

Committee: Street Management Advisory Committee

Date: 10th June 2009

Agenda item:

Wards: Village and Hillside

Subject: Wimbledon Area Traffic Model

Lead officer: Sarah Tanburn, Interim Director of Environment & Regeneration

Lead member: Councillor William Brierly Cabinet Member for Planning & Traffic Management

Contact Officer: Waheed Alam (020 8545 3200)

Key decision reference number: N/A

Recommendations:

That the Street Management Advisory Committee considers, and note the issues detailed in this report and recommend that the Cabinet Member:

- 1) Notes the results of the consultation carried out during March and April 2009.
 - 2) Agrees to undertake informal and statutory consultations on a new option 8 as described in Section 4 of this report. The proposals contain elements some of which are to be implemented as permanent features and others which are to be initially implemented on an experimental basis for a period of 18 months during which the effectiveness of the scheme would be reviewed.
 - 3) Agrees to a comprehensive 7 day 'Before Survey' of the Wimbledon area to be carried out, prior to the implementation of the scheme or parts of the scheme.
 - 4) Agrees to a comprehensive 7 day 'After Survey' of the Wimbledon area to be carried out in the same locations as 'Before Surveys', approximately 14 months following implementation in order to allow the new scheme to settle.
 - 5) Agrees that the results of the experimental scheme be reported to a future 'Street Management Advisory Committee' in 2010, before the Cabinet Member for Planning & Traffic Management makes a decision on whether to make permanent or abandon the experimental elements of the scheme.
 - 6) Agrees that the 'London Cycle Network' (LCN) proposal for Leopold Road / Kenilworth Avenue / Woodside junction, shown in drawing number Z36-24-05 detail H, attached in appendix 2 and described in section 4.4 of this report is approved for implementation independent of any decision reached on the traffic management proposals for the wider Wimbledon area..
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1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

This report has been produced with the purposes of:

- a) Specifically reporting the views expressed by various individuals and Residents Associations who responded to the councils consultation on the Wimbledon Area Traffic Study Proposals. At the 3rd March 2009 Street Management Advisory Committee, the Cabinet Member for Planning & Traffic Management deferred decisions on the recommendations of the report to give residents and Residents Associations an opportunity to comment on the report and work done by council officers.
- b) Recommending new proposals, in light of the consultation responses and brief from the Cabinet Member for Planning & Traffic Management.

2. BACKGROUND HISTORY

- 2.1 The Street Management Advisory Committee received a report on the 'Wimbledon Area Traffic Study' on the 3rd of March 2009. The report appeared as agenda item 5 and made a number of recommendations for consideration by SMAC members who would then make recommendations for approval to the Cabinet Member.
- 2.2 The March report had highlighted all the investigative work and testing of various traffic management options which had been developed during 2008 and 2009, the purpose of which was to understand and test the current complex traffic movements within the Wimbledon area and also predict the likely resulting movements if any of the options were implemented. This reiterative process of testing and refining various options allowed an optimum option to be arrived at which would achieve the objective of providing some relief to the Belvedere area by redistributing some of the traffic to more appropriate route. The work was carried out by council officers, in conjunction with JMP Consultants who had been specifically tasked with modelling the behaviour of the selective proposals using computer simulation. The traffic-modelling program used was VISUM, and utilised the base traffic model for the area which had been developed on behalf of TfL's Bus Priority team in 2006. The initial base model developed had the added advantage that it could be used virtually for testing not only future bus priority measures but also other traffic management proposals. The study work took advantage of the model to test various traffic management proposals developed by the council during 2008/09.
- 2.3 Having tested the various traffic management proposals for the Wimbledon area, the consultants were able to provide council officers with their recommendation as to the most viable of the proposals tested which was then included as part of the overall recommendations to SMAC in March 2009. The recommended proposal was:
 - to trial an experimental scheme shown as option 7 in the report.
 - to permanently remove the eastbound Wimbledon Hill Road bus lane.
 - to make highway improvements to Wimbledon Hill Road so as to improve eastbound vehicular flows towards its junction with Alexandra Road.
- 2.4 At the start of the March Committee meeting, the Chair reported that:
 - there was no simple solution to the Wimbledon traffic movement issues which is likely to satisfy all affected;
 - there was unlikely to be further funding available for more modelling work;
 - all his colleagues (ward councillors) recognised that there is consternation among residents, with differing views between the various residents associations and some residents had felt that 7 days to read/digest the report was insufficient;

- the reason for no previous consultation on the proposed traffic measures (prior to publishing of the report) was that it was believed that the proposed experimental period for the measures would actually constitute the consultation period;
- the Advisory Committee therefore proposed at this meeting to:
 - (i) consider and make recommendations relating to the Wimbledon Hill Road bus lane recommendation only;
 - (ii) listen to the representations from individual residents and Resident Associations in attendance.
 - (iii) Defer making any recommendations for approximately 6 weeks to give everyone time to consider the report and make written representations.

The chair informed all those present that written representations should be submitted on no more than two A4 pages by 12 noon on 17 April 2009. Those present were also informed that the information regarding the consultation process would also be available on Merton's web site. It was finally agreed that a decision on the approval of all of the 'Recommendations' (including the Wimbledon Hill Road bus lane proposals) should be deferred to a future Committee meeting, by which time comments from the public / Resident Associations would have been received and considered.

3. CONSULTATION RESULTS

3.1 General

A total of 198 individualised responses were received within the 6 weeks consultation period. A further 7 responses were received after the consultation period ended and have also been included.

A further 277 responses were delivered to the council from CWARA (Community of Woodside Area Residents' Association) during the consultation period. This was one letter photocopied and then copies signed by individual signatories of CWARA supporters. The views of CWARA are summarised in section 3.5 and the complete letter attached in appendix 6 of this report.

Table 2 in section 3.3 presents a summary of some of the issues which were repeated by many residents hence it was thought the issues were worthy of being highlighted. The comments repeated within CWARA's 277 responses have not been included within Table 2 as they did not fall within the issues presented in the Table.

3.2 As expected, responses received covered much ground and shed light on a variety of issues some of which had not been considered in previous work as they were considered outside of the remit at the time whilst others had been addressed, but in light of the recent consultation clearly appeared unpopular now. As respondents to the consultation had generally been required to comment on the work reported in the last committee report and had not been asked to respond to any set questions in the form of a questionnaire, most consultees chose to cover many issues affecting Wimbledon and hence the responses varied significantly and a meaningful analysis proved all the more difficult. In order to draw out an objective and meaningful purpose of the consultation, the responses were analysed so as to bring out and report the issues which many had chosen to comment on, both for and against. The issues considered were as follows:

- 1) views on Options 1-7 (not including the proposals for Wimbledon Hill Road)
- 2) views on the proposals for Wimbledon Hill Road.
- 3) views on traffic-calming in the wider area of Wimbledon.

4) views on an extensive 20mph speed limit (either in the form of a zone or limit only).

Each of the above were split up into 3 possible categories i.e **Supported, Not Supported, No Comment**.

The results of this exercise are shown in Table 2 of section 3.3.

It is also thought necessary to report the response rate from individual roads. Where ever possible responses that could be linked to road names have been included in Table 1 within section 3.3 The responses from individual roads within the area are given in Table 1.

3.3 Results

TABLE 1 (consultation response rate by road)

Road Name	Number of Responses	Road Name	Number of Responses
St Marys Road	8	Lancaster Road	2
Alan Road	8	Lauriston Road	1
Arthur Road	5	Lawson Close	1
Atherton Drive	8	Margin Drive	3
Belvedere Avenue	5	Marryat Road	14
Belvedere Drive	8	Murray Road	2
Belvedere Grove	18	Newstead Way	2
Burghley Road	13	Parkside Avenue	2
Calonne Road	18	Parkside Gardens	7
Church Road	9	Parkside Road	5
Clement Road	4	Peek Crescent	3
Currie Hill Close	1	Somerset Road	8
Deepdale	2	Spencer Hill	2
Denmark Avenue	1	Springfield Road	2
Essex Court, Temple	1	St Aubyns Avenue	1
Helme Close	3	The Grange	1
Highbury Road	5	West Drive	1
Hillside	3	Wimbledon Hill Road	1
Homefield Road	1	Windy Ridge Close	1
Lancaster Avenue	1	Woodside	5
Lancaster Gardens	1		
TOTAL 205 RESPONSES RECEIVED			
TOTAL 187 RESPONSES ATTRIBUTABLE TO ROADS			

TABLE 2 (commonly repeated issues within the consultation responses)

Support for any of the proposals tested			Support for removal of Wimbledon Hill Road bus lane			Support for traffic calming in selective or wider Wimbledon area			Support for a 20mph speed limit (zone or limit only) in the wider Wimbledon area		
Yes	No	No Comment	Yes	No	No Comment	Yes	No	No Comment	Yes	No	No Comment
12	143	50	30	24	151	75	11	119	36	2	167

Many of those who supported New BERA had no specific views regarding the issues in Table 2 other than that they fully supported the views of their Association. As the response from NEW BERA does not specifically mention the issues as presented in Table 2 or touches upon them conditionally, for statistical purposes data from such respondents (where they have not chosen to address the issues in Table 2 personally) have been added to the 'No Comment' column. Where supporters of New BERA have commented specifically on the issues in Table 2 their views have been added to the appropriate columns.

3.4 New BERA Response (New Belvedere Estate Residents Association)

A total of 48 responses were received from the main Belvedere Roads (Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road, Clement Road and Couthope Road) as can be seen from Table 1. From Table 2 it can be seen that 12 residents specifically mentioned their preference for one or more of the options tested through the JMP modelling; generally option 1. A closer analysis of the responses also revealed that 9 of these 12 respondents were from the Belvedere Roads whilst 3 were from other roads. Of the remaining 39 responses from the Belvedere Roads, 10 unequivocally said they supported the New BERA proposals without giving further specific details (data in table shown as 'No Comment') whilst the other 29 showed support for road closures of some type or other.

The New BERA proposals can be summarised as follows:

- a) A closure, or equivalent signage, on Woodside between Worcester Road and Parkwood Road.
- b) A closure, or equivalent signage, of Lake Road, possibly at the junction with Ricards Road.
- c) A closure, or equivalent signage, of St Mary's Road between Highbury Road and Arthur Road.
- d) A closure, or equivalent signage, of Belvedere Avenue between Belvedere Grove and Alan Road.
- e) A banned right turn from Church Road into Belvedere Avenue.
- f) A banned left turn from St Mary's Road into Alan Road.

In addition to this, New BERA also reports:

- a) Burghley and Somerset Roads suffer from very heavy rat running traffic volumes.
- b) They propose that these volumes would be significantly reduced by the installation of measures diagonally across the junction of Marryat Road and Burghley Road which were proposed by the Council's traffic management department in June 2005.
- c) This would need to be augmented by a similar measure in Somerset Road between its junctions with Marryat Road and Newstead Way to prevent further displacement onto other neighbours.

New BERA has highlighted that they support the following but not as isolated proposals:

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- a) The proposals to remove the bus lane on Wimbledon Hill Road, which will enable two lanes of traffic as far as Alexandra Road.
- b) The synchronization of the traffic lights at the bottom of Wimbledon Hill to enable the concept of a 'green wave'.
- c) Speed reduction measures in the Ridgway and Church Road where traffic speeds are dangerously excessive.
- d) The temporary introduction of measures for eighteen months to evaluate their effectiveness. BERA also very strongly believes that the temporary measures introduced should be those which comprehensively realign the traffic on to the distributor roads, so that the 'testing' period can be exploited fully.

New BERA does not support proposals which:

- a) Change the arrangements in Courthope Road, Lancaster Road, Homefield Road and Lingfield.
- b) Change the closure at Woodside/Worcester Road to the detriment of residents who live there, or the measures introduced at the junction of Woodside/Wimbledon Hill Road in 2004.
- c) Incorporate speed -bumps as they do not materially affect traffic volume or slow traffic down but do cause excessive noise pollution.
- d) Are based on signage for peak traffic periods, due to the inability to enforce such measures.
- e) Rely on the introduction of 20mph schemes - while these schemes in themselves are most welcome, we believe they will have only a very limited effect on the very significant volumes of rat running traffic using the local access roads.

The New BERA full response outlining their proposals is attached as appendix 5.

3.5 CWARA (Community of Woodside Area Residents Association) Response

CWARA delivered 277, signed responses from its members, which support their viewpoint. These responses are not included in the overall results shown in Table 2 in section 3.3 as they do not fall into the categories shown in the table.

The CWARA summary is given as follows:

- a) If measures are to be introduced in the Belvederes or elsewhere CWARA will require a 'No Entry' for northbound traffic (travelling towards Leopold Road) at the existing width restriction within Woodside.
- b) This would be required in the event that the Wimbledon Hill Bus Lane is removed to expedite traffic along Wimbledon Hill Road.
- c) CWARA also supports existing road closures in the area, public transport and effective bus lanes and also the existing configuration of the Woodside/Wimbledon Hill Road junction.

- d) It also rejects the idea that 20mph zone measures or speed limiting signs will reduce through traffic and cites the calming measures in Woodside as an example to this effect.

The full response from CWARA is attached as Appendix 6.

3.6 BERA (Belvedere Estate Residents Association) Response

BERA has made the following points which they would wish to be considered:

- a) Church Road is predominantly residential and therefore, not appropriate to make changes which would have the principal effect of moving traffic from the Belvedere Roads to Church Road which already carries a heavy burden of "heavy" traffic.
- b) It believes that the road closure of Queens Road and the right turn bans at the junction of Woodside/Wimbledon Hill Road junction has contributed to the current additional burden in the Belvedere Roads. These should be removed before considering any further restrictions for other roads. The closure of Worcester Road should also be re-examined.
- c) Traffic flow between Worple Road and Alexandra Road should be improved and for this, both signal timings and bus routes should be examined.
- d) Option 7 is unacceptable as it diverts traffic to other roads.
- e) Traffic-calming for the Belvederes should be considered which should generally be by increased parking.
- f) Pavement bollards should be placed in Church Road and also the 30mph speed limit there should be rigorously enforced.
- g) They do not favour the removal of the bus lane on Wimbledon Hill Road.

They believe a more comprehensive formal consultation should take place before contemplating any substantial restrictions.

The full response from BERA is attached as Appendix 7

3.7 WEHRA (Wimbledon East Hillside Residents Association) Response

WEHRA has made the following points which they believe would help the council achieve its 4 stated objectives:

- a) **Reduce rat running traffic:** WEHRA believes that enforced 20 mph limits will eliminate this.
- b) **Introduce measures such that diverted traffic moves to Local and London Distributor roads:** WEHRA believes enforced 20 mph residential speed limits and re-timed lights will encourage this, or move traffic outside of Wimbledon altogether.
- c) **Plans for Woodside and Lake Road Area:** WEHRA believes a blanket 20 mph speed limit would achieve the same.
- d) **Increase capacity of WHR eastbound:** WEHRA believes JMP recommendation (4.3, 1-5) of committee report dated 3rd March 2009 would achieve this.

WEHRA is in favour of a wider 20mph speed limit for the Wimbledon area. It also rejects all the traffic management proposals tested including option 7 as they do not meet the councils stated objectives. They also hold the view that the Wimbledon Hill Road bus lane should not be removed in light of the objections from various Statutory Bodies consulted such as the Police and TfL. The full response from WEHRA is attached as Appendix 8.

