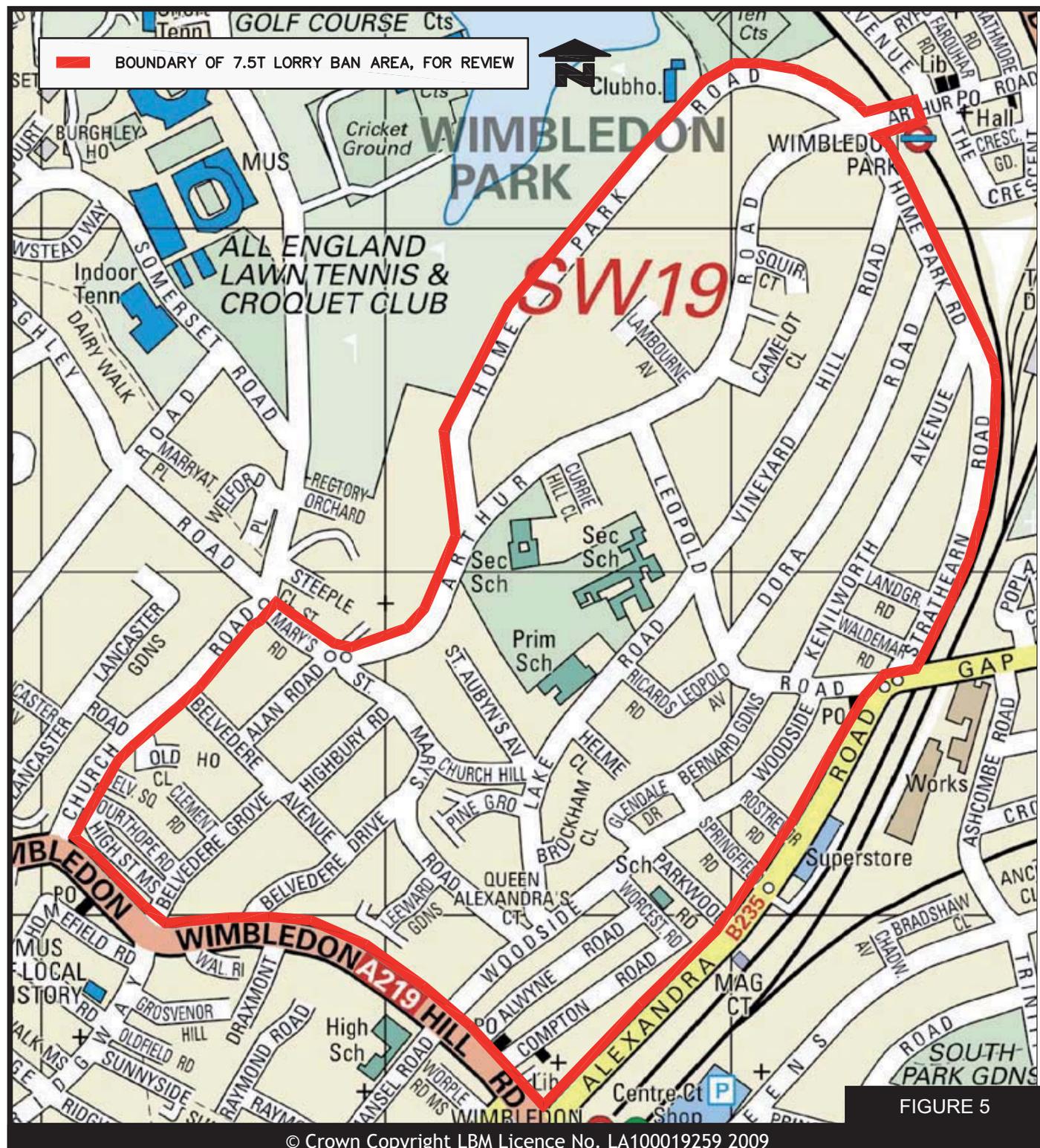


FIGURE 5

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Figure 5 shows an area which is currently subject to a 7.5 tonne and over vehicle ban, applicable at all times. Currently, such vehicles are able to enter the area for access (loading and unloading) purposes only.

## PROPOSAL

It is proposed to amend the existing traffic orders so that the following would apply:

- Restriction of 7.5 tonne and over vehicles from entering the area between 8:00pm and 6:30am, 7 days a week i.e. existing access for loading and unloading would be removed.
- At all other times, entry/exit will continue to be for access (loading and unloading) purposes only.

