

Cabinet Member for Regeneration, Environment and Housing

Date: 25 June 2019

Agenda item: N/A

Ward: Figge's Marsh and Lavender Fields

Subject: Figge's Marsh/London Rd/Streatham Rd/Lock's Lanes junction alterations and left turn ban for 7.5T vehicles - Traffic Management Order (TMO) statutory consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Transport and Housing

Forward Plan reference number: N/A

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Recommendations:

That the Cabinet Member considers the issues detailed in this report and:

- A. Notes the outcome to the statutory consultation carried out between 17 May and 7 June 2019, on the certain element of the project (as detailed in section 3.1 of this report) that requires a Traffic Management Order (TMO) for the effective operation of the new road layout.
- B. Agrees to proceed with the making of the relevant TMO and the implementation of the proposed measures, as shown on drawing no. Z22-150-01 in Appendix 1.
- C. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1.0 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the outcome of the statutory consultation to introduce a No-left turn ban from London Road into Streatham Rd, except for vehicles under 7.5 tonnes.
- 1.2 It details the alterations to the entire layout of the Figges Marsh roundabout / junction to primarily improve bus journey times on behalf of Transport for London (TfL) bus services.
- 1.3 It seeks the Cabinet Member's approval to proceed with the making of relevant TMO, and the full implementation of the proposed alterations as set out on drawing no. Z22-150-01 in Appendix 1.

2.0 BACKGROUND

- 2.1 As part of TfL's on-going reviews and monitoring of the bus service, they identified this roundabout as a key location that could benefit from major improvements. Following the necessary assessments and traffic models TfL designed and audited a scheme that is envisaged to improve bus journey times whilst accommodating the needs of pedestrians and cyclists. The scheme involves the removal of the roundabout and operate the junction as a five arm signalised junction.

- 2.2 The objective of the alterations to the entire junction is primarily to enhance traffic flows particularly for buses; to improve safety for all users and to enhance the public space adjacent to Figge's Marsh green. This will be achieved by introducing a new layout with a new set of traffic signals and removal of the existing signalised roundabout. This will dramatically improve the capacity of the junction along with better facilities for all road users.
- 2.3 Bus routes 152, 201, 127, 264, 270, 280, 355, S1 and N44 travel through this junction. Improvements in capacity will be achieved by reducing the signal cycle time which will result in a reduction in delay to all vehicle modes. Journey times for buses in particular are expected to improve significantly.
- 2.4 In order to achieve the desired improvement to traffic flows, the existing signalised roundabout is being removed. Due to geometry of London Road and Streatham Road junction, it is not possible to facilitate left turns from London Road into Streatham Road for vehicles over 7.5T which includes HGVs, buses and coaches. It is, therefore, necessary to introduce a no left-turn ban from London Road in to Streatham Road, restricting all heavy vehicles including buses except for vehicles under 7.5 tonnes.
- 2.5 Heavy goods vehicles and buses over 7.5 tonnes requiring access into Streatham Road will be guided via an alternative diversion route continuing southwards towards Mitcham town centre, utilising the one-way gyratory system to return back to Figge's Marsh. The alternative route totals a distance of approximately one mile. See TfL's traffic diversion route map, as shown in **Appendix 2**. Given the low number of large vehicles currently making the left turn manoeuvre, the ban is not considered to be detrimental.
- 2.6 A cost benefit analysis for buses, which includes the impact of the diversion route compares the financial benefits of the scheme proposals compared with the impact and potential financial losses of diverting buses via Mitcham town centre during times of bus route curtailment or diversions for buses travelling southbound can be made available as back ground papers to this report. This report is available on the Council's website.
- 2.7 The results of the cost-benefit analysis reveal that as long as the diversion is in place for no more than 2.6 days out of every 7 (averaged across the year), then the scheme proposals will result in an overall positive financial benefit. This equates to running 62.7% of the buses on the southbound route without a diversion to ensure a positive benefit.
- 2.8 Extensive traffic signal modelling has been undertaken by TfL to establish the overall impact of the scheme on all traffic flows. A copy of their Supplementary Impact Assessment (SIR) indicating the expected improvements can be made available as back ground papers to this report. This report is available on the Council's website.
- 2.9 A report was presented to TfL's Bus Priority Programme Scheme Progression Group on 8 December 2018, where approval was given to proceed with the scheme with full funding from TfL.
- 2.10 It should be noted that as part of the recent 'Rediscover Mitcham' town centre improvements completed in 2018, residents, businesses and TfL identified the need for this junction to be altered in conjunction with that project. However, due to limited funding it was not possible to accommodate the costs of altering this junction at the same time, but it was agreed at various public meetings and in the reports to Cabinet, that Merton would pursue such changes as a separate project should funding be secured from TfL.

3.0 PROPOSED MEASURES

3.1 The scheme involves full re-construction of the entire signalised roundabout and islands with a completely new set of traffic signals and control system. The main elements of the changes, but not limited to the list are as follows and as shown on the plan in **Appendix 1**.