3.8 Somerset Road (Private) Residents Association Response

- a) The Association believes that Somerset Road has not been adequately considered within the report as a main outlet from Burghley Road into Parkside.
- b) The proposals will have an adverse impact on their private road which they believe is a major rat run.
- c) The council should focus efforts on reduced traffic speeds rather than volumes and their proposals should include Somerest Road between Parkside and Burghley Road. Extensive traffic calming should be considered to inconvenience through-traffic and deter drivers from using residential roads.
- d) Options 1-7 are unacceptable.
- e) The full response from the Association is attached as Appendix 9.

3.9 South Common Residents Association Response

The views of the Association are as follows:

- a) They strongly object to options 1-7 on the basis that banned turns/closures in the Belvederes would over-burden other roads especially Church Road.
- b) They would prefer to see traffic-calming and speed restrictions which would encourage drivers to use the appropriate Distributor Roads.
- c) The removal of the bus lane would be supported if done in isolation from other proposals.

The full response from the Association is attached as Appendix 10.

3.10 Parkside Residents Association Response

The views of the Association are as follows:

- a) Options 1-7 are objectionable and should be discarded.
- b) The Wimbledon Hill Road proposals including the removal of the bus lane is supported as this would encourage drivers to remain on it.
- c) The Association would support strategic traffic-calming in the wider area to lower speeds to 20mph.
- d) The council should liase with other authorities to see if traffic leaving the A3 can be stopped.

The full response from the Association is attached as Appendix 11.

3.11 St John's Area Residents Association Response

The views of the Association are as follows:

- a) They object to the options 1-7 as they give disproportionate relief to a few roads whilst over-burdening others. They would also reduce the ease of travel for residents of Wimbledon.
- b) They would support the idea of traffic-calming and 20mph zones as a solution to the current problems.
- c) They do not object to removal of the Wimbledon Hill bus lane, however signal timings should be reviewed.

The full response from the Association is attached as Appendix 12.

3.12 Wimbledon House Residents Association Response

The views of the Association are as follows:

- a) They object to the closing off of roads in the Belvederes and believe that the problem is only in the peak hours.
- b) They do not support any of the options tested.
- c) They favour the removal of the bus lane together with the other Wimbledon Hill Road improvement proposals.
- d) They do not believe speeding is a problem however they would give support to speed humps or increased parking to tackle this problem.

The full response from the Association is attached as Appendix 13.

3.13 Wimbledon Village Business Association Response

The views of the Vice-Chair of this Association are as follows:

- a) Closure of Belvedere Grove will hurt businesses in the Village as their customers rely on being able to park in Belvedere Grove especially after 4pm when restrictions on the High Street does not allow them to park there.

The full response is attached as Appendix 14.

3.14 Wimbledon Union of Residents' Association Response

The views of the Association are as follows:

- a) They approve the removal of the bus lane and other proposed measures for Wimbledon Hill Road providing this includes changing of the signal timings at its junctions with both Alexandra Road and Worple Road.
- b) Options 1-7 are all unacceptable as they place an extra burden of traffic on other roads. Depending on the level of proposals they would also affect businesses in the Village.

- c) WURA believes there has been an over-emphasis on traffic volumes and under emphasis on speeding issues. They would support traffic-calming in key roads across the whole of the village area but not limited to just the Belvedere Roads.

The full response from the Association is attached as Appendix 15.

3.15 Summary of responses

- a) Almost all of those who responded, do not support any of the options (options 1-7) reported to SMAC on 3rd March 2009.
- b) Speed reduction was widely seen as a priority.
- c) Review of the traffic signals at the junction of Wimbledon Hill Road / Alexandra Road and Wimbledon Hill Road / Worple Road was supported by many.
- d) Road closures were supported through out the area by two Resident Associations where they believed that these would bring benefits to their roads, however no consensus was reached as to the exact locations of the closures. Many Resident Associations did not support road closures.
- e) It is clear that there is no overall consensus to the nature of measures to be introduced.

3.16 New Proposals – Option 8

The Cabinet Member for Planning and Traffic Management met with ward members and representatives of various Residents Associations who commented during the 6 weeks consultation period to discuss a way forward.

It is clear that there are a number of differing and opposing views and no consensus reached on what measures should be introduced in the Wimbledon area, consequently following the meeting, the Cabinet Member wrote to the Residents Associations (letter attached as appendix 4) advising that he would request Officers to develop a new set of measures that would broadly meet the expectations of local residents and ward councillors. Therefore Officers were asked to develop an option 8 which consisted of the following measures:

- a) Traffic calming measures for Burghley, Calonne and Church Road.
- b) Increased parking availability in the Belvedere Roads and Lancaster Road by converting the existing 'resident permit bays' to 'shared bays'.
- c) Review the current waiting restrictions in the southern end of Church Road with a view to remove the current bottleneck during peak hours.
- d) A 20 mph speed limit for a wider area as shown in Drawing number Z36-24-05 and Z36-24-07.
- e) To retain the Wimbledon Hill Road bus lane but proceed with other changes to its junctions with Alexandra Road, Worple Road and Woodside.

The above proposals have now been developed and are shown on drawings attached within the appendices of this report.

4. Wimbledon Area Traffic Study Option 8 Proposals

4.1 The drawings in Appendix 1 to 3 show the proposals to be considered by SMAC members for recommendation to the Cabinet Member for approval. It is proposed that some elements of the proposals are introduced as permanent features and others introduced on an experimental basis to determine their effectiveness before considering to make permanent at a later date. These are further described below.

4.2 Permanent Features

- 4.2.1. Comments received from the consultation exercise carried out during March and April 2009 revealed that residents have reported speeds in the wider area to be excessively high and a need to bring them down to 20mph. Following on from the wide spread support for lowering speeds it is proposed that a 20mph speed limit is introduced in Wimbledon as shown in drawing number Z36-24-07 which is attached as Appendix 1 to this report. Some of the roads within the proposed area are already traffic-calmed and would benefit immediately from this proposal. Some roads within the area were specifically mentioned in the responses as suffering from excessively high speeds and though it would be desirable to traffic calm them all, due to the excessive costs involved only selective roads would be treated at this stage. This is discussed in the next section.
- 4.2.2. Comments received from the consultation have identified Burghley Road, Calonne Road and their junctions with both Marryat Road and Church Road as dangerous. Site observations by council officers have confirmed these reports and hence it is proposed that key locations along them be treated with a combination of traffic-calming measures as shown in Drawing numbers Z36-24-05 and Z36-24-07.
- 4.2.3. The southern section of Church Road outside the existing parade of shops suffers from a bottleneck due to the Pay & Display bays located there. During off-peak hours, when traffic volumes are lower, vehicles passing through this section are able to give way to each other without causing tailbacks along Church Road, however during peak hours when traffic volumes are higher, the bottleneck causes longer tailbacks giving an impression of congestion to drivers down stream. This is one factor out of many which encourages drivers to use the residential roads within the Belvedere Area as a short cut. Drawing Z36-24-06 shows a proposal to amend the waiting and loading restrictions in this stretch of Church Road so as to have 'No waiting and loading' during peak hours in the vicinity. With the removal of the current bottleneck it is anticipated that the movement of vehicles will be easier.
- 4.2.4. Responses from the consultation also highlighted the excessive speeds at which vehicles travel along Church Road in relatively free flow conditions. Church Road has narrow footways with little scope for widening and the speedy passage of larger vehicles is reported to be intimidating to pedestrians. Scope for installing bollards doesn't exist due to the limited footway width. It is therefore proposed, as shown in drawing numbers Z36-24-05 and Z36-24-06, to install raised speed tables at three locations, which will help reduce vehicular speeds to a maximum of 20mph; in line with the new proposed 20mph limit for the wider area.
- 4.2.5. Drawing number Z36-24-06 shows details for parking rearrangement together with a change in use of bays for Controlled Parking Zones VC and VOn. The area affected within each Controlled Parking Zone affected is also shown in the same drawing. This change is only proposed for sections of the Belvedere Roads and Lancaster Road within the zones mentioned. Under this proposal all current resident permit bays (within the bounded area shown in the drawing) are to be converted to 'Shared use bays'. It is anticipated that this will encourage short-term shoppers to use the parking spaces thus creating natural pinch points and discouraging through-traffic. This will also provide an alternative for shoppers who will no longer be able to use the Pay and Display bays in Church Road during peak hours due to the proposed restrictions described in section

4.2.3 of this report. The table below shows the current number and type of bays for the area under consideration together with the number of shared use bays achievable under this proposal. It also shows the number of permits currently in issue to users of the area.

TABLE 3 (Details of Current Parking Bays to be converted to Shared Use)

Existing and Proposed Parking Review for Zones VC & VoN									
	Existing 'Resident Permit Bays'	Existing 'All Permit Bays'	Existing 'Pay & Display Bays'	Number of shared Use Bays achievable	Gain (+) or Loss (-) of bays through conversion	Possible Additional Shared Use Bays (investigation required)	Existing Resident Permits issued	Existing Annual Visitor Permits issued	Existing Business Permits issued
Lancaster Road (Zone VC)	7	0	0	6	-1		14	2	0
Courthope Road (Zone VC)	24	2		25	-1		18	1	0
Belvedere Grove (Zone VC)	0	0	10	10	0		4	1	0
Church Road (Zone VC)	0	0	11	N/A	N/A	N/A	12	1	0
Belvedere Square (Zone VC)	12	0	0	11	-1		13	0	0
Church Road (Zone VoN)	0	0	0	N/A	N/A	N/A	18	2	23
Old House Close (Zone VoN)	12	0	0	11	-1		9	1	0
Lancaster Road (Zone VoN)	22	0	0	18	-4	8	18	2	2
Belvedere Grove (Zone VoN)	8	0	0	7	-1		20	4	0
Belvedere Avenue (Zone VoN)	6	0	0	6	0		9	0	0
Clement Road (Zone VoN)	14	0	0	12	-2	2	5	0	0
Alan Road (Zone VoN)	0	14	0	13	-1		16	5	0
Highbury Road (Zone VoN)	0	22	0	20	-2	4	9	4	0
Belvedere Drive (Zone VoN)	0	52	0	45	-7	3	35	5	0

4.2.6. The conversion of residents bays to shared bays would require that the existing bays are individually remarked to satisfy regulations. This may result in an overall reduction of on-street parking in certain roads. However the council would seek to maximise parking opportunities at the detailed design stage.

4.2.7. Under the proposals a total of 8 new pay and display machines will be required in the roads which currently do not have pay and display bays. The initial cost for provision and installation of the machines is approximately £24,000, however there will also be on-going costs related to this proposals such as maintenance costs, cash collection and ticket replenishment from the new machines.

4.2.8. Drawing number Z36-24-05 shows the current proposals for Wimbledon Hill Road. A number of proposals for improving traffic conditions towards the Town Centre are shown within it. These proposals together with the removal of the bus lane were the subject of consideration and debate at the 3rd March 2009 Street Management Advisory Committee meeting. The consultation responses have shown that many residents and those who are acquainted with the area believe that the proposals as shown now would suffice in encouraging traffic to use the Distributor Road. At this stage the council believes that this proposition is worthy of trial and the removal of the bus lane should be deferred to a later date once effectiveness of the currently proposed measures have been established. It is no longer proposed to remove the bus lane at this stage

4.3 Experimental Scheme

It was clear at the last committee meeting that there was a clear dissatisfaction to the idea of proposed road closures and banned turns in the Belvedere area; a message which has once again been echoed through the consultation responses received.

One of the reasons put forward to this resentment is that road closures would provide disproportionate relief to the Belvedere roads whilst over-burdening others within the network. The division on this issue among the Residents Associations is clear. In order to provide a proportionate relief to the residents of the Belvederes an experimental scheme consisting of temporary traffic-calming measures is proposed as shown in drawing number Z35-24-07. It is anticipated that these measures together with the 20mph zone recently implemented in the St Marys Road area will prove effective in deterring through-traffic.

4.4 LCN Proposals- Kenilworth Avenue and Woodside junctions with Leopold Road

The London Cycle Network, Route 152, runs via Kenilworth Avenue, Leopold Road and Woodside. A scheme for improving this junction for cyclists and other road users was submitted to Ward Members in September 2008. The scheme comprises of footway buildouts and resurfacing (including tree planting if possible) in addition to the modification of the existing traffic calming measures on Leopold Road on either side of its junction with Kenilworth Avenue and Woodside. The purpose of these measures is to create an alignment and narrower road width that protects cyclists & pedestrians by further reducing vehicle speeds and help prevent the problems associated with vehicles passing stationary cyclists waiting to turn from Leopold Rd into the side roads.

4.5 The cycle scheme was deferred in 2008/09 as it was considered that it would only be acceptable if Leopold Road could have a 20mph status. The proposals submitted in this report, if approved, would result in Leopold Road becoming part of a 20mph limit and, SMAC members are therefore asked to recommend to the cycle element shown as an inset on displayed drawing No. Z36-24-05 to the Cabinet Member for implementation. Officers have secured £60,000 of funds from Transport for London from the 2009/10 LCN budget which will cover the cost of the footway build outs and environmental treatments and also provide needed funding towards the proposed wider 20mph speed limit for the Wimbledon area.

4.6 However, in the event that the complete package of 20mph measures for the Wimbledon area is rejected, the cycle scheme could still proceed. Officers have proposed minor modifications to the existing traffic-calming measures with the addition of one set of road cushions and relocation of another set. This will help to control speeds to the 20mph level hence helping to meet the original expectations of Ward Members relating to speed reduction. This Committee is therefore ask to recommend to the Cabinet Member to approve the cycle element of the scheme for the reasons set out above, in the event that the wider scheme is rejected.

5. FINANCIAL IMPLICATIONS

5.1 The work to date has been funded through the funds provided in Merton's 2009/10 Capital Programme of £108,000 for Wimbledon Area Traffic Study.

5.2 A further £72,000 is currently available in 2010/11 for the Wimbledon Area Traffic Study.

5.3 Further funding will be required to undertake the appropriate consultations and possible implementations. This cost will be dependent on the extent of the agreed works.

5.4 A cost of £24,000 will be required as part of the Capital cost for provision and installation of 8 pay and display machines under the current parking proposals.

6. LEGAL IMPLICATIONS

6.1 Any proposals would need to be dealt with under The Road Traffic Regulation Act 1984. The use of Road Traffic Signs must be in accordance with TSRGD 2002.

6.2 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 Council in reaching a decision.

6.3 Sections 6 and 45 Road Traffic Regulation Act 1984 (the Act) enables the highway authority to make orders for controlling or regulating vehicular and other traffic. Under section 122 of the same Act there is a duty on the highway authority “so far as practicable, to secure the expeditious, convenient and safe movement of vehicular and other traffic”. Section 9 of the Act also enable the highway authority to carry out an experimental scheme of traffic control (an experimental traffic order). An experimental traffic order remains in force for a maximum of 18 months.

6.4 The recommendations in this report are in accordance with the above statutory provisions.

7. ALTERNATIVE OPTIONS

7.1 A number of options have been explored previously regarding this Study which have now been regarded as unsuitable and not in accordance with the wishes of the majority. The latest option as outlined in this report and shown in the drawings attached in the appendices has emerged as one favoured by the majority of Residents Associations. Doing nothing would not achieve the objectives of reducing rat running traffic through the Belvederes.

8. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

8.1 The implementation of the proposals will affect all sections of the community.

8.2 The proposed Belvedere Scheme aims to improve conditions for the residents of the area together with those using Wimbledon Hill Road. This is to be achieved by discouraging through-traffic from the residential roads onto the Distributor Roads.