### 3.6.2. 20MPH SPEED LIMIT AREA

*Please refer to drawing no.1A (supplied with your consultation package) for this proposal.*

## PROPOSAL

It is proposed to introduce a 20mph speed limit within the bounded area shown in drawing no 1A.

A '20mph speed limit area', contrary to a '20mph zone area', does not as a statutory requirement need to have physical traffic-calming measures installed to allow enforcement, however their absence may at times encourage some drivers to disregard the speed limit in force.

The objectives being sought from the 20mph speed limit over the area proposed are:

- The discouragement of through-traffic using the Village area as a convenient cut-through.
- Increasing safer roads for both pedestrians and drivers; lower speeds reduce number and severity of accidents.
- Lower traffic speeds will encourage more people to cycle/walk.
- This proposal is consistent with the borough's '20 is plenty programme'.

The larger the area over which a '20mph maximum speed limit' is applicable, the more the likelihood of a good compliance rate can be expected. However, it is recognised that a lower speed limit in locations where the natural terrain encourages higher speeds, such as Burghley Road, is only likely to be successful, when accompanied with traffic-calming measures such as those proposed in Section 3.4.

It should be noted that the existing 20mph speed limit on parts of Wimbledon Hill Road is not shown on the drawings provided, and will not be effected by the current proposals for Wimbledon.

#### **4. 'BEFORE AND AFTER TRAFFIC SURVEY' PLANS**

*Please refer to drawing no.3 for this proposal.*

As with most traffic management schemes, it is imperative that vehicular speed and volume surveys are carried out prior to implementing any change. Such data allows comparison with similar data collected after implementation, to determine the effectiveness of the overall scheme.

#### **PROPOSAL**

Drawing no.3 shows the approximate locations where speed and volume surveys will be carried out, both before and after the introduction of any of the proposed measures.

- Data will be collected via automatic tube counters over a typical 7 day week, 24 hours a day.
- Traffic surveys will be carried out during September or October 2009 once schools have reopened and normal traffic patterns are returned.
- Data collected will be for both, speeds and traffic volumes.
- Data will be collected in both directions of traffic flow separately.
- Data collection will be carried out simultaneously at all the locations shown.

#### **5. CONSULTATION PROCESS AND ANTICIPATED TIMETABLE**

##### **5.1. CONSULTATION WITH RESIDENTS/BUSINESSES WITHIN THE AREA**

This is an informal consultation exercise designed to seek your views on the proposed measures. We welcome your comments on the proposals and have provided a list of 'frequently asked questions' for you to read to help you make an informed decision when responding to the enclosed questionnaire. Should you, however, require further

information, you may contact the council using the contact details provided.

The council anticipates the programme for this consultation to be as follows:

**INFORMAL CONSULTATION PERIOD**

05 August 09 - 4 September 09

**PUBLIC EXHIBITION OF PROPOSALS**

15 August 09

A one-day public exhibition will be held at:

Wimbledon Library

15 Aug 2009

9.30am to 4.30pm

Officers will be present to discuss the proposals and answer your queries. Large scale plans of those you have received as part of these consultation documents will be displayed for viewing and discussion purposes.

**REPORTING OF RESULTS TO SMAC**

30 September 09

**DECISION FROM CABINET MEMBER  
REGARDING RECOMMENDATIONS**

October 09

**STATUTORY/FORMAL CONSULTATION**

November 09

On scheme elements, which do not require any statutory consultation, the council may base its future decision solely on the results of this consultation.

The proposed 'width restriction' is one element of the proposals, which will not require a Statutory Consultation prior to implementation, however, one is required, for a period of six months from the day the 'Experimental Traffic Order' comes into effect. The council has also agreed that during the same 6 month period, residents can write in with comments regarding the speed cushions in the Belvedere roads.

A Statutory Consultation, where required, will be carried out by publishing a 'Notice of Intention' in the local paper, the 'London Gazette' and placement of street notices in the immediate vicinity where the change is to be introduced. The council's website will also be updated to inform of any statutory consultation taking place or other developments/changes to the project.

## **5.2. CONSULTATION WITH STAKE HOLDERS AND EMERGENCY SERVICES**

The views of the Resident Associations and the emergency services will be reported alongside those of residents to the Street Management Advisory Committee and the Cabinet Member.

