

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

Title of report and reason for exemption (if any)

Gap Road_Ashcombe Road junction - Local Safety Scheme

Decision maker

Councillor Andrew Judge - Cabinet Member for Environmental Sustainability & Regeneration

Date of Decision

12th December 2011

Date report made available to decision maker

12th December 2011

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

Decision

To implement a mini roundabout on a raised section of carriageway covering the junction of Gap Road with Ashcombe Road and amend the existing Traffic management Orders relating to the Waiting and Loading restrictions in the vicinity as shown in drawing No Z38-115-02 attached as Appendix 1.

Reason for decision

To improve the safety at the junction
To improve pedestrian access at the junction

Alternative options considered and why rejected

Do Nothing. This would do nothing to address the safety issues identified by Officers which are confirmed by the accident data covering previous years.

Documents relied on in addition to officer report

N/A

Declarations of Interest

Signed



Councillor Andrew Judge
Cabinet Member for Environmental Sustainability and Regeneration
Date 12th December 2011

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.

Delegated Report – Gap Road/Ashcombe Road junction - Local Safety Scheme

Date: 12 December 2011

Agenda item:

Wards: Wimbledon Park Ward

Subject: Proposed mini roundabout on new raised junction table and associated changes to Waiting and Loading restrictions at junction of Gap Road-Ashcombe Road

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Forward Plan reference number:

Contact officer: Waheed Alam, Tel: 020 8545 3200,

email: waheed.alam@merton.gov.uk

Recommendations:

It is recommended that the Cabinet Member for Environmental Sustainability & Regeneration:

1. Notes that no objections were received as a result of the statutory consultation carried out between 17 November and 9 December 2011 on proposals to:
 - a) introduce a min roundabout on a raised junction table at the Gap Road/Ashcombe junction
 - b) amend waiting and loading restrictions in the vicinity of the same junction.
2. Agrees to the introduction of a mini roundabout at the junction of Gap Road and Ashcombe Road and the making of the relevant Traffic Management Orders to introduce the necessary Waiting and Loading restrictions around the junction as shown on plan Z38-115-02 attached as appendix 1.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report informs the Cabinet Member for Environmental Sustainability & Regeneration of the outcome of a statutory consultation carried out between 17 November and 9 December 2011, on a traffic management proposal to introduce a mini roundabout on a raised speed table and associated changes to the waiting and loading restrictions around the junction of Gap Road and Ashcombe Road. The report seeks approval to implement the proposals as shown on plan Z38-115-02 attached as appendix 1

2 DETAILS

- 2.1. In August 2011, the Council identified Gap Road / Ashcombe Road junction as a potential site for a road safety scheme.
- 2.2. Accident investigation for the 3 year period leading upto 27 February 2011 revealed two separate accidents at the junction which had given rise to one serious and one slight injury. Both incidents were identical in that they involved right turning vehicles cutting across the path of motorcyclists travelling straight

ahead. A third accident of the same nature is also on record some 20 metres from the main junction and resulted in a 'Slight' personal injury to the motorcyclist. Additionally, over the years, officers had received a number of complaints regarding the operation of this junction. Given the nature of the accidents it is considered appropriate to reduce the speed of traffic on approach to the junction and ease right turning drivers through the installation of a mini roundabout.

- 2.3. Site observations confirm that right turning vehicles both out of and in to Ashcombe Road often face difficulty as a result of being the minor arm within the current configuration of the junction. This is due to the fact that Gap Road carries a considerable volume of traffic at a higher speed than expected. This often results in drivers compromising safety by attempting to make a manoeuvre within small gaps in the main flow of traffic.
- 2.4. In order to slow traffic and to assist the various manoeuvres at the junction it is proposed to introduce a speed table and a mini roundabout. This proposal was discussed with ward councillors who agreed with the concept of the scheme and their comments are detailed in section 3.4 of this report.
- 2.5. For the safe operation of the junction and the mini roundabout it is necessary to convert some existing single yellow line restrictions to double yellow lines and to extend the restrictions. Please see plan Z38-115-02 attached as appendix 1 for the extent of the proposed restrictions.
- 2.6. It is believed that traffic flow will not be adversely affected by the proposals.

