

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

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1. Title of report and reason for exemption (if any)

WIMBLEDON AREA TRAFFIC MODEL

2. Decision maker

Cabinet Member for Planning and Traffic Management –
Councillor William Brierly

3. Date of Decision

28 October 2009

4. Date report made available to decision maker

22 September 2009

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

22 September 2009

6. Decision

(1) Note the results and comments received from the informal consultation carried out during August and September 2009.

(2) Note that a 7-day volume and speed surveys for the Wimbledon Area has been programmed to commence on 25 September 2009.

(3) Note that the traffic speed results obtained for Woodside will be reported to the Cabinet Member and the Street Management Advisory Committee, together with officer recommendations.

(4) Note that the proposed experimental width restriction in Belvedere Grove (if approved) be changed to 7' 00" to bring it in line with other restrictions in the area. *(NB. See also Recommendation (10) below suggesting that nothing be done on this proposal.)*

(5) Agree, that if the speed cushions in the Belvedere area approved, they would be constructed in tarmac material. *(NB. See also Recommendation (9) below suggesting that nothing be done on this proposal.)*

(6) Consider the results and officer comments as set out in section 4 of this report and make the appropriate decisions based on the options detailed within the section 4 and having regard to the Advisory Committee's recommendations detailed in the resolutions below. *(NB. For each resolution, the relevant question number in the report is also shown, where appropriate.)*

(7) (Q.1) AGREE to proceed with formal consultations on the proposal to introduce 'Waiting/Unloading' restrictions, Monday - Saturday between 7am to 10am and 4pm to 7pm within the existing Pay & Display bays and the Disabled bay, located in the southern section of Church Road.

- (8) (Q.2) AGREE to proceed with formal consultations on the proposal to introduce 'traffic calming' as proposed for Church Road.
- (9) (Q.3) Contrary to SMAC's recommendations, to agree to proceed to formal consultation on the introduction of speed cushions in Belvedere Grove as per the informal consultation, but to do Nothing on the proposal to trial the use of (tarmac) speed cushions in the other Belvedere Roads.
- (10) (Q.4) Do Nothing on the experimental proposal to trial a width restriction of 7' 00" within Belvedere Grove near its junction with Belvedere Avenue, together with build-outs in Belvedere Avenue.
- (11) (Q.5) Contrary to SMAC's recommendations, to agree to proceed to formal consultation on the proposal to convert all existing Resident Permit and Permit holder parking in the bounded area (as shown in drawing no. 2) in the Lancaster Road and the Belvedere area to 'Shared Use' parking, with the exception of Belvedere Square and Old House Close, noting a maximum parking allowance of two hours for pay and display use.
- (12) (Q.6) AGREE to
- (a) subject to (b) and (c) below, proceed with formal consultations on the proposal for more parking bays within the Lancaster Road and the Belvedere area;
 - (b) the proposal to include further bays in Lancaster Gardens if possible; and
 - (c) prior to any formal consultations, officers discussing the proposals the ward councillors who will need to reflect the needs of both the Village Business Association and the appropriate residents associations in the area.
- (13) (Q.7) AGREE to proceed with formal consultations on the proposal for 'raised entry treatment' at the junction of Belvedere Drive with Wimbledon Hill Road (as shown on drawing no.2), noting the conservation area guidance.
- (14) (Q.8a)
- (a) Do Nothing on the proposal for a raised entry treatment in Alan Road at its junction with St Mary's Road as it already exists; but
 - (b) AGREE, in relation to the two mini-roundabouts at the end of Alan Road at its junction with St Mary's Road, to proceed to a formal consultation for their removal and replacement with a raised surface treatment that prioritises the Arthur Road to St Mary's Road route but that ensures exit from the church in particular is safe.
- (15) (Q.8b) Contrary to SMAC's recommendations, to proceed with the proposal for a raised entry treatment in Belvedere Avenue at its junction with Church Road.
- (16) (Q.9(i) AGREE to
- (a) proceed with formal consultations on the proposal for traffic calming outside 35 Burghley Road; including speed cushions.
 - (b) the undertaking of the appropriate formal consultations (for removal of 4 parking bays; introduction of any new bays and the speed cushions). Given the existence of a conservation area design guide, I do not propose that officers should meet residents associations on this matter, but I do expect that they communicate with the ward councillors on the style and exact location of the calming measures (in Burghley and Calonne Roads).
- (17) (Q.9(ii) AGREE to proceed with the proposal for traffic calming outside 58 Burghley Road **but without the associated speed cushions** at this location. (See also Recommendation (16) above.)