If you have further queries regarding the proposals, you may contact **Mr Waheed Alam** on **020 8545 3200**. We regret that it will not be possible for us to respond to you as an individual, however all returned questionnaires received in accordance with the instructions below will be analysed and the results reported to the Cabinet Member for Planning and Traffic Management for consideration.

## **6. INSTRUCTIONS ON FILLING OUT THE CONSULTATION QUESTIONNAIRE**

The council expects to receive a large number of returns and analysing the data thoroughly will require significant resources. The results are likely to be reported back in different formats for more meaningful interpretation.

In order for your returned questionnaire to be included as part of the overall results, it is important that the following instructions are followed. Failure to do so may result in your views not being included.

- You must provide your full postal address. This includes flat number, house number, road name and post code. This is required as part of quality control to ensure that duplicate and fraudulent questionnaires are not included. This information will be kept confidential.
- Please do not create further choice categories for questions, and use what is provided only. It is also important that you do not attach terms and conditions to your choice, as they cannot be considered within the analysis.
- The 'comments' section with each question is for you to highlight anything of importance, relevant to that specific question only.
- Your reply must be received by the date specified within the questionnaire / newsletter. Due to tight deadlines, late replies may not be included in the results.

The questionnaire can also be completed online at [www.merton.gov.uk/watm](http://www.merton.gov.uk/watm)

**Please Note:** Only one questionnaire per household will be accepted. If you fill in the questionnaire provided then do not complete the online version.

## 7. FREQUENTLY ASKED QUESTIONS

### **WHAT IS THIS STUDY ABOUT AND WHERE CAN I READ MORE ABOUT PREVIOUS WORK UNDERTAKEN?**

This work originated as a study of the movements of traffic through the Wimbledon Area in particular some roads within the Village and Hillside wards. The council has a dedicated webpage where previous work on this study can be viewed. The link for the web page is [www.merton.gov.uk/watm.htm](http://www.merton.gov.uk/watm.htm)

### **WHY WAS THIS STUDY UNDERTAKEN?**

This study was undertaken to address the needs and concerns of residents and ward councillors raised, regarding high volumes of through-traffic and the associated nuisance and danger.

## **HOW WILL MY VIEW COUNT?**

The council will use your responses to determine level of support for the various proposals and provide statistical information to the Cabinet Member for Planning and Traffic Management. The Cabinet Member will then make an informed decision on whether or not proposals should be taken forward to the next step. Your views will be considered proportionately depending on issues such as how likely you are to be affected by any proposal. Other decision-influencing factors, such as the councils' own statutory duties, will also be taken into account.

## **WHAT IF EVERYONE IN A ROAD OR AREA IS IN SUPPORT OF A PARTICULAR MEASURE WHICH HAS NOT BEEN PROPOSED IN OPTION 8 - WILL THAT GUARANTEE A FURTHER INVESTIGATION?**

The purpose of this consultation is to seek your views on the measures proposed as option 8. However, consideration to suggestions not investigated before may be given where a large number of residents raise similar concerns/issues. Many factors will need to be taken into account before a recommendation is made to the Street Management Advisory Committee and Cabinet Member for Planning and Traffic Management. Any suggested measures likely to negatively affect the general flow of traffic, or proposals similar to ones already modelled under previous work are unlikely to be investigated. This rules out any **AUTOMATIC RIGHT** to new investigations, even though a high degree of support may exist within a particular road or area.

## **WHAT ARE TRAFFIC-CALMING MEASURES AND WHAT ARE THEIR BENEFITS?**

Traffic calming is a technique aimed at forcefully reducing vehicle speed. Physical measures constructed on the highway to achieve this are called 'Traffic Calming Features'. They can be particularly useful in residential areas when it is desired to reduce speeds so as to protect vulnerable road users and residents from the effects of speeding vehicles. As 'traffic-calming' results in lower speeds it can be a useful tool in reducing traffic volumes too, especially when more viable alternative routes are available. Traffic calming

does not necessarily restrict vehicular access but helps to improve the quality of life for those living in the neighbourhood. The most common and effective traffic-calming feature is those that involve vertical deflections such as speed humps and speed cushions.

## **ARE THERE ANY DISADVANTAGES OF TRAFFIC-CALMING MEASURES?**

Traffic-calming measures can be very beneficial to the local environment when used wisely and in instances where the advantages outweigh any disadvantages. The one most frequently referred to disadvantage is, discomfort to occupants of vehicles negotiating them at an **INAPPROPRIATE** speed. Although some people may associate them with an increase in noise and pollution levels, research has shown that this is not necessarily the case especially when the overall volume of traffic is reduced. Some types of traffic-calming measures (horizontal deflection) can reduce availability for parking.

