

## **Delegated Report**

Cabinet Member: Planning and Traffic Management

**Date:** 4<sup>th</sup> May 2010

**Agenda item:** N/A

**Wards:** Village, Hillside and Wimbledon Park

**Subject:** Wimbledon Area Traffic Model

**Lead officer:** Chris Lee, 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:**

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That the Cabinet Member:

- 1) Notes the results of the formal consultation carried out during February and March 2010 on the proposals as agreed by Cabinet Member on 28 October 2009.
  - 2) Notes and considers ALL but specifically representations where objections have been received and shown in the various data tables in the report. The representations are detailed in Appendices 1 and 2.
  - 3) Notes the results of the volume and speed survey in section 4.19.35 that was carried out in Calonne Road in January 2010 to establish the current traffic speeds at the location of the proposed build-out outside 32 Calonne Road.
  - 4) Notes the results of the traffic speed survey for Woodside attached as Appendix 4.
  - 5) Considers the comments from the Stage 2 Road Safety audit (as given in section 4.19.25) that recommends the introduction of an additional speed table on Burghley Road on the side of property number 2 Atherton Drive. This would require a further formal consultation that can be carried out should a decision be made to proceed with the other consulted measures for Burghley Road.
  - 6) Considers the contents of all representations received during the formal consultation and the comments of the Stage 2 Safety Audit contained in sections relevant to Burghley Road and Marryat Road.
  - 7) Makes a decision based on the options detailed within section 4 of this report on each and every element of the scheme.
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## **1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT**

- 2.1 The purpose of this report is to inform the Cabinet Member for Planning and Traffic Management of the outcome of the statutory consultation on 'The Wimbledon Area Traffic Study' conducted in February and March 2010.

- 2.2 It sets out the representations received during the statutory consultation for consideration by the Cabinet Member before making a decision on the proposals. The representations received are included in Appendix 1 and 2.
- 2.3 It recommends that the Cabinet Member, subject to consideration of all the representations and the results of the Stage 2 Safety Audit / speed surveys, agrees to one of the options as set out in section 4 of this report.

## **2. BACKGROUND**

2.1 An informal consultation on a series of proposals was carried out during August and September of 2009. The results were reported to the Street Management Advisory Committee and the Cabinet Member on 30 September 2009. On 28 October 2009 the Cabinet Member agreed for officers :

- to undertake the necessary formal consultations on certain elements of option 8.
- Not to proceed with certain elements of option 8.
- To investigate new measures.

The Cabinet Member's decision is attached as appendix 5

## **3. FORMAL CONSULTATION**

- 4.1 A statutory consultation was carried out between 18 February 2010 and 12 March 2010. The consultation included the erection of street notices on lamp columns in the area, the publication of the Council's intentions in the Local Guardian and the London Gazette. Consultation documents were also available at Merton Link in the Civic Centre, in Wimbledon library and on the Council's website. Additionally, the consultation document including plans as shown in Appendix 3, was distributed to all properties included within the agreed consultation catchment area. Local Ward Councillors were contacted by email for any comments and suggestions in the process prior to the local area consultation exercise.
- 4.2 4223 consultation leaflets were distributed and 146 representations were received. It should be noted that representations received after the closing date have been included in this report.
- 4.3 The majority, of responses received were clearly laid out and in accordance with the procedures as set out within the consultation booklet and the street notices. This allowed for easy categorisation of objections in response to individual elements of the proposals. Some representations, however, were not clear on the nature of the objection and proved difficult in their categorisation.
- 4.4 Due to the nature of a formal consultation, it must be noted that it is the contents and validity of objections that must be considered rather than the number of representations received. Unlike an informal consultation, within a formal consultation representations from individuals must be considered and therefore the number of representations from a particular premises cannot be limited.
- 4.5 All responses have been categorised on a road by road basis in the Appendix 1. All sensitive information such as names, addresses, email addresses have been removed from the representations.
- 4.6 In case of Burghley road area, some residents forwarded a standard letter and all these have been treated as separate objections. One emailed representation received from Burghley Road (confirm no. 22016470) contained a list of property numbers in Burghley Road and Somerset Road the residents of which it was said were signatories to the

representation. The representation has been treated as a single representation, however where some of the listed signatories of the representation wrote in separately, those responses have been treated in the normal way and counted as separate representations.