9. CRIME AND DISORDER IMPLICATIONS

9.1 Not applicable

10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1 Currently pedal cyclists have a comparatively safe environment on the approach to the junction of Wimbledon Hill Road and Woodside. This is in the form of a marked advisory cycle lane, however the proposed changes to this junction require this short stretch of cycle lane to be removed which could expose them to relatively more conflict with the mainstream traffic.

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

Appendix 1	Overview of Permanent & Experimental Proposals (Drawing Number Z36-24-07).
Appendix 2	Proposals for Permanent Traffic Calming Measures in the Wider Wimbledon Area. (Drawing Number Z36-24-05)
Appendix 3	Proposed Traffic Calming & Parking Ammendments to Existing CPZ's VC & VoN (Option 8) (Drawing Number Z36-24-06)
Appendix 4	Letter from Cabinet Member to Residents Association
Appendix 5	New BERA consultation response (New Belvedere Estate Residents Association) Response
Appendix 6	CWARA consultation response (Community of Woodside Area Residents Association)

Appendix 7	BERA consultation responses (Belvedere Estate Residents Association)
Appendix 8	WEHRA consultation response (Wimbledon East Hillside Residents Association)
Appendix 9	Somerset Road (Private) Residents Association consultation response
Appendix 10	South Common Residents Association consultation response
Appendix 11	Parkside Residents Association consultation response
Appendix 12	St John's Area Residents Association consultation response
Appendix 13	Wimbledon House Residents Association consultation response
Appendix 14	Wimbledon Village Business Association consultation response
Appendix 15	Wimbledon Union of Residents' Association consultation response

Background Papers – the following documents have been relied on in drawing up this report but do not form part of the report

Cabinet Street Management Advisory Committee report dated 3rd March 2009.

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Useful links

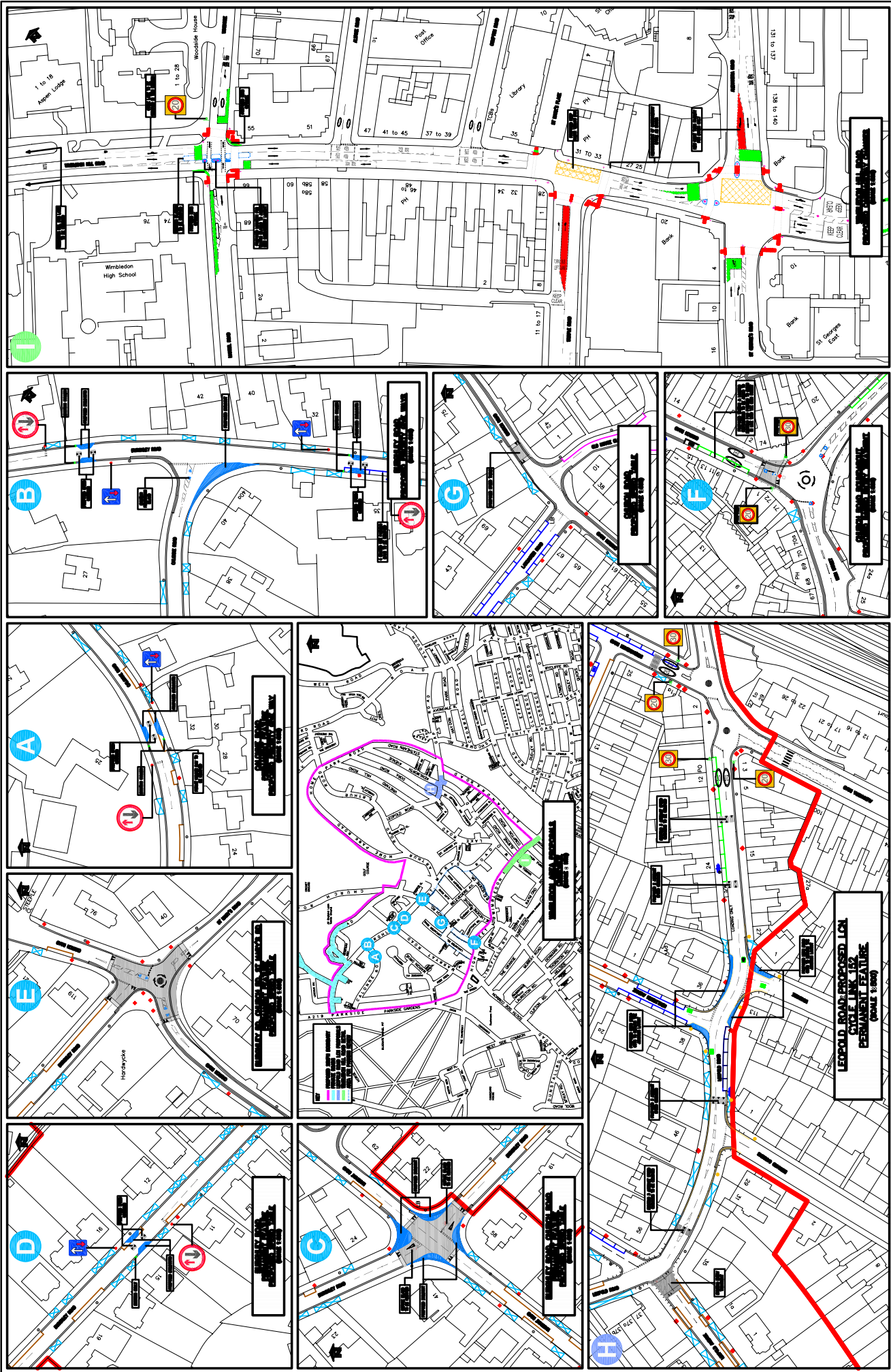
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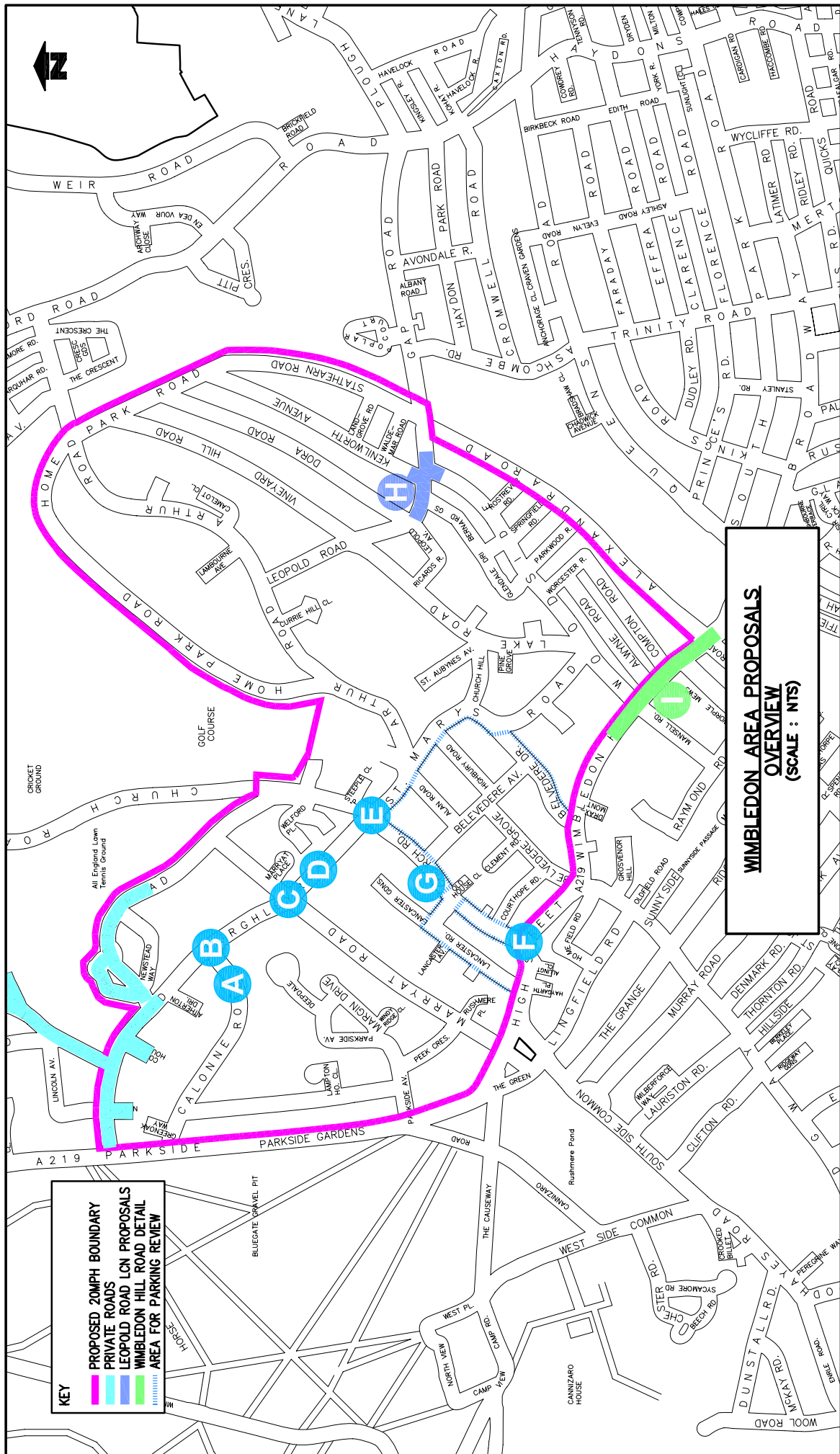
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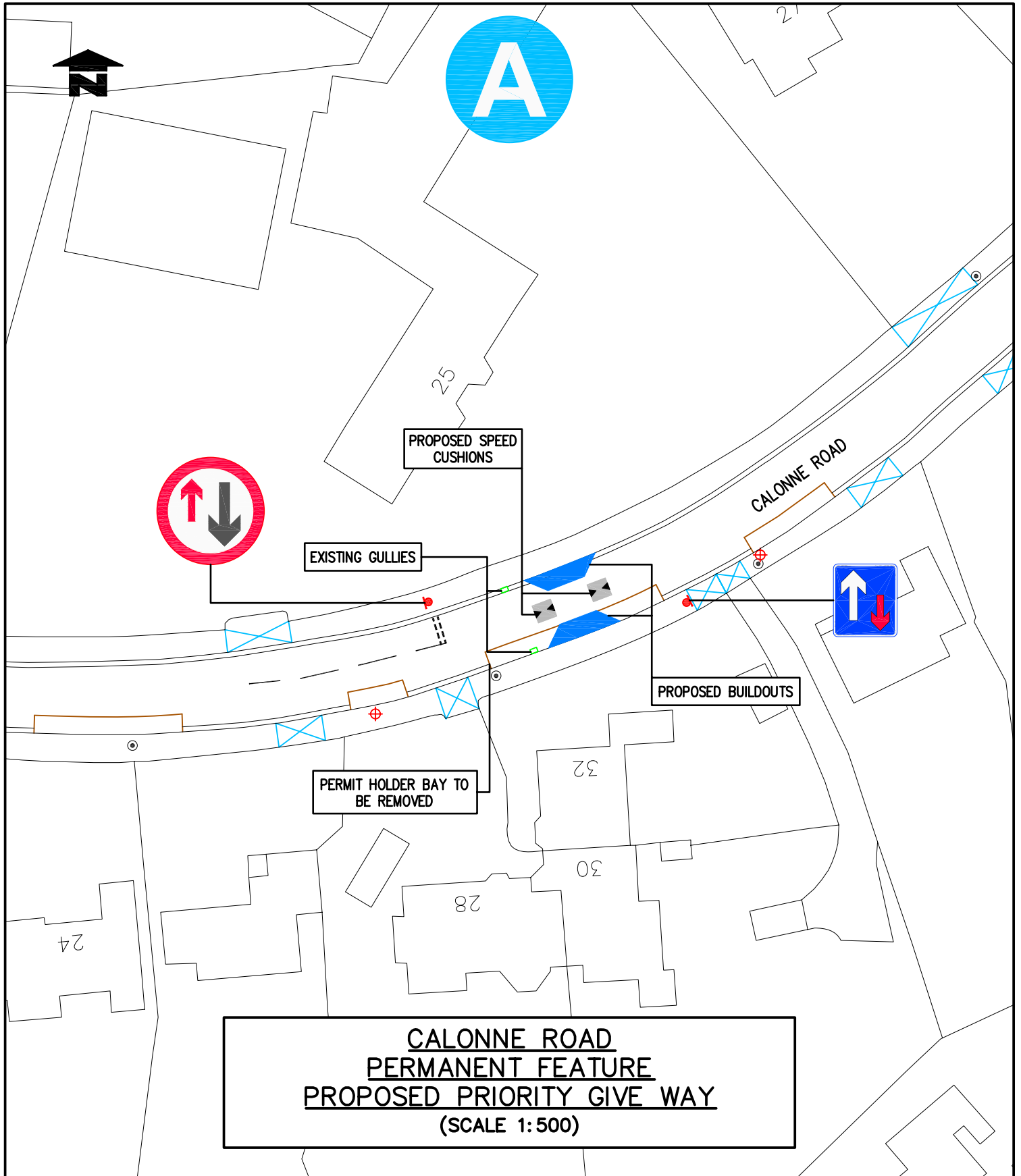
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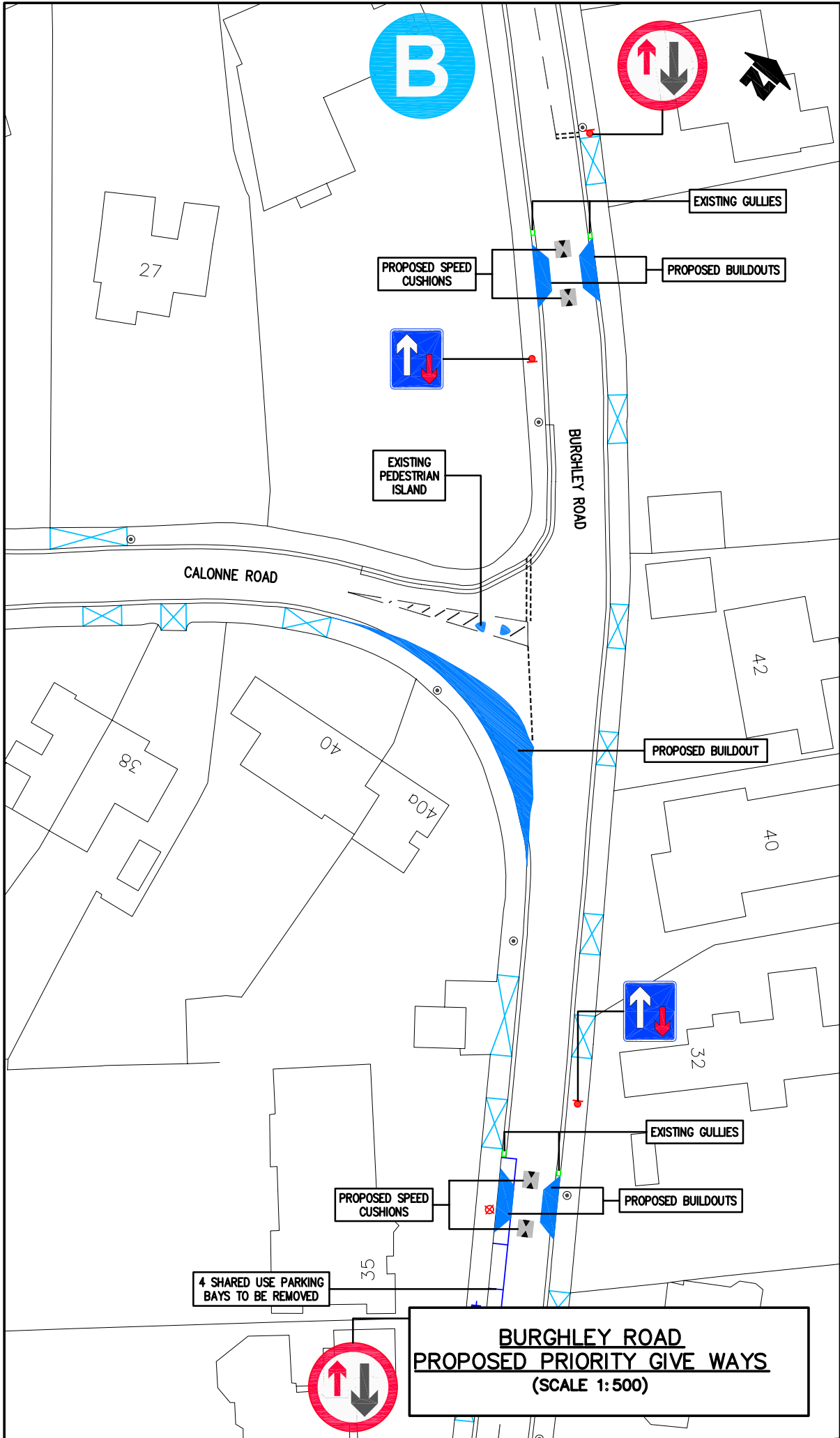
Proposals for Permanent Traffic Calming Measures in the Wider Wimbledon Area. (Drawing Number Z36-24-05) Appendix 2