## **WHAT IS THE MOST APPROPRIATE SOLUTION TO REMOVE THROUGH TRAFFIC FROM A ROAD?**

There is no universal method, however, when looking for a solution, options such as road closures are often considered first. Road closures are the most direct methods of achieving this objective, however, they are not always the right solution. In cases when a road closure is likely to have an adverse impact on the remainder network, a 'traffic-calming scheme' may be an alternative to mitigate the problems of through-traffic.

## **WAS ALL OF THIS CONSIDERED FOR THE BELVEDERE AREA?**

Yes. Considerations were given to certain road closures and banned movements to address specific through-traffic in the Belvederes. However, traffic modelling of those proposals revealed that though the measures would relieve the Belvederes from through-traffic, the surrounding network (especially Church Road) was likely to carry the burden of the reassigned traffic. This was unacceptable to residents of those roads. New proposals have been developed which are aimed to provide some relief to the Belvederes whilst distributing the reassigned traffic more appropriately to the remainder network.

## **WHY HAVE THESE PARTICULAR SET OF PROPOSALS BEEN CHOSEN AS AN OPTION?**

The council believes that these proposals have the potential to achieve the desired objectives. The objectives for each of the proposals are set out in the relevant sections of this booklet.

The current set of proposals are also believed to be more representative of the wishes of the wider area as determined from the last consultation. The consultation showed that road closures were not acceptable to the vast majority of residents as they would forcefully reassign all through-traffic from the Belvederes and result in an unfair redistribution. The chosen option 8 does not forcefully close choice of routes for drivers but is likely to result in a reduction in the traffic from the Belvederes.

## **WHAT IF THE SCHEME PROPOSALS WHICH ARE SUBJECT TO REVIEW IN THE BELVEDERE ROADS DO NOT HAVE THE DESIRED EFFECTS?**

Strictly speaking the procedure by which the width restriction and speed cushions are to be introduced fall into 2 categories;

- 1) The proposed 'Width Restriction', which is subject to a statutory 6 month post implementation consultation period.
- 2) The 'Belvedere area' speed cushions, will have a 'Statutory 21 day notice period' prior to implementation. Though not required by statute, the council has promised to have a 6 month post implementation consultation/review period for this too.

The council has undertaken to monitor the effectiveness of both these features after implementation and if later found to be ineffective, will modify or remove them as agreed at the time.

## **WHAT IS AN 'EXPERIMENTAL SCHEME' AND WHY ARE THEY USED?**

Highway changes which require Traffic Management Orders can be introduced using powers under Section 9 of the Road Traffic Regulation Act 1984. Using these powers, the council does not statutorily require a consultation before changes are made to the Highway, although it may still be desirable to do so as in the case of

the 'Belvedere experimental scheme'. Such changes are subject to a six month consultation period starting from the date the relevant Traffic Management Orders come into effect. The Council can maintain the changes for a maximum period of 18 months during which time they can be modified or removed if necessary. They can also be made permanent if found to be working as desired, however, this decision can only be made after a 6 month consultation period has passed and all representations received, considered. Experimental schemes do not have a minimum period for which they must remain in place and so can be removed quickly if found necessary. Schemes are introduced as an experiment when their effects are not fully predictable.

### **SPEED CUSHIONS DO NOT REQUIRE TRAFFIC ORDERS SO HOW, CAN THEY BE CLASSED AS EXPERIMENTAL BY THE COUNCIL?**

It is true that vertical deflections do not require the making of a Traffic Order. They are introduced by first publishing a notice of the proposal which must be done a minimum of 21 days (the statutory consultation period) before installation. This will remain the case for the Belvedere speed cushions proposal but in addition to this the council is planning to monitor their effectiveness after implementation. During the monitoring phase, the council will consider any further comments which the public have in relation to their usefulness. This is why they are being referred to as experimental in the consultation documents.

### **WHEN DOES THE COUNCIL PLAN TO PUBLISH THE STATUTORY NOTICE FOR THE 21 DAY PERIOD?**

On closure of this informal consultation, the Cabinet Member will be passed the assessment of responses from residents? After consideration of the responses, the Cabinet Member may instruct Officers to proceed with the publication of the required statutory notice or may decide to wait till the Street Management Advisory Committee meeting on the 30th September 2009.