4.7 Responses from Statutory Bodies and those from Resident Associations have not been included within the data shown in the various results tables in section 4 of this report. These representations are attached in Appendix 2. One representation was also received from a business in the area and has been attached in Appendix 2 of this report.

#### 4.8 RESULTS OF THE FORMAL CONSULTATION

4.8.1 The tables within this section of the report present the data in terms of number of representations received from a particular road. The column 'Total number of representations' refers to all representations received from that particular Road'. In general, residents only addressed issues, which they considered affected them directly or were most important to them. That is to say that not all representations addressed every issue under consultation and this is reflected within the tables. The percentage column gives the proportion of those that wrote in, either 'in favour', 'against (objection)' or with 'No comment' to the issue consulted on.

4.8.2 It is important to note that these results table should not be used to compare those in favour of or against the proposal. The column '**in favour of proposal**' will only contain a value where a representation/s have specifically said that they are in favour of the proposal. The important aspect for the Cabinet Member to consider in a Statutory Consultation is the objection/s and their nature, before considering whether to approve the proposal.

4.8.3 There were 6 representations in full support of all the proposed measures of which 2 were from Parkside Gardens, 2 from Peek Crescent, and 1 each from Atherton Drive and Marryat Road.

4.8.4 Responses from different individuals that contain similar issues have been summarised at the end of each table under the heading of '*Frequent comments regarding this issue*'. It should be noted that comments listed under this heading are not the only objections which were found in the representations, but as the heading suggests are the more common ones found in the representations.

4.8.5 The results tables can be used to identify the roads from where the objections have been received and so in turn, one can find the objections by looking in Appendix 1 under the relevant road name.

4.8.6 The various items consulted on together with the Results have been set out in the order that was set out in the consultation booklet. Where a commonly reoccurring response (that was not the issue being consulted) was found, but impacts that same issue, these have been included within the same section of the report. An example of this would be 'Priority working / build-out which requires the removal of some parking bays. Although the kerb build outs were not the subject of the formal consultation the need to remove the parking is, and therefore, comments relating to the build out will have been added within the same sections of the report.

## 4.9

**Option 8 Proposal 1 of Consultation booklet (ES/SGE/WATS/WL)**

For details to the various items in this proposal please refer to drawing number Z36-24-09 attached within Appendix 3.

4.9.1 **ITEM 1**

Comments relating to Waiting and Loading restrictions within the Pay and Display Bays and the Disabled Parking Bay on Church Road, Mon–Sat between 7.00am-10.00am & 4.00pm-7.00pm

Table 1

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	0	11	0	0	100
Arthur Road	2	0	1	1	0	50	50
Atherton Drive	1	0	0	1	0	0	100
Belvedere Avenue	5	0	0	5	0	0	100
Belvedere Drive	16	4	0	12	25	0	75
Belvedere Grove	18	0	0	18	0	0	100
Burghley Road	10	0	0	10	0	0	100
Calonne Road	10	0	0	10	0	0	100
Clement Road	2	0	0	2	0	0	100
Church Road	8	0	4	4	0	50	50
Coach House Lane	1	0	0	1	0	0	100
Compton Road	1	0	0	1	0	0	100
Courthope Road	1	0	0	1	0	0	100
Dora Road	1	0	0	1	0	0	100
Highbury Road	6	1	0	5	17	0	83
High Street Mews	1	0	0	1	0	0	100
Home Park Road	2	0	0	2	0	0	100
Kenilworth Avenue	2	0	0	2	0	0	100
Lambourne Avenue	1	0	0	1	0	0	100
Lancaster Avenue	1	0	0	1	0	0	100
Lancaster Road	10	0	1	9	0	10	90
Lancaster Gardens	2	0	0	2	0	0	100
Leeward Gardens	1	0	0	1	0	0	100
Marryat Place	1	0	0	1	0	0	100
Marryat Road	8	0	0	8	0	0	100
Newstead Way	2	0	0	2	0	0	100
Parkside Gardens	2	0	0	2	0	0	100
Peek Crescent	2	0	0	2	0	0	100
Pine Grove	1	0	1	0	0	100	0
Somerset Road	1	0	0	1	0	0	100
St Marys Road	4	0	1	3	0	25	75
Wimbledon Hill Road	1	0	0	1	0	0	100

4.9.2 *Frequent comments regarding this issue.*

- 1) *'The shops at the southern end of Church Road would be affected as they would lose trade from visitors during the restricted hours'.*
- 2) *'The restrictions to the disabled bay would make life difficult for the regular user of the bay.'*