3 CONSULTATION

- 3.1. The statutory consultation for the speed table and the waiting restrictions commenced on 17th November 2011 and concluded on 8th December 2011. The statutory consultation consisted of posting a newsletter (attached as appendix 2) to 36 premises within close proximity of the proposed measures. Notices advertising the changes to Waiting/Loading and proposed raised junction table was published in the local newspapers and erected on lamp columns in the area. The information was also made available at Merton Link, Wimbledon Library and the Council's website.
- 3.2. The consultation did not result in any objections being received from residents.
- 3.3. Emergency Services and other statutory bodies were also consulted. One response was received from the Police who commented that they had no objection to the proposals.
- 3.4. Ward councillors were also informed about the scheme prior to the start of the consultation. 2 ward councillors responded and their comments are given below:
 - *I have looked through this and it seems like a good proposal to me of which I am supportive.*
 - *I confirm that I too am supportive. I am aware of accidents at this junction and hope that these measures may help to reduce the problems. Many thanks for the briefing and notification of the proposals.*

4 ALTERNATIVE OPTIONS

- 4.1. Do Nothing. This would do nothing to address the identified safety issues at the junction.

5 TIMETABLE

- 5.1. If approved, the scheme will be implemented during the first week of January 2012.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. The cost of the proposed works is estimated at £55,000 which is to be met from the 'Local Safety' budget provided by TfL.

7 LEGAL AND STATUTORY IMPLICATIONS

- 7.1. The TMO for the introduction of waiting restrictions will be made under Section 6 of the Road Traffic Regulation Act 1984.
- 7.2. 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. The contents of this report fulfil these obligations.
- 7.3. All road markings and signage will be in accordance with TSRGD 2002.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1. The implementation of the proposals will affect sections of the community especially local residents who will benefit from the environmental improvements in the area and the improved safety for all road users.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1. N/A

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1. The road safety implications/risks during construction and maintenance will be fully considered at each stage of the implementation process.

11 APPENDICES

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

- Appendix 1 – Plan of proposed measures.
- Appendix 2 – Formal Consultation Newsletter

12 BACKGROUND PAPERS

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

- **NONE**

Contacts

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- All press contacts – Merton's Press office:
 - email: press@merton.gov.uk
 - Tel: 020 8545 3181
- London Borough of Merton:
 - Address: Civic Centre, London Road, Morden, SM4 5DX
 - Tel: 020 8274 4901