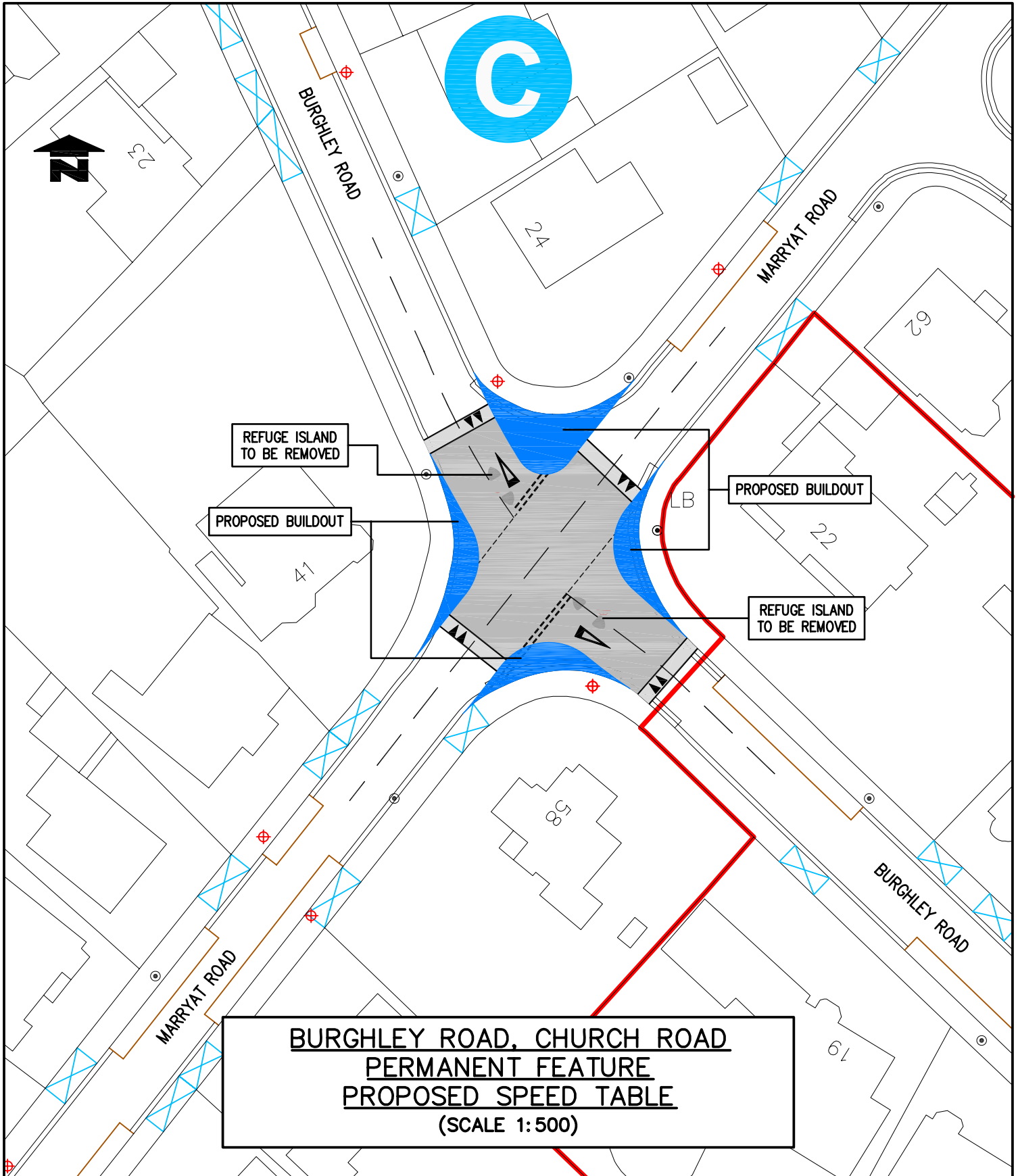


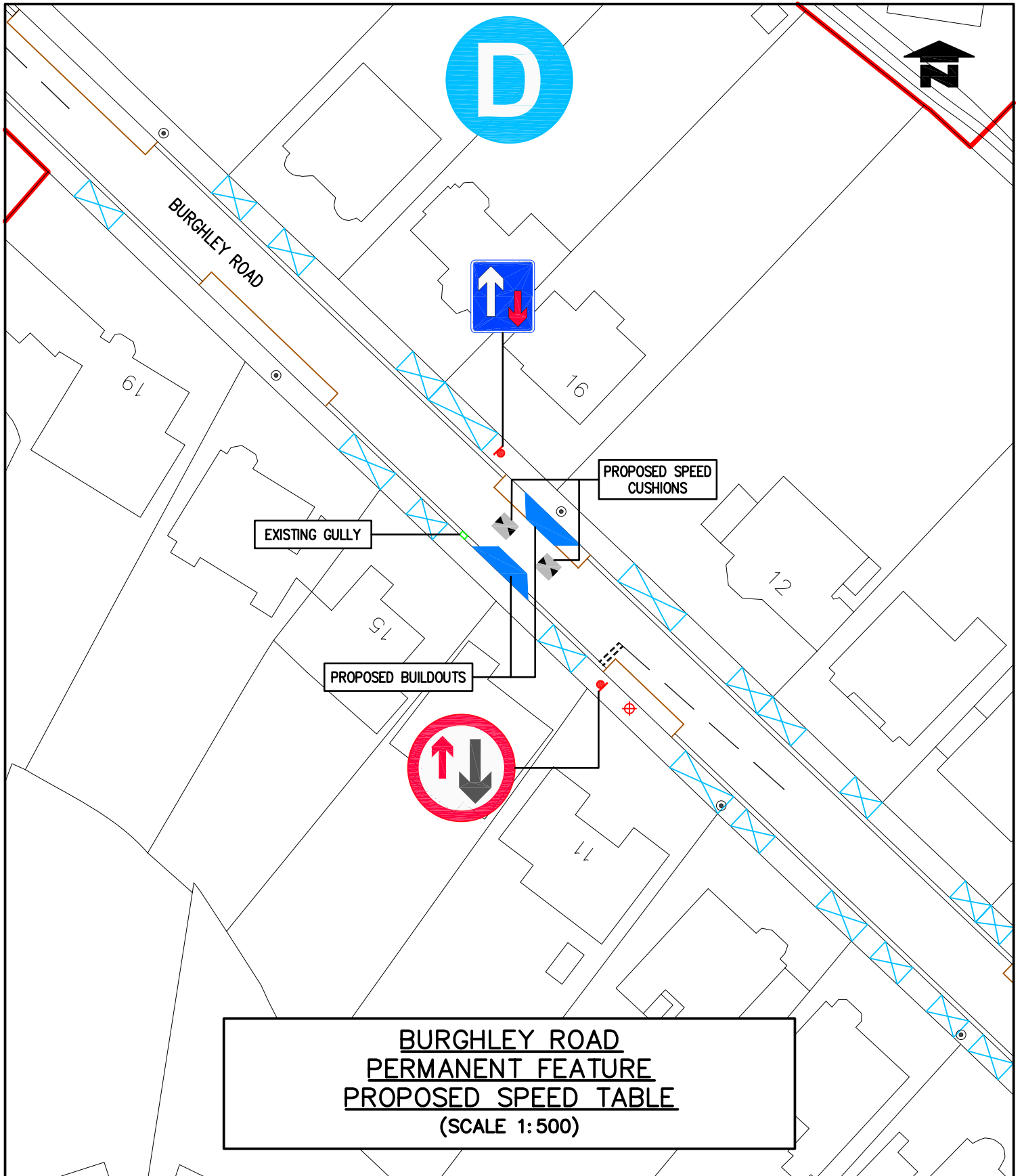
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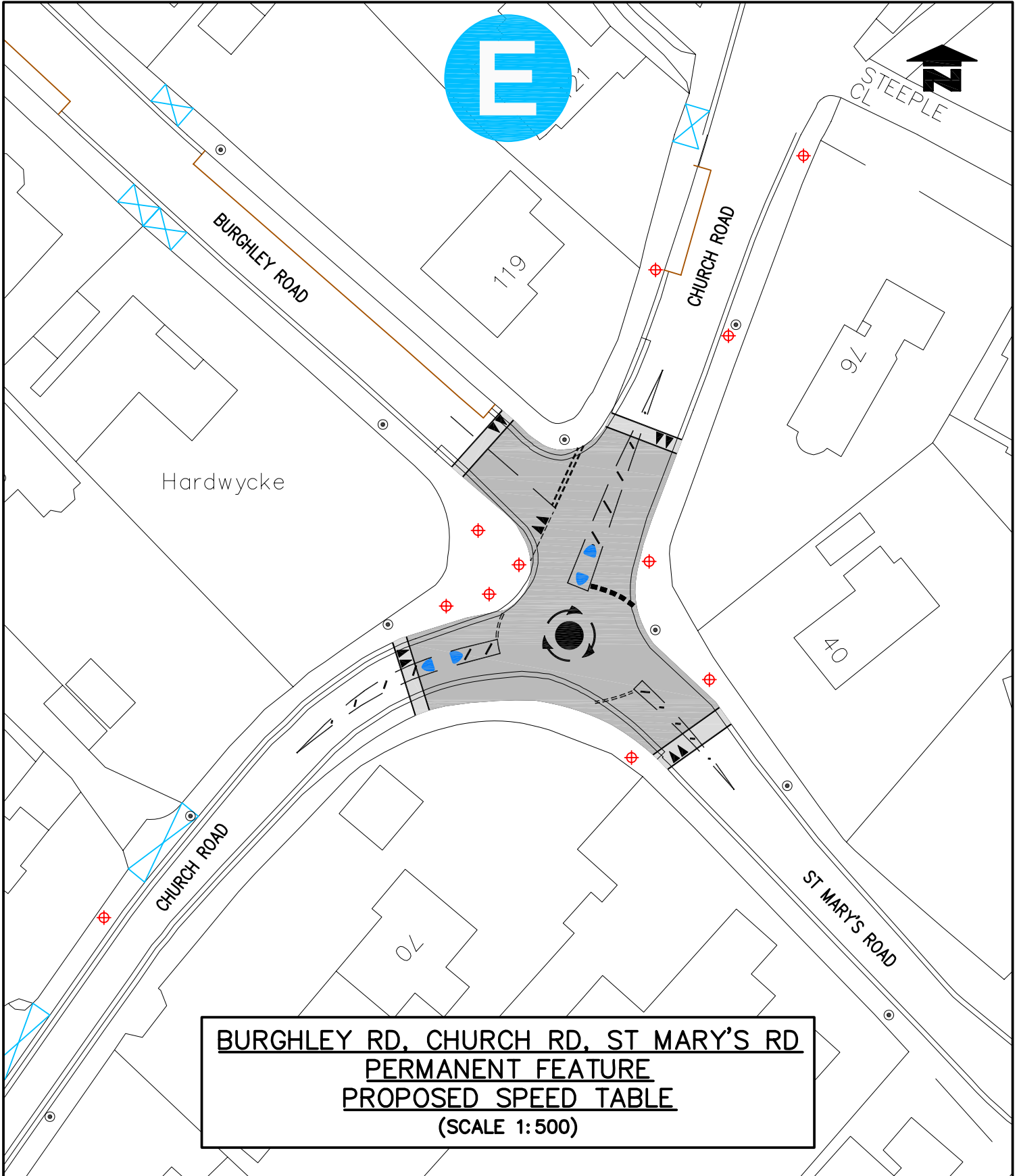