## **HOW WILL I KNOW THAT THE 21 DAY STATUTORY PERIOD HAS STARTED FOR THE SPEED CUSHIONS?**

The council will publish the notices in the London Gazette , local paper and also place street notices in the Belvedere Roads affected.

## **WHY ARE THE OTHER PROPOSALS WITHIN THE SCHEME NOT ON AN EXPERIMENTAL BASIS?**

All other proposals within this scheme are generally predicted to have a positive outcome. As with most 'traffic-calming schemes' their primary objective is to reduce inappropriate speeds in roads with which vehicles are found to be travelling at. The proposals for Burghley, Calonne and Church Roads are designed to forcefully reduce traffic speeds.

## **WHAT IS A TRAFFIC MANAGEMENT ORDER/TRAFFIC ORDER AND WHY ARE THEY NEEDED?**

A Traffic Management Order (TMO) is the legal document that creates local traffic rules and require road users to obey certain conditions, like, for example, one-way systems, speed limits, weight limits, movement and waiting restrictions, etc.

They are required to give legal effect to signs that impose restrictions on traffic, without which, the Police cannot enforce them.

## **HOW WILL THE EFFECTS OF THE IMPLEMENTED SCHEME BE MEASURED?**

Before any changes are made, the council will collect extensive data of the speed and volume of vehicles passing through the various roads within the network. This data will again be collected at the same locations after a minimum period of 6 and a maximum of 12 months. The 2 sets of data will be compared to see how speeds and volumes through the area have been affected.

## **WHAT IS TRAFFIC EVAPORATION AND IS THIS LIKELY TO OCCUR FOR THE PROPOSED 20MPH AREA BEING CONSIDERED?**

It is an accepted fact that if you build a new road to meet expected flows, the very existence of the road is a stimulus for traffic growth. Traffic evaporation is the reverse phenomenon i.e. that restricting

access to roads should decrease traffic volumes. A study from London Transport and the Department of the Environment, Transport and the Regions suggests that road closures do persuade many drivers to transfer to other kinds of transport, not just while congestion from a closure exists, but permanently—a phenomenon that has been dubbed traffic evaporation by road engineers. This is not the same as traffic reassignment, which essentially is the redistribution of traffic volumes to other routes. In the case of Wimbledon, evaporation is not likely to occur under the current set of proposals, although traffic redistribution to more appropriate roads is anticipated and desirable.

## RAISED ENTRY TREATMENT



## SPEED HUMP



## SPEED CUSHIONS



## SPEED TABLE



### WHAT IS A PERMIT HOLDER BAY?

A permit holder bay is a parking bay, which is for the use of permit holders only

Permits in Merton are issued to businesses and residents within a specific zone.

### WHAT IS A 'RESIDENT PERMIT HOLDER BAY'?

A resident permit holder bay is one, which is for the exclusive use of residents and their visitors only.

**WHAT IS A 'PAY AND DISPLAY SHARED USE BAY'?**

This type of bay is for use by permit holders and those who have paid and displayed a valid parking ticket from a ticket machine.

## Request for document translation

## Wimbledon Area Traffic Study

If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian** Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali** এই তথ্যের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাস্তবতে (বক্স) টিক চিহ্ন দিন এবং চিঠি লিখে বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচে যোগাযোগের বিবরণ দেওয়া হয়েছে।
- French** Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
- Korean** 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
- Polish** Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
- Portuguese** Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- Somali** Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuqa oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkan hoose ku yaalla.
- Spanish** Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- Tamil** இந்தப் பத்திரத்தின் எந்தப் பகுதியும் உங்களின் மொழியில் விளக்கப்படுவது உங்களுக்கு வேண்டுமானால், தயவுசெய்து பெட்டியில் அடையாளமிட்டு, கீழுள்ள எங்களின் விபரங்களைப் பயன்படுத்தி எழுத்துமூலமாக அல்லது தொலைபேசி மூலமாக எங்களைத் தொடர்புகொள்ளவும்.
- Urdu** اگر آپ اس دستاویز کے کسی حصے کا ترجمہ اپنی زبان میں حاصل کرنا چاہتے ہیں تو دئیے گئے باکس میں صحیح کا نشان لگائیے اور ہمارے درج ذیل رابطے پر یا تو ٹیلیفون کے ذریعے یا پھر تحریری طور پر رابطہ کریں۔

Large print

Braille

Audiotape

## Your contact:

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Address.....

.....

.....

Telephone.....

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