- Pedestrian crossing points aligned to suit more desirable routes to cross.
- Entry treatments at the minor side roads.
- New widened footways resurfaced to a high quality natural paving material in keeping with the conservation area.
- New improved street lighting incorporated along with new street furnishing.

4.0 STATUTORY CONSULTATION

4.1 The statutory consultation on the Council's proposal to introduce the no-left turn ban, from London Road into Streatham Rd, except for vehicles under 7.5 was carried out between 17 May and 7 June 2019.

4.2 The consultation included the erection of street notices on lamp columns along with the publication of the Council's intentions in the Wimbledon Times and the London Gazette. A copy of the street Notice is attached as **Appendix 3**.

4.3 Details and plans of the proposals were also available on the Merton council's dedicated webpage: <https://www.merton.gov.uk/streets-parking-transport/traffic-management-consultations/figges-marsh-junction>. The emergency services were also directly consulted.

4.4 The statutory consultation received no representations.

4.5 The emergency services and Ward Members have been fully engaged during developing the proposed measures including the statutory consultation.

5.0 ALTERNATIVE OPTIONS

5.1 An option would be to not alter the junction. This, however, would undermine the need to improve traffic flows especially for busses, which has been long desired by Merton council and the Mitcham community. Additionally, it may have a detrimental impact on the overall outcome of the project.

6.0 TIMETABLE

6.1 Due to the impact the works will have on traffic and the fact that the funding agreement from TfL stipulates completion by March 2020, construction is planned to commence at the start of the summer school holidays, and is programmed for completion by mid December 2019. See the detailed works programme shown in **Appendix 4**.

6.2 The permanent TMO can be made in two weeks after the made decision with the temporary TMOs for various road closures for the carriageway re-surfacing advertised at least 3 weeks before works are due to start. This will include the erection of the Notices on lamp columns in the area, the publication of the made Orders in the Wimbledon Times and the London Gazette. The documents will be made available at the Link, Civic Centre and on the Council's website.

7.0 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

7.1 The project is fully funded by TfL.

8.0 LEGAL AND STATUTORY IMPLICATIONS

8.1 The Traffic Management Orders would be made under sections 6 and 14(1) to the Road Traffic Regulation Act 1984, as amended. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

8.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

8.3 The Council has obtained DfT approval for the required banned movement sign that will be erected in London Road on approach to its junction with Streatham Road. This sign will allow effective enforcement. A copy of the sign and DfT approval is attached as appendix 5.

9.0 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

9.1 The implementation of the scheme will affect all sections of the community. The proposed measures aim to improve traffic flows, improved public transport, safety and environment for all road users.

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 making decisions.

9.3 There are no human rights implications.

10.0 RISK MANAGEMENT IMPLICATIONS

10.1 A risk assessment / audits for the whole project has been carried out by TfL.

10.2 The risk of not having the banned movement would be detrimental to the overall objective of the scheme and may lead to non-delivery of this project.

10.3 All risks associated with implementation will be managed through management of the design and implementation programme and in particular assurance that all necessary health and safety requirements, processes and checks are put in place.

10.4 Implementation will adhere to a comprehensive Construction, Design and Management process, directed through a Co-ordination role, support this management as it ensures that all works are carried out using best practice, full documentation and meeting legal requirements.

11.0 APPENDICES

11.1 The following documents are to be published with this report and form part of the report

- Appendix 1 - General arrangement drawing no. Z22-150-01.
- Appendix 2 - Alternative route plan.

- Appendix 3 - TMO Street Notice.
- Appendix 4 - Works Programme
- Appendix 5 – Sign and DfT approval – banned movement.

12 BACKGROUND PAPERS

The following documents have been relied on in drawing up this report, but do not form part of the report:

1. TfL's Technical Note: Bus Cost Benefits (including diversion route impact).
2. TfL's Supplementary Impact Assessment (SIR) – Feb 2019.
3. TfL's Bus Priority Programme Scheme Progression Group – 8 Dec 2019