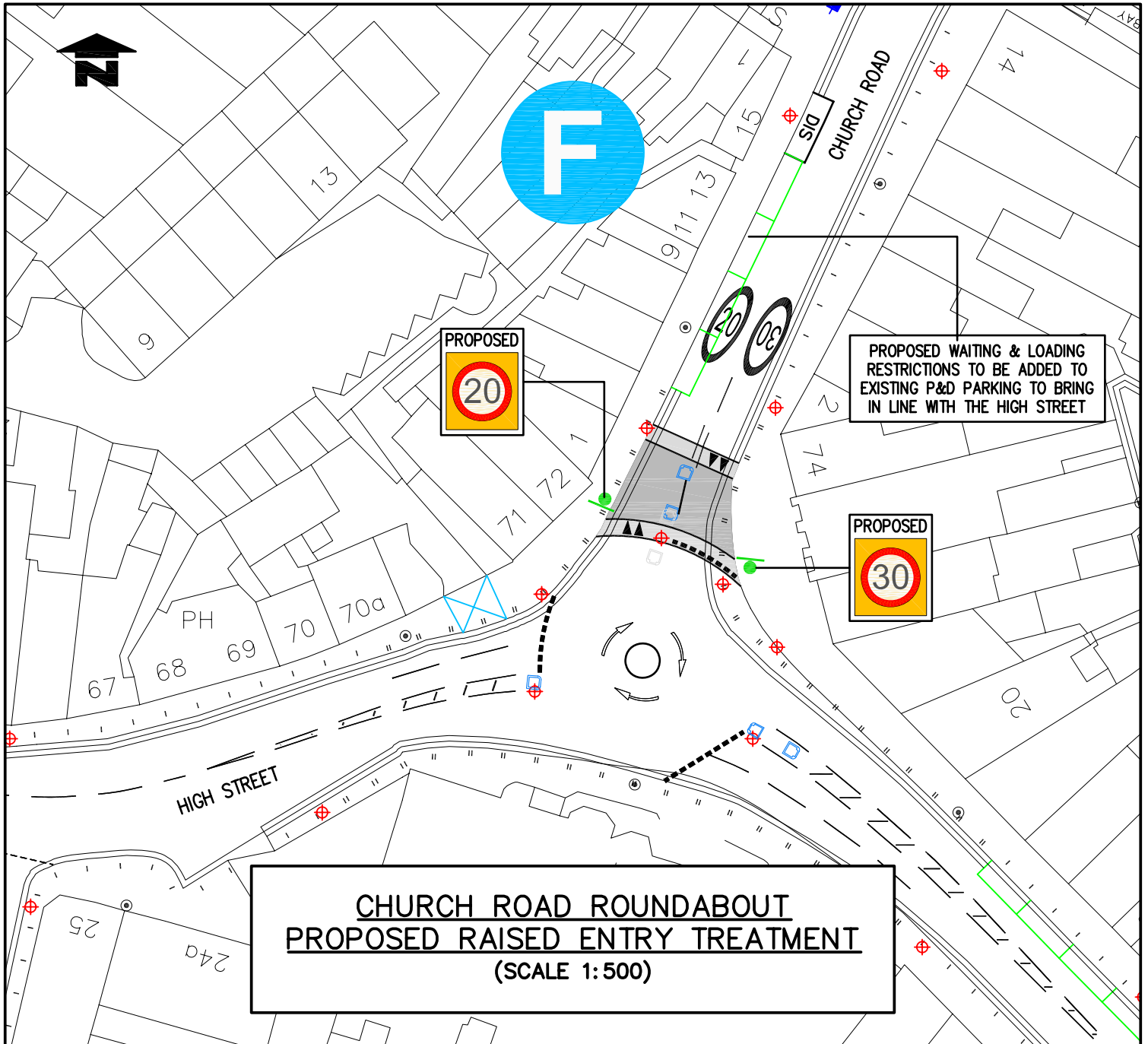


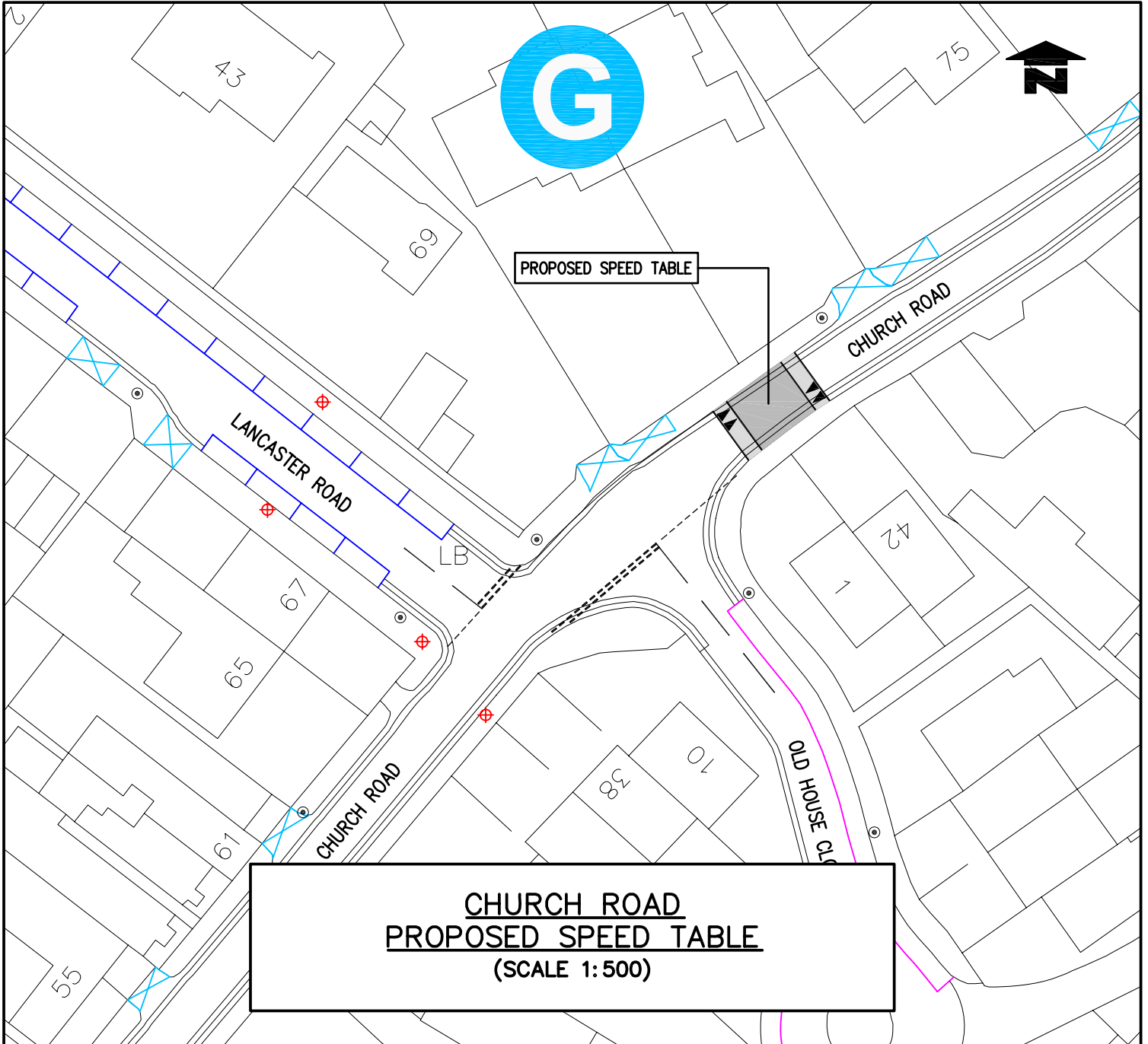


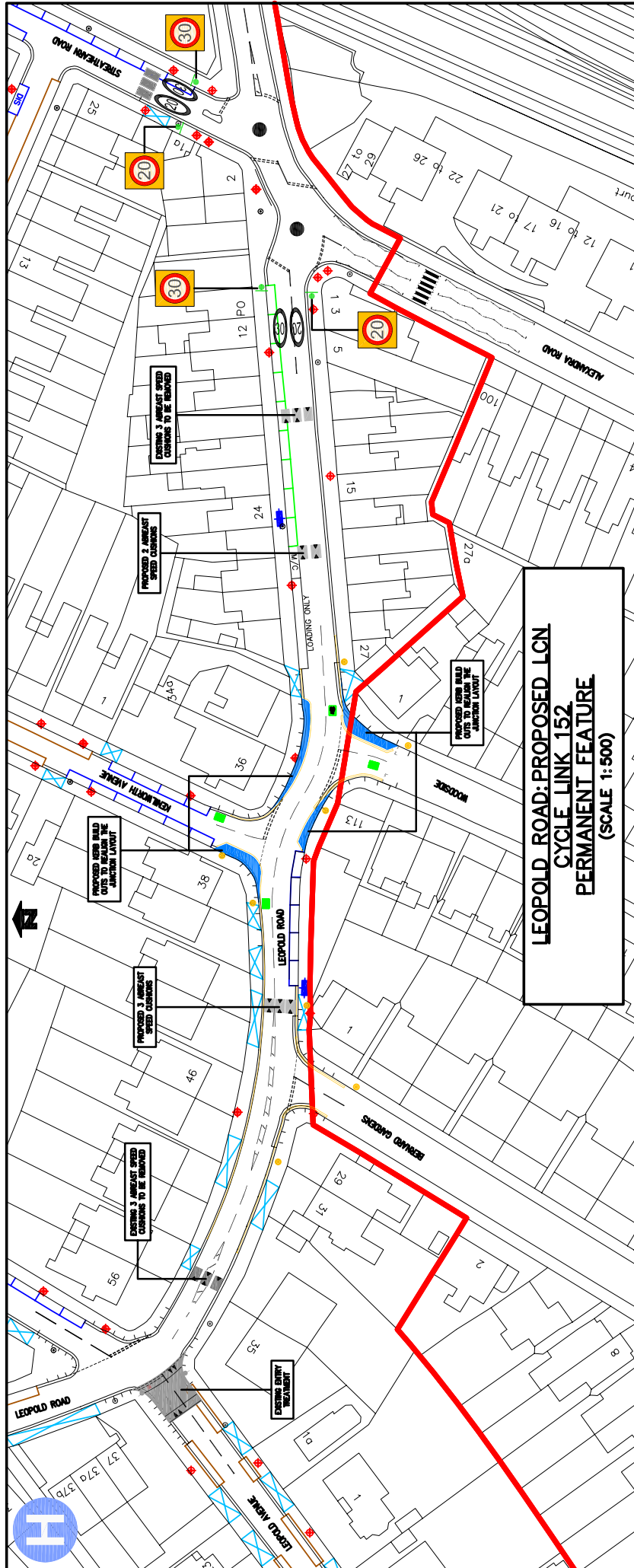


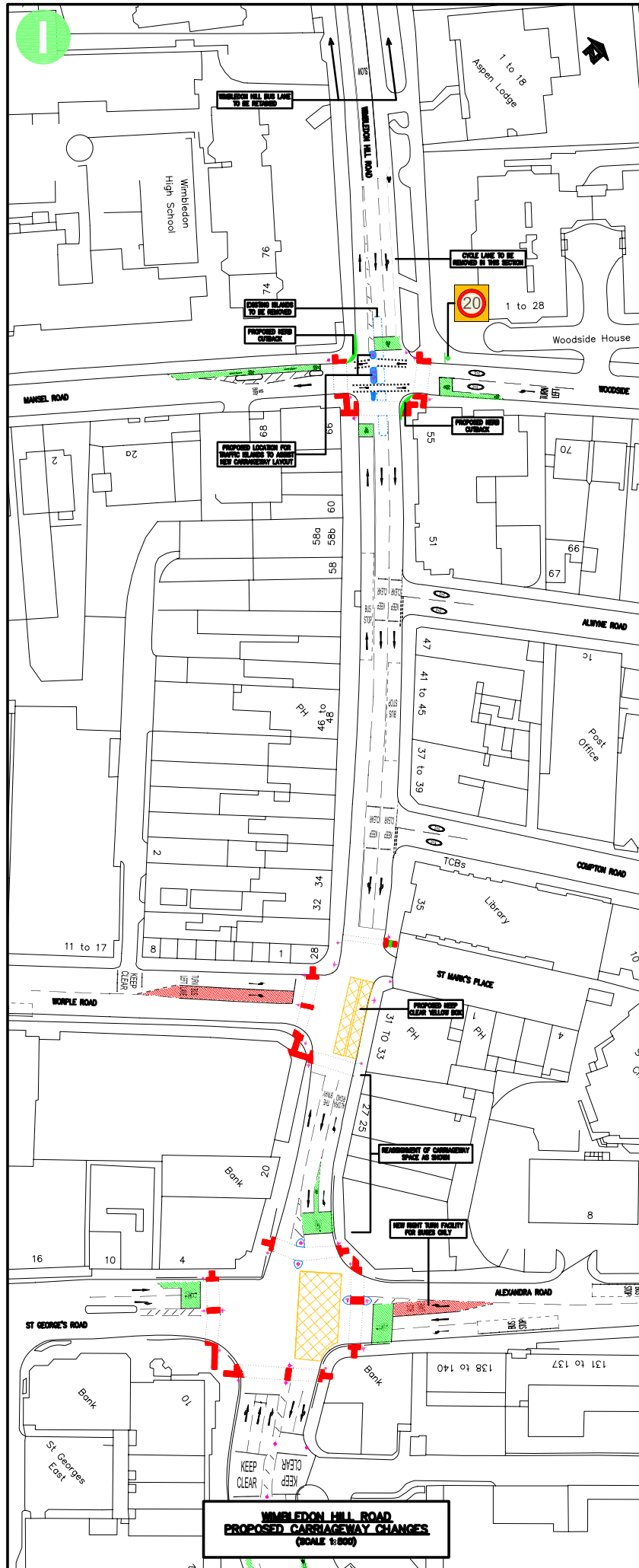












The following letter was sent from the Cabinet Member for Planning and Traffic Management to the following Residents Associations.

1. BERA
2. Parkside House Residents Association
3. Community of Woodside Area Residents Association
4. WEHRA
5. Parkside Residents Association
6. New BERA
7. Burghley and Somerset Roads Action Group
8. Somerset Road Residents Association

COUNCILLOR WILLIAM BRIERLY
Cabinet Member for Planning & Traffic Management
(Conservative, Cannon Hill Ward)



The London Borough of Merton
Merton Civic Centre
London Road
Morden, Surrey SM4 5DX

Tel: 020 8545 3425 (Civic Centre)

Email: william.brierly@merton.gov.uk

[REDACTED]

29 May 2009

[REDACTED]
Chairman

[REDACTED]
Wimbledon
London

[REDACTED]

Dear [REDACTED]

Wimbledon Area Traffic Study

Since the last Street Management Advisory Committee (SMAC) meeting, I have had time to reflect, and I have taken the time to consider the comments from eight contrasting representative groups as well as ward councillors, Stephen Hammond MP and officers. I have concluded, as many would expect, that it is impossible to meet every group's wishes for the management of the roads considered in the Wimbledon Area Traffic survey. I have, however, concluded that the options tested so far, including option 7, do not represent the best way forward and need not be considered in their existing form at further SMAC meetings. I write instead to explain the single proposal that I and ward councillors from Village and Hillside are asking the June meeting of SMAC to consider.

It is very clear to appreciate the problem caused by so many vehicles passing through Wimbledon and Wimbledon Village as a route rather than a destination, and while we would love to reduce the extent to which this occurs, we recognise that from a borough perspective, we are in a far more able position to manage the routes traffic takes rather than deflect all through traffic. It is undeniable that the natural route for northbound through traffic travelling along the Ridgeway that wishes to avoid the Alexandra Road junction is through Belvedere Grove and then through Alan Road and Arthur Road. It is clear that the current volume and speed of traffic in this and parallel roads is unacceptable. It is also important to recognise that Church Road, while being a "local Distributor Road", is nevertheless a residential road. A second area of great concern to me is the traffic flow through Burghley Road. This is

a different vehicular destination route, but suffers a comparable volume of traffic and an arguably even more hazardous speed threat. We also recognise the danger that the closure of any road or the elimination of the bus lane poses to other roads in the vicinity, for example Woodside.

We are proposing a different, holistic scheme, the majority of which will be installed on a permanent basis (indicated below where this is not the case). While there is significance to the fact that we are putting forward a scheme to SMAC (procedurally the committee advises me on the view I should take on schemes, and yet this is a scheme I have clearly developed a view on), I will most certainly reflect upon the views and advice of both residents who respond to the consultation and the committee as they explore this proposal. The only thing upon which my mind is immovable, is the fact that it would be unreasonable and inappropriate to ignore the need to implement considerable changes to the road network.

Having thought extremely long and hard, and with great sympathy to the residents of a number of the roads, we have concluded the balance of arguments must lead us away from the closure of any roads in either one or both directions; to close further roads where the problem will simply be shifted to neighbouring roads would show a failure to tackle the problem. Therefore we propose two broad elements to the scheme.

The first element is the introduction of a reduced speed limit not only in the roads bordering the High Street, but also in the roads well beyond; roads that through traffic would take as a result of leaving Parkside, the High Street, Wimbledon Hill Road or Alexandra Road. We recognise the need in places for strong physical measures to manage speed, and in a number of roads, extreme physical measures with the intention of genuinely deterring vehicles as well as forcing them to slow.