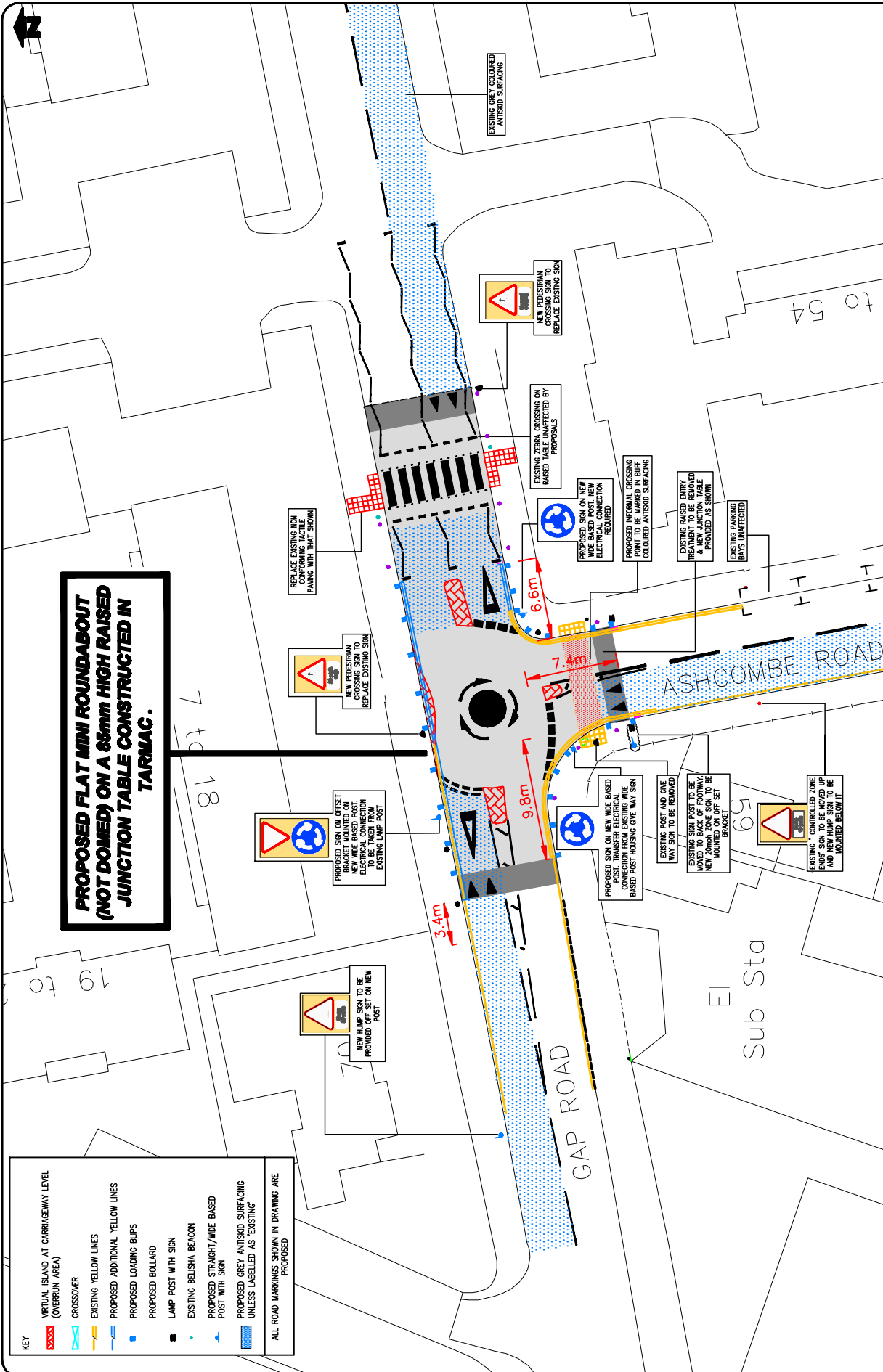
Useful links

Merton Council's Web site: <http://www.merton.gov.uk>

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<http://www.merton.gov.uk/legal.htm>

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**PROPOSED FLAT MINI ROUNDABOUT
(NOT DOMED) ON A 65mm HIGH RAISED
JUNCTION TABLE CONSTRUCTED IN
TARMAC.**

KEY

	VIRTUAL ISLAND AT CARRIAGEWAY LEVEL (OVERRUN AREA)
	CROSSOVER
	EXISTING YELLOW LINES
	PROPOSED ADDITIONAL YELLOW LINES
	PROPOSED LANDING BLIPS
	PROPOSED BOLLARD
	LAMP POST WITH SIGN
	EXISTING BELISHA BEACON
	PROPOSED STRAIGHT/WIDE BASED POST WITH SIGN
	PROPOSED GREY ANTISKID SURFACING UNLESS LABELLED AS 'EXISTING'

ALL ROAD MARKINGS SHOWN IN DRAWING ARE PROPOSED



Z38-115-02

**PROPOSED JUNCTION IMPROVEMENTS
GAP ROAD/ASHCOMBE ROAD**

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Proposed Junction Improvements Gap Road and Ashcombe Road

ISSUE DATE: 16 NOVEMBER 2011

Dear Resident/business,

I am writing to inform you of the Council's proposal to improve road safety by introducing a mini roundabout on a raised section of the carriageway at the junction of Gap Road and Ashcombe Road. The raised section would in effect be a continuation of the existing raised carriageway upon which the zebra crossing is currently marked.

Street scene improvement will also form part of the proposed work. A recent site survey identified a number of signs and posts which will become redundant as a result of the new road layout. All redundant posts and signs will be removed as part of the Council's decluttering exercise.

The proposals in general seek to achieve the following objectives:

1. To improve right turn movements in and out of Ashcombe Road.
2. To reduce vehicular speeds through the junction.
3. To provide an informal crossing point across Ashcombe Road to assist pedestrians.
4. To improve the street scene by removing redundant signs and posts in the vicinity of the junction.

In order to ensure the safe working of the mini roundabout it is necessary to upgrade the existing 'waiting' restrictions along the northern kerbline of Gap Road to operate 'At any time' and introduce new 'At any time' loading restrictions around the junction. These restrictions would not affect the existing parking bays in Ashcombe Road.

The details of the restrictions and the scheme proposals are shown on the drawing overleaf.

WHAT HAPPENS NEXT

The introduction of the proposed mini roundabout does not require a statutory consultation. The Council is, however, required to formally consult on the changes to the Waiting and Loading restrictions and the speed table at the junction.

A Notice of the Council's intentions to introduce the proposed restrictions, which form part of the overall agreed scheme will be published in the local newspaper, and posted on lamp columns in the vicinity. Representations for and against the waiting and loading restrictions and speed table described in this Notice must be made in writing to the **Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **9 December 2011**, quoting reference **ES/SGE/GAP-ASHCOMBE ROAD**. Objections must relate only to the element of the scheme that are subject to this statutory consultation.

All representations along with Officers' comments and recommendations will be reported to the Cabinet Member for Environmental Sustainability and Regeneration for a decision. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A copy of the proposed TMO, a plan identifying the area affected by the proposals and the Council's Statement of Reasons for proposing to amend the Waiting and Loading restrictions and the speed table can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council's normal office hours Monday to Friday, 9am to 5pm and at Wimbledon Library during its usual opening hours. This information is available on Merton Council's website, www.merton.gov.uk/gap_ashcombe.

CONTACT US

If you require further information, please contact the Project Engineer Waheed Alam on 020 8545 3200 or email waheed.alam@merton.gov.uk.