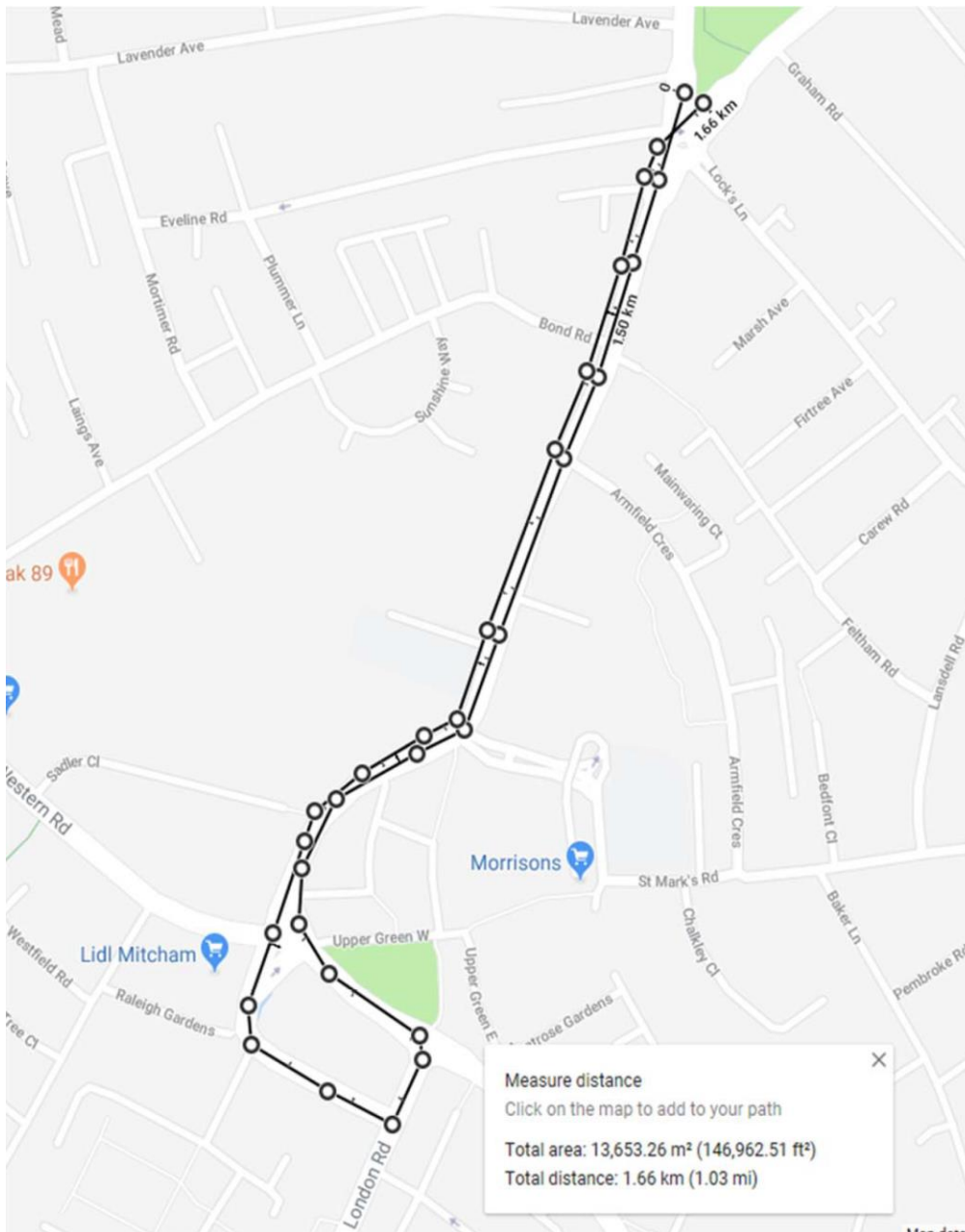
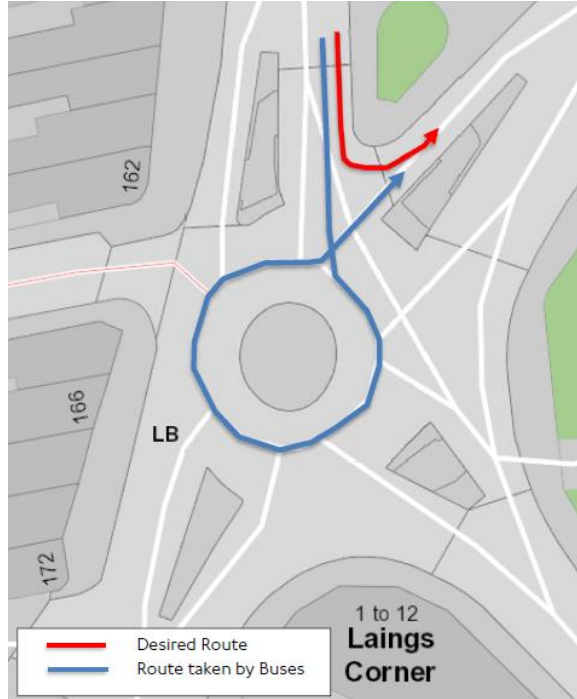
Useful links:

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>.

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The London Borough of Merton

The Merton (Prescribed Route) (No.*) Traffic Order 20*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Merton propose to make the above-mentioned Order under section 6 of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order would be to prohibit vehicles, the maximum gross weight of which exceed 7.5 tonnes, from turning left into Streatham Road from London Road southbound.
3. A copy of the proposed Order and other documents including a plan giving more detailed particulars of the Order, can be inspected Mondays to Fridays during normal office hours at Merton Link, Merton Civic Centre, London Road, Morden, Surrey.
4. Any person desiring to comment on the proposed Order should send a statement in writing of their representations or objections and the grounds thereof, to the Environment and Regeneration Department at the Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX, or alternatively e-mail trafficandhighways@merton.gov.uk quoting reference **ES/FIGGESMARSH**, no later than **7 June 2019**.

Dated 17 May 2019.

Paul McGarry
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