As the second element, we wish to narrow the traffic island at the bottom of Wimbledon Hill road (that separates Mansell Road from Woodside traffic), so that two lanes of traffic can make it all the way to Alexandra Road. Furthermore I have instructed officers to review the phasing of all traffic lights throughout Wimbledon Town Centre. At this stage, we have concluded that while the bus lane may need to be removed in the future, this should not happen at this stage and in any case not until the implications of adding the additional lane to Wimbledon Hill Road have been seen. There is an extremely strong argument that if traffic is moved further down the road by the modifications, then the bus lane will no longer be such a cause of queuing, and we recognise the importance of the bus lane to cyclists and bus users throughout the borough.

We do expect Church Road to act (to the best extent that it can) as a local distributor road. We therefore propose that the council adjusts the hours that parking is allowed in Church Road in line with the High Street. We also propose to add a number of raised speed tables, including one at the beginning and one at the junction with Burghley Road, in order to enforce the 20 mile limit. The neighbouring roads must in turn ensure that the economic viability of the Village is maintained and this will be achieved by the introduction of shared pay and display/permit holder's bays throughout the neighbouring roads, though with a cap on the number of hours during the day that cars may park there. In fact a more densely parked road tends to be a

road that limits speed, particularly when cars struggle to find sufficient passing points.

We propose the installation of temporary physical measures in the following roads: Belvedere Grove, Belvedere Drive, Belvedere Avenue, Highbury Road and Alan Road. We anticipate the use of temporary measures because of the very clear need to ensure the volume of traffic is reduced to the greatest extent that is possible without the closure of a road and to monitor the impact of the proposals. These proposals have not been submitted for modelling as they do not represent a change to the layout of the road network. I have instructed officers to explore the use of the rubber speed cushions at regular intervals as a starting point. Officers would maximise the ride height to 100mm so as to ensure all traffic is obliged to slow right down. The rubber version tends to be particularly effective, particularly on narrow roads, and is wider than a traditional speed cushion, though as this area is part of a conservation area, careful thought would need to be given to their appropriateness as a permanent measure. I cannot claim these measures will not frustrate local residents but in rubber, they do cause surprisingly limited vibrations. Critical to these extreme measures is the fact that the speed limit well beyond the roads will also be 20 miles per hour.

We propose the introduction of permanent road narrowings with incorporated speed cushions and priority give way at the bottom of both dips in Burghley Road as well as towards the bottom of Calonne Road. A further raised speed table at the junction between Burghley Road and Marryat Road will force traffic to slow particularly where it currently accelerates. Burghley Road also has high volumes of traffic that needs managing. Its biggest danger is one of speed and the measures will force cars to give way and slow to a crawl at the most dangerous points. Again, the wider 20 mile an hour limit will reinforce this. Finally we are aware of the need to ensure the traffic volume in Woodside is managed. We are not seeking to reopen the access point between Mansell Road and Woodside, and we are not seeking to close roads further up the hill. We equally do not consider it appropriate to restrict access in this road though we are mindful of its proximity to Alexandra Road.

These proposals are based on reducing speed, which saves lives and may have some impact on volume. It redistributes traffic volumes across our roads and does not restrict access. These were points supported by the large majority of residents.

As politicians, my colleagues, with whom I have been in much dialogue, and myself acknowledge our responsibility to take decisive action even though we know many residents in many of the roads I have mentioned will conclude the proposals are either too modest or too extreme. The proposal above is a holistic solution that has its flaws and relies upon the extent to which we can work with our partners to improve traffic flows through Wimbledon Town Centre and in neighbouring boroughs. We believe this is a proposal that makes matters better where we should without making matters worse where we should not and it has the support of the six Councillors for Village Ward and Hillside Ward. They and I will of course take care to consider the responses I receive upon it as it goes through a formal consultation process.

Please note that by sending this letter, I am informing you in advance that the proposals above will be discussed at June's meeting of SMAC, which will take place

on Wednesday 10 June 2009. Maps of these proposals will be posted on the council's website next week together with the committee report. In dismissing option 7, which was discussed in the previous meeting, I am instructing officers not to make responses to the letters received on this matter as their time will be better served by working on a live proposal.

With my best wishes



Councillor William Brierly
Cabinet Member for Planning and Traffic
Management

P.S. I would be grateful if residents associations could circulate this letter to their members for consideration.

Cc Cllr David Williams, Hillside Ward
Cllr David Simpson, Hillside Ward
Cllr Jeremy Bruce, Hillside Ward
Cllr Samantha George, Village Ward
Cllr Richard Chellew, Village Ward
Cllr John Bowcott, Village Ward

NEW BERA

Councillor Chris Edge
Chairman Street Management Advisory Committee, London Borough of Merton

16 April 2009

Dear Councillor Edge

Road Traffic Proposals to deal with rat running in Wimbledon Village (WATS/REF 03/03/09)

Thank you very much for seeking proposals to address the acknowledged and material rat running problems throughout Wimbledon Village.

NEW BERA

NEW BERA is the residents association which represents the overwhelming majority of households in what is known as the Belvedere Estate i.e. Belvedere Grove, Belvedere Avenue, Belvedere Drive, Clement Road, Alan Road and Highbury Road.

NEW BERA proposals

We strongly advocate a Village-wide solution which forces traffic away from local access roads to the distributor roads. We believe such a solution will significantly reduce the attractiveness to rat running traffic of the Village as a whole, including distributor roads, as a result of the 'evaporation' which would result from the implementation of our solution. If required, we can provide you with a wide selection of independent papers on the evaporation which occurs as a result of alterations to a road network.

The scale of the rat running problem on local access roads is well proven by the Council's Traffic Model Survey, dated 20 December 2007 and exemplified in the table below:

PM Southbound

(Source JMP Traffic Model Summary 10 Sept 2007)

	Through Traffic Flows	% Through Traffic
Belvedere Grove local access road)	684	83
Church Road (local distributor road	272	26
Alexandra Road (London distributor road	298	23

Proposed Solution

Our proposal for a Village-wide solution is based upon the ideas and principles contained in the Council's Options 1-7 and comprises two main elements:

1 East Hillside Area (including the Belvedere and Woodside)

Rat running traffic would be forced onto distributor roads by introducing:

- a. closure, or equivalent signage, on Woodside between Worcester Road and Parkwood Road
- b. closure, or equivalent signage, of Lake Road, possibly at the junction with Ricards Road. This would radically improve road safety for the near-by schools
- c. closure, or equivalent signage, of St Mary's Road between Highbury Road and Arthur Road
- d. closure, or equivalent signage, of Belvedere Avenue between Belvedere Grove and Alan Road.
- e. banned right turn from Church Road into Belvedere Avenue
- f. banned left turn from St Mary's Road into Alan Road.

These proposals give all residents in the East Hillside area:

- the same protection against through traffic
- adequate access to and from their homes to the distributor road network.

These proposals would exclude rat running traffic from the Belvedere Roads, whilst still giving excellent access for vehicles seeking pay and display parking space. **If these measures are**

implemented, there will be room to make available significantly more parking spaces in the Belvedere Roads, in particular in Belvedere Grove.

If our neighbours in CWARA have put forward more effective proposals than ours we are very happy to support them.

2 Marryat Road/Burghley and Somerset Roads

Burghley and Somerset Roads suffer from very heavy rat running traffic volumes similar to those which affect the Belvederes. We propose that these volumes would be significantly reduced by the installation of measures diagonally across the junction of Marryat Road and Burghley Road. These measures were illustrated by the Council's traffic management department in June 2005. This would need to be augmented by a similar measure in Somerset Road between its junctions with Marryat Road and Newstead Way to prevent further displacement onto other neighbours.

We understand that members of the Burghley and Somerset Roads Action Group have formulated a similar solution with a closure or equivalent signage at the junctions of Church Road and Burghley Road, and Church Road and Somerset Road. We are very happy to support their proposal if it proves to be more effective than our own.

In addition, we support

1. the proposals to remove the bus lane on Wimbledon Hill Road, which will enable two lanes of traffic as far as Alexandra Road
2. the synchronization of the traffic lights at the bottom of Wimbledon Hill to enable the concept of a 'green wave'
3. speed reduction measures in the Ridgway and Church Road where traffic speeds are dangerously excessive.
4. the temporary introduction of measures for eighteen months to evaluate their effectiveness. We also very strongly believe that the temporary measures introduced should be those which comprehensively realign the traffic on to the distributor roads, so that the 'testing' period can be exploited fully

However, we should point out that the items 1 – 4 above on their own will do nothing to reduce the volume of traffic which rat runs through Wimbledon Village.

We would not want to see proposals which:

1. change the arrangements in Courthope Road, Lancaster Road, Homefield Road and Lingfield
2. change the closure at Woodside/Worcester Road to the detriment of residents who live there, or the measures introduced at the junction of Woodside/Wimbledon Hill Road in 2004
3. incorporate speed –bumps as they do not materially affect traffic volume or slow traffic down but do cause excessive noise pollution
4. are based on signage for peak traffic periods, due to the inability to enforce such measures.
5. rely on the introduction of 20mph schemes – while these schemes in themselves are most welcome, we believe they will have only a very limited effect on the very significant volumes of rat running traffic using the local access roads

We would be very keen to amplify these proposals if you think this would be helpful.

Yours sincerely

 Chairman, NEW BERA

Cc Stephen Hammond MP; Councillor William Brierly, Cabinet Member for Planning and Traffic Management; Councillor Samantha George; Councillor John Bowcott; Councillor Richard Chellew; Mrs Anita Harlock, Chairman, CWARA; Alexander Justham, Burghley and Somerset Roads Action Group; James Espey, Chairman, Somerset Road Residents Association

Community of Woodside Area Residents' Association (CWARA)

Consultation results/proposals for traffic reduction in Village/East Hillside Wards

To Chris Edge, Chair of Merton SMAC,

Thank you for seeking proposals from local residents' associations to deal with rat-running in the East Hillside and Village areas of Wimbledon. CWARA has consulted, at the request of the Street Management Committee at its 3rd March 2009 meeting, residents in its catchment area, which includes Parkwood Road, Rostrevor Road, Springfield Road, Bernard Gardens, Glendale Drive, St. Mary's Road, Lake Road, Pine Grove, Leeward Gardens, Queen Alexandra Court, Brockham Close and Woodside. CWARA included all residents from these roads – not just its own members -- as comprehensively as possible in this informal consultation.

Why CWARA believes action is needed:

- **School children** attending Bishop Gilpin, Ricards Lodge, Willington Preparatory and Wimbledon High School **must be protected** from the now unacceptable levels of traffic as they walk daily along Woodside from buses and trains to their schools
- **Traffic is not being sufficiently diverted to local distributor roads.** We believe that the solution to the problem of through/rat-run traffic in the area of East Hillside and the Village is to deny traffic access to local access roads and force it to use local distributor roads.
- **The traffic model massively understates traffic volumes on Woodside.** In August (a slow traffic month due to school and family holidays) and November 2007, CWARA took manual traffic counts at the Leopold Road end of Woodside, which confirmed a traffic volume double that generated by the traffic model and unacceptable to local residents.
- **The high population density of the area:** the number of schools and the proximity of the CWARA resident area to the Wimbledon town centre all result in high volumes of pedestrian activity and a need for commensurate levels of pedestrian protection from rat-run/through-traffic volumes. This problem will only be exacerbated by the Plough Lane development and any development of the B & Q site.
- The **Village Ward Conservative Manifesto of May 2006** states that councillors "want to keep side streets free from 'rat-running' traffic". CWARA endorses this and holds these councillors to this manifesto pledge.
- Forcing traffic from local access roads to distributor roads is **consistent with the Unitary Development Plan (UDP)**, which is incumbent upon the council to deliver.

CWARA's consultation methods:

- STEP 1:** CWARA's Traffic Task Group met and formulated traffic proposals to eliminate the volume of through/rat-running traffic in the area.
- STEP 2:** These proposals were leaflet-dropped to residents on the above-listed roads.
- STEP 3:** Nine residents made follow-up visits to as many households as possible over the subsequent weeks.

Consultation results

277 residents have signed individual letters to councillors supporting CWARA's proposals, which are set out below. One individual on Bernard Gardens suggested a slalom approach on Woodside as perhaps more effective than CWARA's proposals for reducing the traffic volumes along the road. Three people expressed concerns about volumes of traffic on Leopold Road as well. One individual on Bernard Gardens wrote strongly objecting to the CWARA proposals.

The overwhelming support from local residents (277 voting age) for the proposals consulted on means that CWARA can, with great confidence, present to the SMAC and the Council the proposals set out below as representative of the views of residents.

CWARA's proposals supported in statements signed by 277 residents:

CWARA's Aim: *To find a holistic solution to reduce the level of rat-run/through-traffic in Village and Hillside wards. CWARA understands and supports initiatives by the majority of Belvedere residents for a mixture of "maze" and restricted-entry traffic measures to remove through-traffic from local access roads. However, we want to ensure that Woodside, Lake Road and interlinked, residential roads do not have an increase in traffic volumes as a result of isolated traffic measures implemented in the Belvedere Estates and Village.*

Proposals

- 1. In the event that measures are introduced in the Belvederes or elsewhere, CWARA requires a **simultaneous**, simple, low-cost "No Entry" be implemented at the existing road narrowing at the junction with St. Mary's Road for traffic travelling along Woodside towards Leopold Road. This simple measure would protect Lake Road, Woodside and surrounding roads from increased displaced traffic, which would otherwise travel further down Wimbledon Hill Road and turn left onto Woodside. The "No Entry" would leave free access in the other direction on Woodside which would remain two-way along its remaining length.*
- 2. If no changes are put in place in the Belvederes, CWARA still requires that the "No Entry" discussed above be implemented. This would protect Lake Road, Woodside and surrounding roads from the increased traffic that would find it easier to descend Wimbledon Hill Road and turn left along Woodside to reach Gap Road, should the Council decide to remove the bus lane on Wimbledon Hill Road and synchronize traffic lights to expedite traffic movement.*

CWARA believes this is the **MINIMUM** (and lowest-cost) level of protection necessary. We insist that any traffic restrictions or changes to traffic patterns in the Belvedere Estates' area and/or Burghley/Somerset and Marryat roads **MUST** simultaneously include matching restrictions or changes to traffic patterns on Woodside in the interest of fair and equitable treatment.

CWARA also supports:

- **A holistic solution to keep local access roads in the East Hillside and Village area free from rat-running/through traffic.** If proposals put forth by NEW BERA and the Burghley and Somerset Roads Action Group are more effective than ours in delivering equal protection against through traffic and adequate access to and from homes, for the entire area, we are prepared to support them;
- **Simultaneous and equal treatment to measures implemented for the Belvedere Estates, Lake Road and Burghley/Marryat Roads, which will result in the greatest possibility of keeping local access roads free from volumes of rat-run/through-traffic** thereby meeting the 2006 manifesto pledge and returning local access roads to their purpose as outlined in the UDP;
- **Accepting restrictions and closures already in existence in the Village and Hillside wards:** the gated closure on Worcester Road and the no-exit restriction from Mansel Road onto Wimbledon Hill Road have given Compton, Alwyne, Worcester and Mansel Roads relief from what residents found to be unacceptable levels of traffic on their roads. Closures on South Park Road and Princes Road as well as village restrictions on Courthope, Lingfield, Denmark, Lancaster and Homefield roads have all reduced levels of traffic for these residents;
- **Public transport and effective bus lanes;**
- **Signage to warn motorists of any changes, once implemented.**
- **Maintaining the configuration at the junction of Woodside/Wimbledon Hill Road.**

CWARA rejects the view that 20 mph zone measures will reduce through traffic because:

- **speed cushions** have not reduced traffic speed or volume on Woodside as cars do not reduce speed but simply straddle the bumps (veering towards the pavement at times to do so)
- **speed signage** alone does not reduce traffic speeds or dissuade through traffic

INFORMAL CONSULTATION CONDUCTED BY COMMUNITY OF WOODSIDE AREA
RESIDENTS' ASSOCIATION (CWARA) ON COUNCIL PROPOSALS FOR THROUGH-TRAFFIC CONTROL

To my Councillor,

I have been briefed by CWARA on the latest status in the long-running review of the high through traffic volumes in the area of Wimbledon situated between Wimbledon Hill Road and Leopold Road (East/West) and between Church Road and Alexandra Road (North and South).