Wimbledon Park Ward Councillors

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Cllr Janice Howard

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Email: oonagh.moulton@merton.gov.uk

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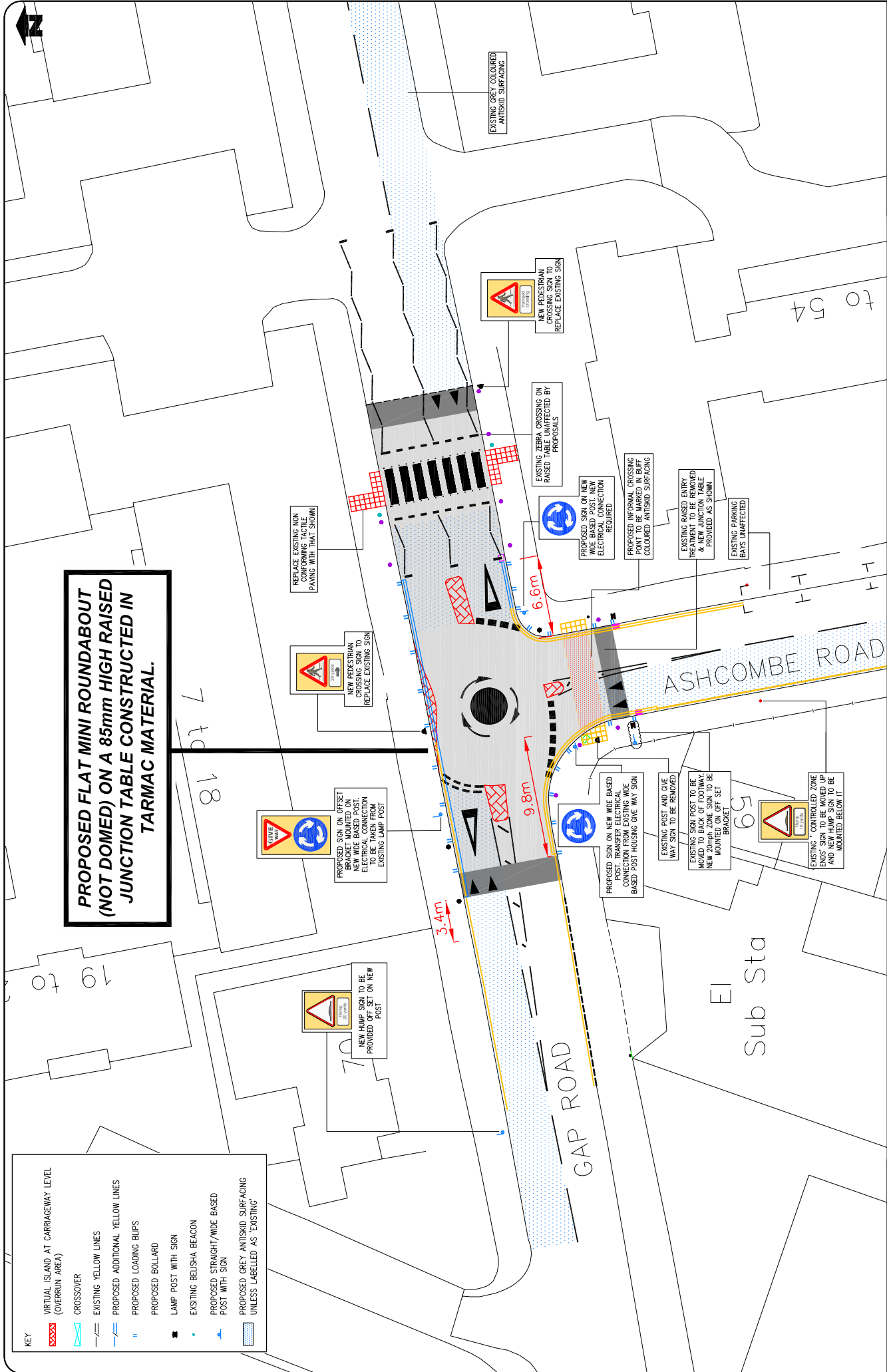
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Large print Braille Audiotope

Your contact
 Name.....
 Address.....
 Telephone.....

Waheed Alam, Merton
 Civic Centre, London
 Road, Morden,
 SM4 5DX



**PROPOSED FLAT MINI ROUNDABOUT
(NOT DOMED) ON A 85mm HIGH RAISED
JUNCTION TABLE CONSTRUCTED IN
TARMAC MATERIAL.**

- KEY**
- VIRTUAL ISLAND AT CARRIAGEWAY LEVEL (OVERRUN AREA)
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**PROPOSED JUNCTION IMPROVEMENTS
GAP ROAD/ASHCOMBE ROAD**

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