(18) (Q.9(iii)) AGREE to proceed with the proposed changes at the junction of Calonne/Burghley Roads. *(See also Recommendation (16) above.)*

(19) (Q.9(iv)) AGREE to proceed with formal consultations on the proposal for traffic calming outside 15 Burghley Road including appropriate formal consultations for removal of 2 parking bays; introduction of any new bays and the speed cushions. *(See also Recommendation (16) above.)*

(20) (Q.9(v)) AGREE to proceed with the proposal for traffic calming outside 32 Calonne Road **but without the associated speed cushions**, but including appropriate formal consultations for removal of 4 parking bays and introduction of any new bays. *(See also Recommendation (16) above.)*

(21) (Q.9(vi)) AGREE to

(a) subject to (b) and (c) below, proceed with formal consultations on the proposed highway changes at the junction of Burghley/Marryat Roads;
(b) the undertaking of the appropriate formal consultations (for the speed table at the junction), subject to (c) below; and

(c) the provision of appropriate additional traffic calming measures in Marryat Road and for such measures to be included in the formal consultations but subject, prior to any formal consultations, officers discussing with the ward councillors the details (including type and location) of the proposed additional measures in Marryat Road.

(22) (Q.9(vii)) AGREE to proceed with formal consultations on the proposed highway changes at the junction of Burghley/Church/St Mary's Roads including appropriate formal consultations for the speed table.

(23) (Q.10) Do Nothing on the proposal for an additional road narrowing (prioritised working) coupled with speed cushions outside No. 17 Calonne Road.

(24) (Q.11) Do Nothing on the proposal for three abreast speed cushions outside No. 9a Calonne Road.

(25) (Q.12) AGREE to proceed with ALL the proposed changes to Wimbledon Hill Road as described in the newsletter (including at its junctions with Woodside, Mansel Road and Alexandra Road).

(26) (Q.13) AGREE to

(a) subject to (b) below, proceed with formal consultations on the proposed changes to the existing 7.5 tonne Lorry Ban for the area shown in the figure within the proposal (as detailed on agenda page 83); and

(b) prior to any formal consultations, officers discussing the proposals further with the police.

(27) (Q.14) AGREE to proceed with formal consultations on the proposed 20mph speed limit for the area shown in drawing no. 1A.

(28) (Additional recommendation) agree that officers be requested to investigate and model the feasibility of the existing roundabout being replaced by traffic lights at the Ridgway/Wimbledon Hill Road junction (with Belvedere Grove/High Street) with a view to reducing the amount of traffic into Belvedere Grove.

(29) reject SMAC's proposal that officers be requested to investigate the feasibility of the following measures:-
(a) a left turn ban from Coombe Lane into Copse Hill in the morning rush hour period (and the equivalent right turn ban in the evening);
(b) alternate priority measures along Copse Hill/Ridgway, but subject to buses having priority in all situations; and
(c) the introduction of traffic lights at Coombe Lane/Copse Hill junction.
The reason for this is that I do not accept the knock on effect on other roads in the borough would be reasonable.

(30) Ask officers to look at opportunities to maximise parking bays in the Belvedere area with particular regard to relatively narrow spaces between crossovers and distances between the corner and permitted parking.

(31) Ask that it be recorded that were I still cabinet member when these measures were reviewed, and were I to consider the proposed inadequate, I would;
(a) In the first instance consider whether the speed cushions I have declined to install should be installed, though note technology may allow a non physical speed measure to bring down speeds to an extent to make the area a destination rather than a through run.
(b) View the modelling outcome of the request made in (28)

(32) Officers to exercise discretion on whether to alter parking in Highbury Road in light of structural issues related to the road's curved profile.

7. Reason for decision

For the reasons given in the report and for the reason that I have taken a view that the proposals put forward by SMAC would not be sufficient to tackle the critical issue of cars needing to find Church Road the natural route to take.

8. Alternative options considered and why rejected

As stated in the report

9. Documents relied on in addition to officer report

Officer Report (agenda Item 5) and Minutes of Street Management Advisory Committee held 30 September 2009

10. Declarations of Interest

None

11. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.

*There is no need to resend Street Management Advisory Committee reports.

With the amendments to the text I have made, this is agreed in full

W Brierly