I am aware that the council on 24th February 2009 issued a report with recommended traffic measures for implementation in Hillside and Village Wards and that these measures were predicted to impact Woodside and Lake Road areas. As residents' associations feelings were so strongly opposed to the Council's proposals, the Council agreed at its Street Management Committee hearing on 3rd March 2009 to have a short period of consultation with residents of directly affected roads before deciding how to proceed. CWARA will in due course submit a two-page response with proposals by the council deadline of midday 17 April 2009. We would like to demonstrate our support for the CWARA proposals outlined below.

I support the following CWARA aim and proposals :

CWARA's Aim: To find a holistic solution to reduce the level of through-traffic that rat runs through Village and Hillside wards. CWARA understands and supports initiatives by the majority of Belvedere residents in the Village for a mixture of "maze" and restricted-entry traffic measures in some roads in the Village to make rat-running by through-traffic more difficult since this same rat-running impacts us and we will therefore benefit from such measures. **BUT we must ensure that Woodside, Lake Road and interlinked, residential roads do not have an increase in volume as a result of isolated traffic measures implemented there but ignoring us in Hillside.**

Proposals :

- 1. Traffic measures implemented in the Belvederes must, as part of this holistic solution, have at the same time a simple, low-cost "No Entry" implemented at the existing road narrowing at the junction with St. Mary's Road for traffic travelling along Woodside in a Leopold Road direction. Not one action without the other !***

This simple measure would protect Lake Road, Woodside and surrounding roads from increased displaced traffic which would travel further down the Hill and turn left into Woodside, especially if traffic flow is increased by the removal of the bus lane as proposed. The "No Entry" would leave free access in the other direction on Woodside which would remain 2-way along its entire length.

- 2. If no changes are put in place in the Belvederes, CWARA still insists that a "No Entry" in a Leopold Road direction at the existing road narrowing should be implemented.*** There is currently a proposal from the Council that the bus lane is removed and the traffic lights better synchronised to increase the flow of traffic down into the town centre. If this happens then this "No Entry" would again protect Lake Road, Woodside and surrounding roads from the increased traffic that would find it easier to descend the Hill and turn left along Woodside to reach Gap Road.

Signature :

Name :

Address:

Date:

2/4

Belvedere Estate Residents Association

BERA

██████████
Wimbledon SW19 7RQ

14th April 2009

██████████
Ref: WATS/REF/03/03/09

Dear Sirs,

Traffic in the Belvedere Area

I am writing to express the views of this Association on the proposals put by Council Officers in a report to the Street Management Advisory Committee (“the Report”) on 3rd March. This Association, which has been in existence for over 40 years, represents the area bounded by St. Mary’s Road, Belvedere Drive, Wimbledon Hill Road, High Street, the “Lancaster Roads” and Church Road and therefore includes all the “Belvedere Roads” which are the subject of the Report. Our membership includes more than 50 households in the “Belvedere Roads” some of whom are also members of the campaigning group “New Bera” but a significant number of whom are known to share our views.

Status of local roads

I start by making 2 points regarding the **status** of local roads. **First** the Report has as one of the stated objectives to “introduce measures such that diverted traffic would choose the borough’s Local Distributor and London Distributor Roads as opposed to residential roads for their journeys” (para 3.7.2). Church Road is a Local Distributor Road whilst Belvedere Grove and Alan Road are local access roads. The purpose of Local Distributor Roads, according to Merton’s UDP, is “to distribute local traffic **within and to each part of the Borough**” (emphasis added). It is commonly accepted that most of the morning and evening traffic which is the source of the problem comes from and goes to places outside the borough. **Secondly** you need to be aware that Church Road is predominantly a “residential” road. There are 57 houses fronting onto Church Road between St. Mary’s Road and High Street (excluding Old House Close, Belvedere Square and flats over shops); Alan Road has 15 houses (one in 3 flats), Belvedere Avenue 10 houses and Belvedere Grove 30 houses of which a few are in multiple occupation. Belvedere Drive, which would be likely to bear more traffic under Option 7, has 26 houses + Bluegates and Harrowdene (apartments) and Highbury Road has 16 houses. Clearly Church Road is therefore intensely residential and some of the houses are occupied by families with small children.

It is therefore, in our view, not appropriate to make changes which would have the principal effect of moving traffic from “the Belvedere Roads” to Church Road which already carries a heavy burden of “heavy” traffic.

BERA’s views

We convened a meeting of our members on 5th April inter alia to consider the traffic issue. The meeting was attended by some 60 members and the 3 Village Ward Councillors. The Committee’s views, informed by that meeting and by messages we have received from members are as follows:

General

- 1) Roads are for the use of, and are indeed used by, the local community as much as by commuters. Neither closures nor turning bans should be contemplated because of the adverse impact on the great majority of local users, and because of the additional burden of displaced traffic on other roads.

- 2) There are relatively few roads which cross the A219 between Wimbledon town and Wimbledon Common. The number of such roads which can be used should not be further reduced. The traffic needs to be fairly shared among all such roads crossing the A219.
- 3) It is the local perception that the ban on right turns into Woodside from Wimbledon Hill in particular, and also the one-way stretch on Queen's Road (a Local Distributor Road) have been substantial contributors to the additional traffic in Belvedere Drive, Belvedere Grove and Church Road. No restrictions should be placed on the use of any further roads in the area until those relating to Woodside and Queen's Road have been removed. The closure of Worcester Road should also be re-examined.
- 4) The traffic flow from Worple Road to Alexandra Road – both London Distributor Roads – needs to be improved. Bus routings and traffic-light timings should be re-examined for this purpose.

Specific

- a) Option 7 is unacceptable as are all the other Options referred to in the Report because the effect would be displacement of traffic from one road to another and because of the inconvenience caused to local road-users. The Report itself regards Options 1-6 as unacceptable (Section 5; bullet point 4).
- b) 20mph speed limits should be introduced into all the Belvedere Roads as in other local roads. Traffic calming measures should, especially in the case of Belvedere Grove, generally take the form of an increase in the number of parking bays to create "pinch-points"; it is our experience that the speed of traffic has increased markedly since the number of parking spaces was reduced when meters were introduced. Traffic humps are unpopular and can be dangerous; other calming measures may be considered.
- c) The existing 30mph speed limit in Church Road south of St. Mary's should be rigorously enforced, perhaps by speed cameras gaining a ferocious reputation such as that acquired by Roehampton Lane. Pavement bollards should be placed all along the east side of Church Road from Old House Close to the High Street and on the west side to the north of the parking bays to prevent traffic from riding up on the rather narrow pavement.
- d) We are, on balance, in favour of retaining the bus lane on Wimbledon Hill; the use of buses is to be encouraged and we doubt whether its removal would have a significant effect on Belvedere traffic.

In conclusion

In our view no substantial restrictions should be contemplated without the Council first conducting a formal consultation involving the whole locality since, as you will be well aware, this whole subject is of substantial and legitimate interest to all of the Residents' Associations, and indeed residents, in the Wimbledon area.

Whilst we are glad to have had the opportunity to comment on the Report, we are conscious that there are numerous households not belonging to any Residents' Association who are directly affected but who may know nothing of the proposals.

Yours truly,

(Signed – copy in post)


Chairman

To: The Street Management Advisory Committee
London Borough of Merton

WEHRA RESPONSE TO SMAC RECOMMENDATIONS

This provides the Street Management Advisory Committee with the Wimbledon East Hillside Residents' Association (WEHRA) perspective on the Wimbledon Traffic Management proposals considered at the SMAC meeting of 3 March 2009.

Background/Introduction

WEHRA represents 10 roads just to the north of the Town Centre, from Wimbledon Hill Road to Leopold Road, and from Alexandra Road to Woodside. Our area is heavily used by both local residents and Town Centre visitors, employees and related commerce. WEHRA has been involved in area traffic issues for over 40 years.

This 'steering' project began with a businessman about 4 years ago, sick, off work for a couple of weeks, who noticed traffic noise on his road. Being home ill and bored ... he noted the types of vehicles passing by, the times and speed (ie: sometimes rather fast). He convinced some people at the Council to write up an idea he had to close off his road. When neighbouring associations heard of this proposal, the explosions began, and the Steering Committee was conceived. Snowball four years forwards, and we are in this self-made 'snowstorm' today.

WEHRA POINT OF VIEW

- **Not one of the eight options tested – including the recommended one – meets the four stated objectives.** The study modelled seven options that could 'reduce rat running traffic,' yet every option causes a measurable and significant increase in traffic on someone else's road. This is not an acceptable outcome.
- There is great disagreement about what is an **acceptable** level of traffic. A long-time homeowner on Belvedere Grove describes it as 'not a problem whatsoever.' **Importantly, the JMP research repeatedly concluded that roads in Wimbledon are NOT at saturation, with or without any of the options tested.**
- The vast majority of stakeholders now see that traffic volume is only a problem for a few hours each day, and for around 20 hours each and every day, traffic flows without congestion, with many roads nearly vacant.
- **Concerns are primarily about SPEED and related safety worries,** yet none of these options tackles this critical concern. 20 mph zones are being implemented in the Lake Road area and must be monitored. WEHRA would like to have all our roads included in the 20 mph zone, and this view has been formally requested via our Ward Councillors.
- NB: Following the great success in Portsmouth of converting to a 20 mph, now London Borough of Islington is also moving to an entirely 20 mph speed limit. With safety concerns paramount, Wimbledon should be jumping at this opportunity to reduce speed on residential roads (and with it virtually all rat-running).
- In the event that the Cabinet Minister was minded to implement Option 7, WEHRA would seek relief for the inevitable increased traffic on Parkwood,

- Rostrevor and Springfield Roads.
- The SMAC report recommends removing the bus lane on WHR. Given the weight of police, TfL and cycle lobbies, it is clearly a wrong choice to remove it.

THE WAY FORWARD

There is plenty of light at the end of the tunnel we appear to be in:

- The bus lane is contentious, but should not be removed. The future requires good mass transit, and we cannot stray from that principle. Encourage bus use.
- Explore extending bus lane use, to include high-density vehicles (HDVs), i.e. cars with four passengers or more in the vehicle. (Common practice in NYC.)
- Widening the bus lane area of Wimbledon Hill Road to two full lanes from Belvedere Road to Alexandra would be essential, following recommendation from JMP (4.3, Items 1-5).
- Revisit the 'Ely's roundabout' concept, to improve distributor flow.
- The timing of the lights at Worple and Alexandra Roads must be improved to move cars up/down Wimbledon Hill Road more swiftly.
- The 20 mph speed zone in the Belvedere Area is being implemented, and that alone will improve a proportion of the problem. No other decisions should be made until this change has been made, as this method may well be the solution for the whole of Wimbledon north of the Town Centre. (It has been proven successful in Portsmouth, and now the first London Borough – Islington - is converting to a blanket 20 mph on all residential roads.)
- Enforcement of 20 mph would be critical. Use high-tech speed cameras that automatically issue tickets. Install moveable flashing speed signs, saying 'slow down' to raise consciousness. Make an ever-widening area 20 mph. If a rat-runner can't speed down a road, he/she won't choose that route.
- Look at ways of adding 'on street' parking to the roads that are most aggrieved about speeding traffic. On some WEHRA roads, we've added parking bays and have found that it is a natural deterrent, as the roads are too narrow to rush down. And it costs you little, as you'd gain in parking revenue. Also, continue planting trees, giving a clear message to visitors that this is a RESIDENTIAL AREA and to respect it as such.

In sum, here are your four objectives for the Belvederes, and the effect of our recommendations:

- 1) **Reduce rat running traffic:** Enforced 20 mph limits will **eliminate** this.
- 2) **Introduce measures such that diverted traffic to Local and London Distributor roads:** Enforced 20 mph residential speed limits and re-timed lights will encourage this, or move traffic outside of Wimbledon altogether.

3) **Plans for Woodside and Lake Road Area:** A blanket 20 mph speed limit.

4) **Increase capacity of WHR eastbound:** per JMP recommendation (4.3, 1-5)
Respectfully submitted,

██████████ Chairman, Wimbledon E Hillside Residents' Association (WEHRA)
Woodside, SW19

PN
27/3/09

Somerset Road (Private) Residents Association

17 Somerset Road
Wimbledon
SW19 5LA
0208 947 0582

LONDON BOROUGH OF MERTON

24 March 2009

27 MAR 2009



Traffic and Highways Department
Merton Civic Centre
London Road
Morden
Surrey
SM4 5DX

Dear Sirs

RESPONSE TO THE REPORT ON THE WIMBLEDON AREA TRAFFIC STUDY.

Ref: WATS/REF 03/03/09

(For the purposes of this report please note that the part of Somerset Road referred to in this submission is from the junction with Parkside to Burghley Road and NOT the part which runs from the junction with Church Road to Burghley Road).

With regard to the consultation referred to above, the representations below are made on behalf of all members of our Residents' Association. Individual residents may also be contacting you direct with their own specific comments.

- The impact on that part of Somerset Road represented by this Residents Association which runs from Parkside to the junction of Burghley Road has not been modelled in the report. It would appear that the authors of the report have made the assumption that traffic travelling down Burghley Road accesses Parkside via Calonne Road which is definitely not the case
- The report has therefore not considered the main outlet from Burghley Road to Parkside which is naturally via Somerset Road rather than Calonne Road.
- We think that all roads likely to be affected should have been considered and the fact that this hasn't been done undermines the validity of all the proposals in the report.
- We therefore think that it has not been properly researched and therefore will not achieve the objectives you are seeking.
- Moreover, it will have an extremely adverse impact on our private road which is already a very major rat run. The road is extremely narrow, was resurfaced at our own considerable cost three years ago and is already showing significant wear and tear with the current volume of traffic. It simply will not cope with any increase in volume and in any event is struggling at current levels.

- The report's emphasis on selective closures and banned turns in certain roads to divert traffic will put disproportionate additional pressure onto the few remaining roads in the network which remain open. This is of particular concern to residents in Somerset Road on whom the extra burden of traffic will fall.
- We therefore strongly urge the Council to focus efforts on reducing traffic speed rather than volume with specific emphasis on safety and this must include the part of Somerset Road between Parkside and Burghley Road.
- We fully appreciate the problems the Council faces. However, a significant volume of traffic comes from people living outside the Wimbledon area. The more we introduce traffic calming measures the more unattractive using Wimbledon roads as a rat run will become.
- The commissioned report has focused primarily on the north south flow of traffic. Not only does it not address that problem appropriately, but it also ignores the considerable impact on the already heavy flow of east west traffic through the network of local roads.
- Finally, we would also like to make it clear that we do not consider either Option 7 or any of the other options to be acceptable.

Yours sincerely,

Chairman

-----Original Message-----

From: v [REDACTED]

Posted At: 08 April 2009 14:23

Posted To: Traffic and Highway Enquiries

Conversation: South Common RA Traffic Proposals Response

Subject: South Common RA Traffic Proposals Response

SOUTH COMMON RESIDENTS ASSOCIATION

Your reference: WATS/REF 03/03/09 Report to the Street Management Advisory Committee - agenda item 5.

I am writing on behalf of the residents of Homefield Road, Lingfield Road, The Grange, Murray Road, Lauriston Road and Wilberforce Way. We very strongly object to the measures proposed in Option 7 and can see no benefit at all in the proposals raised in Options 1-6.

Although there could be some benefit to improving traffic flows if the bus lane was to be removed from Wimbledon Hill Road plus the other measures suggested in this area, we would only approve if it was done on a stand alone basis.

Our objections are based on the premise that the banned turns and closures in the Belvederes would divert traffic to other neighbouring roads in such volume that would put a greater burden on those roads. I refer mainly to Church Road and Burghley Road as well as to Marryat. There would also be an adverse impact on the shops in the High Street as parking would be more difficult to find.

We are more in favour of traffic calming and speed restrictions. Changing volumes is a lost cause. Slowing the traffic down may encourage drivers to use the appropriate Distributor Roads.

[REDACTED]
Chairman
[REDACTED]

PARKSIDE RESIDENTS' ASSOCIATION**Wimbledon**

Traffic and Highways Department
London Borough of Merton
Merton Civic Centre
London Road
Morden
Surrey SM4 5DX

8 April 2009

Your ref: WATS/REF 03/03/09

Dear Sirs

**Report to the Street Management Advisory Committee Meeting 3 March 2009:
Wimbledon Area Traffic Model**

This Association's membership area is bounded by Parkside, Calonne, Marryat and Burghley Roads and comprises some 300 households. Following the meeting on 3 March we circulated a detailed Traffic Newsletter to our residents which commented on the Report. We have been taking soundings from residents across the area and have seen a number of the responses to the consultation.

The overwhelming view of our residents is that none of the Options in the Wimbledon Area Traffic Model considered in the Report, including Option 7, are acceptable.

Our views, very briefly, are:

(1) The Council's Officers and Consultants have already rejected six of the seven options. They should also have rejected Option 7 which does not meet the objectives in the Report and is unworkable. It would (on the Consultants' predictions) result in Burghley Road, where excessive speeding is also a problem, having the same amount of traffic at peak times as Belvedere Grove has today. The "no entry" from the High Street into Marryat Road would cause traffic to divert along Parkside Avenue and Peek Crescent (where there is a school, The Study School, which has some 130 pupils) and would also adversely affect Calonne Road. The Consultants were apparently unaware of the existence of the school.

(2) The road network in the Wimbledon Village area is a piecemeal mix of roads laid out in Victorian times (and earlier) supplemented by roads created during residential development in the early 1900's. A number of these roads, despite their age, are designated as Local Distributor roads. This network was not designed for today's traffic and inevitably struggles to accommodate it at peak times. In particular, northbound and southbound traffic wishing to cross the A219 (which includes commuters diverting from the A3 to avoid congestion at Robin Hood Gate and on West Hill as well as school run traffic for the fourteen schools in the area), can only do so via a small number of roads between Wimbledon Common and the Railway Line. If artificial measures such as closures, "no entries" or banned turns are introduced in some roads the traffic diverts into the remaining roads whose problems obviously become more acute. The modelling confirms this principle; the majority of the traffic does not "evaporate" as some lobbies claim. The reality is that all the roads in the Village area need to be kept freely available if the traffic in the area at peak times is to be accommodated. Outside

of peak hours, in school holidays and at weekends (periods which the Report does not consider) traffic volumes are not considered to be excessive and do not justify intervention and redistribution in any event.

(3) The Council has in good faith invested considerable resources over four years in investigating traffic volumes in the Belvederes Area, but the focus has been to seek reductions in volume by a strategy of introducing artificial measures such as those mentioned above, which are relatively cheap to install and which divert the Belvederes' traffic into other residential roads. Throughout that process the PRA and other residents groups have indicated their opposition to this strategy. After four years, Officers and the Council's Consultants can now only recommend one scheme, Option 7, as a "solution" but not only do we object to it, as far as we are aware it does not have support from any other residents' groups either including those in the Belvedere roads. After such detailed consideration, but with such widespread opposition, it is not unreasonable to conclude that this strategy should be abandoned as unworkable and unacceptable. A "solution" which is bad cannot be justified because it is cheap or merely because the Council feels it necessary after such lengthy investigation to "be seen to be doing something."

(4) The Report also refers to a number of measures for Wimbledon Hill Road, including removal of the Bus Lane and other measures to increase capacity down to the junction with Alexandra Road. The majority of our residents support that strategy as it does seem likely that it would assist in encouraging traffic to stay on Wimbledon Hill and not divert into nearby residential roads. We also agree with the suggestion of the Wimbledon Union of Residents' Associations that the timings on the traffic lights at the Alexandra Road junction should be adjusted to improve capacity.

(5) There is also considerable support within the area for a change of emphasis, to focus on reducing speed rather than looking solely at traffic volumes. Heavy traffic especially when speeding threatens the safety of residents. We suggest a scheme of strategic traffic calming and 20mph limits (backed by sensibly designed and appropriate traffic calming measures) in key roads across the whole Village area, not only in the Belvederes area, but in others in the Village area where speed is a problem, e.g. Burghley Road, Marryat Road and Calonne Road. (We note that 20mph Zones have already been installed in other parts of the Village and Hillside Area where traffic problems, particularly speeding are far less severe.)

(6) The data in the Report confirms that in a number of roads a high proportion of peak hour traffic is through traffic heading Northbound or Southbound and we believe this is probably diverting from the A3 as noted above. We would suggest that the Council should liaise with other local authorities and Transport for London to investigate whether measures can be installed on the A3 to curtail this, if only at peak hours. (There are already temporary traffic lights at one exit.)

Yours faithfully


Chairman

Cc Cllrs William Brierly, David Williams, Chris Edge, Samantha George, John Bowcott, Richard Chellew, David Simpson.
Stephen Hammond MP

22013971

ST JOHN'S AREA RESIDENTS' ASSOCIATION

*St John's Road - Denmark Road - Denmark Avenue - Thornton Road - Thornton Hill - Murray Road (South) - Spencer Hill
Hillside - Berkeley Place - Savona Close - Thackeray Close - Ridgway Place - Ridgway Gardens*

*Chairman -
Secretary -*

WATS/REF 03/03/09

3rd April 2009

To: _____, Traffic and Highway Services, London Borough of Merton

Dear Waheed,

We have considered further the traffic issues discussed at the meeting held by the Street Management Advisory Committee on 3 March, and put forward the following points:

Traffic measures in the Belvedere area

- 1 The seven options tabled in the JMP report attracted so little support that we suggest that they are regarded as unacceptable and worthy of no further consideration.
- 2 Our own objections to them are that they would give disproportionate relief to a few roads, with a resulting increase in traffic on many other roads – including roads outside the Belvedere area. They would also reduce the ease of travel around the Wimbledon area for local residents.
- 3 The mechanism of closure or partial closure (in the form of banned entry, banned turns and so on) was rejected by the great majority of those who attended the Steering Group convened by Councillor Bowcott in 2007. The discussion at the Council meeting on 3rd March showed that the general view on these matters has not changed, despite continuing efforts by a few campaigners.
- 4 The pragmatic solution to the present issue is to extend traffic calming measures in the Belvedere area, in the form of more roadside parking places, bumps and cushions, and 20 mph zones. The effect of these measures should be observed over a significant period before any more draconian measures are undertaken.
- 5 It is hoped that such action would be seen as a positive step forward for the whole area and that we could settle down to a peaceful village existence again. We are certainly hoping that this can now happen in our own smaller area of St John's, which stretches from Ridgway Gardens to Ridgway Place. The Council's approach to finding a solution in our area has been helpful in getting us to this point.

Bus lane in Wimbledon Hill Road

We do not object to the removal of the bus lane. Whether it is removed or not, we consider that the timing of the lights at the bottom of the Hill needs to be changed to improve traffic flows.

Other important issues

Traffic flows remain a difficult issue and we hope they will be addressed in a holistic way. The issues that are of particular importance to residents are:

- Excessive traffic speeds in many roads
- Too much through traffic, particularly to/from the A3
- The disadvantage of road closures and partial closures to traffic flows generally and to areas suffering from the knock-on effect.

Many thanks for your attention and we look forward to the next Street Management Advisory Committee meeting once you and the Councillors have had time to reflect on the issues as raised by your residents.

Yours sincerely,

(Chairman)

-----Original Message-----

From [REDACTED]

Posted At: 17 April 2009 10:31

Posted To: Traffic and Highway Enquiries

Conversation: WATS/REF 03/03/09 WIMBLEDON HOUSE RESIDENTS
ASSOCIATION RESPONSE

Subject: WATS/REF 03/03/09 WIMBLEDON HOUSE RESIDENTS
ASSOCIATION RESPONSE

WIMBLEDON HOUSE RESIDENTS ASSOCIATION

We write on behalf of the Wimbledon House Residents Association regarding the report on the Wimbledon Area Traffic Study into the 'Belvedere Estate'.

The problem that Wimbledon has is that it is used as a cut-through from the A3 and other areas into London, particularly during peak times. The only way to reduce this traffic would be by restricting access from its sources, e.g. by closing off access from the A3 except for residents. As Merton council has no power to do this, it would seem important to keep traffic flowing freely through Wimbledon on the main distributor roads and not encourage rat running through residential roads in an effort to avoid traffic congestion.

If the 'Belvedere estate' were to be closed off or restricted entry introduced, this would move the traffic to surrounding roads, which are already over used in rush hour. We can understand the desire of the Belvedere residents to close their roads off to the rest of us; we would all enjoy the luxury of private roads.

Traffic copes surprisingly well out of rush hour. We would argue that this is a problem only at peak times and is not of local making, so closing local roads, unless it is all of them, will only make matters worse for the vast bulk of residents.

Local traffic needs to move East/ West across Wimbledon Village and as there are a limited number of routes available closing the Belvederes or introducing one way systems would frustrate the majority to the benefit of the minority.

We do not support any of the seven suggested options as they all seem to displace the problem, not solve it.

We would, however, be in favour of other measures to improve the situation, such as removal of the bus lane on Wimbledon Hill Road, introduction of two lanes through to the Alexandra Road junction, removal of the restrictions at Woodside. Improved traffic light timings at Alexandra road and the possibility of a right turn from Alexandra Road onto Wimbledon Hill Road, as these measures would increase flow to the benefit of Belvedere and other local roads.

If there is concern at speeding, this could be tackled with more parking, or if necessary humps, but this does not appear to us to be a problem; arguably speeding should not be a problem at peak times, if there is such heavy traffic flow.

-----Original Message-----

From: [REDACTED]
Posted At: 16 April 2009 11:57
Posted To: Traffic and Highway Enquiries
Conversation: WATS/REF 03/03/09 [Scanned]
Subject: WATS/REF 03/03/09 [Scanned]

To whom it may concern

I oppose to all the options in The Wimbledon Area Traffic Study including option 7. I feel that any road closures as opposed in the report would seriously affect footfall to the Village to a high degree. Most businesses in the Village are already suffering from high rent and rates, and even more so due to the financial crises. I run a business in the high street and in my opinion closing off Belvedere Grove would seriously harm our business, especially after 4pm when you are no longer able to park in the high street. Our customers then turn left into Belvedere Grove and use the nearest parking space around the corner. If option 7 comes into effect they will no longer be able to do that. As Belvedere Grove will be closed off to traffic entering.

We are a business that sells larger heavier items, so therefore our customers rely on being able to park near by when shopping here. If any of the road closures take place it will sincerely damage our business and others in the area. Our customers would have to park off the Ridgway, where it is very difficult to find parking on any given day, and even more so in the later afternoon, when people return from work.

I plead with you to consider the impact such measures will have on small businesses in the Village and consider having traffic calming programmes introduced instead.

Yours Sincerely

[REDACTED]
Vice-Chair Wimbledon Village Business Association

Best Regards,
[REDACTED]

-----Original Message-----

From: [REDACTED]

Posted At: 06 April 2009 13:22

Posted To: Traffic and Highway Enquiries

Conversation: WURA Traffic Proposals Reponse

Subject: WURA Traffic Proposals Reponse

Wimbledon Union of Residents' Associations

Your Reference **WATS/REF 03/03/09**

Report to the Street Management Advisory Committee 3rd March 2009, agenda item 5.

I am writing to you on behalf of our Members in the Wimbledon Village area. They approve the removal of the Bus Lane and other proposed measures for Wimbledon Hill Road providing this includes changing the timing of the traffic lights at the junctions of Wimbledon Hill Road with Worple Road and Alexander Road, so as to increase the traffic capacity both N/S and E/W. Apart from this our Members object strongly to the other measures proposed in Option 7, and object even more strongly to those in Options 1 - 6.

We object to these proposals as they would divert traffic from the Belvederes to other residential roads in such volume as to be unacceptable. For example Burghley Road between its junctions with Marryat Road and Church Road would have about as much traffic as Belvedere Grove has currently, and it would be far more dangerous as it is a switchback. In addition there would be an adverse effect on the shops in the Village, the severity depending on which proposals were adopted, because the banned turns and closures would make parking spaces less accessible.

The proposals do not meet the Council's objective to introduce measures such that diverted traffic would choose the Borough's Local Distributor Roads and London Distributor Roads as opposed to residential roads for their journeys. The Wimbledon Hill Measures would assist with this providing the traffic capacity between Worple Road and Alexandra Road is increased, but these measures could be introduced on their own.

The report does not highlight the fact that a key traffic problem in North Wimbledon is that traffic needing to cross the A219 (including in particular traffic diverting off the A3 to avoid the congestion at Robin Hill Gate and West Hill) can only use a very small number of roads between Wimbledon Common and the railway line. As a result, any measures which reduce those traffic flows in just one or two of the relevant roads (which is the principal strategy in the report) have the unwelcome effect of concentrating all the traffic unacceptably on the few remaining alternatives, which are mainly residential. Accordingly it has been WURA's policy for many years to object to any such measures.

It is significant that during the last 40 years there have been at separate times two other similar proposals, but each was turned down because the benefits to individual roads was far outweighed by the adverse effect on other roads and the circulation of traffic in the area, where there is a high concentration of schools.

We believe that there has been overemphasis on traffic volume and under emphasis on speed and safety, which are issues relevant not just to the Belvedere Estate but in other residential roads in the Village area as well. We suggest that the best option would be to focus upon a

programme of strategic traffic calming in key roads across the Village area, including, but not limited to the Belvedere Estate.

[Redacted]

Chairman

[Redacted]

This document has been sent electronically and so does not bear a signature.

Membership: 18 Residents' Associations:

Bathgate Rd; Belvedere Estate; Cedar Court; Lr Edge Hill/Darlaston Rds; N.W. Wimbledon; Parkside; Pine Grove; Raymond/Mansel Rds; Raynes Park & W Barnes; St John's; Somerset Rd; S Common; S Ridgway; W Wimbledon; Wimbledon Common W; Wimbledon E; Hillside; Wimbledon House; Wimbledon Park