4.9.3 **OFFICER'S COMMENTS**

The proposed restrictions are designed to create better traffic flow conditions in the southern section of Church Road. Though some residents have commented on the possibility of loss of trade for the businesses in Church Road as result of this proposal, no representation was received from the businesses which may or may not be affected. It is noted that the proposed restrictions to the disabled bay could cause some inconvenience for the elderly lady who is a regular user of the facility, however, as laid out in her representation (See Appendix 1. Church Road confirm numbers 22016213 & 22016292), she would be content to have an extra disabled bay installed in Courthope Road near its junction with Church Road. This would require the conversion of an existing Pay and Display bay to a disabled bay in Courthope Road near to it's junction with Church Road. This would also be subject to the applicant meeting the current criteria and a separate consultation subject to Cabinet Member approval. An alternative could be for the blue badge holder to utilise any of the pay and display bays or permit holder bays in Courthope Road during the restrictions.

**NOTE:** There is already one existing disabled parking bay in Courthope Road which is not proposed to change status under any of the other plans for the area.

4.9.4 It should be noted that the following Resident Associations do not support these measures:

1) BERA

Representation from this organisation is attached within appendix 2

4.9.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

**Option 1** - Proceed with this proposal and agree to the making of the Traffic Management Order. This option would help ease the flow of traffic in Church Road, making it a more attractive route to motorists thereby reducing rat running traffic in the local access roads. Either agree to consult and provide a second disabled bay in Courthope Road at it's junction with Church Road or decide that the affected disabled badge holder is advised to make use of other parking free of cost in Courthope Road.

**Option 2** - Do Nothing. This would do nothing to achieve the objective of encouraging non-local traffic to use Church Road.

4.9.6 **ITEM 2**

This relates to the proposed loading restrictions (Mon -Sat between 7.00am-10.00am & 4.00pm -7.00pm) for Church Road between its junctions with Courthope Road and Belvedere Square along its south-eastern kerb line.

4.9.7 **OFFICER'S COMMENTS**

No specific comments were received for this item.

4.9.8 The Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and agree to the making of the Traffic Management Order. This option would help ease the flow of traffic in Church Road, making it a more attractive route to motorists thereby reducing rat running traffic in the local access roads.

Option 2 - Do Nothing- This would do nothing to achieve the objective of encouraging non-local traffic to use Church Road.

4.9.9 **ITEM 3**

This relates to proposed loading restrictions (Mon-Sat between 7.00am-10.00am & 4.00pm-7.00pm) along the north western kerb line of Church Road between the existing parking bays.

4.9.10 **OFFICER'S COMMENTS**

No specific comments were received for this item.

4.9.11 The Cabinet Member may wish to consider and agree one of the following options:

Option 1 - Proceed with this proposal and agree to the making of the Traffic Management Order. This option would help ease the flow of traffic in Church Road, making it a more attractive route to motorists thereby reducing rat running traffic in the local access roads.

Option 2 - Do Nothing- This would do nothing to achieve the objective of encouraging non-local traffic to use Church Road.

4.9.12 **ITEM 4**

This relates to the proposed maximum stay of 1 hour applicable to the existing Loading bay in Courthope Road.

4.9.13 **OFFICER'S COMMENTS**

No specific comments were received for this item.

4.9.14 The Cabinet Member may wish to consider one of the following options for this item:

Option 1 - Proceed with this proposal and amend the Traffic management Order. This would assist the local traders in taking deliveries and reduce abuse of the bay by long term parking.

Option 2 - Do Nothing- This would result in the continued abuse of the existing loading bay which is often found being used for long term parking.

**NOTE:** It will be required to approve the items 1-3 in order to free up the southern section of Church Road and create a better vehicular flow during peak times. Item 4 is an independent item but one which if approved to proceed would help local traders to utilise the loading bay facility in Courthope Road. The proposal would help reduce abuse of the loading bay from being used for long term parking.

#### 4.10 **Option 8 Proposal 2 of Consultation booklet (ES/SGE/WATS/TC )**

For details of the proposals please refer to drawing number Z36-24-10 attached within Appendix 3.

##### 4.10.1 Comments relating to proposed traffic calming measures in Church Road.

Table 2

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	1	10	0	9	91
Arthur Road	2	0	1	1	0	50	50
Atherton Drive	1	0	0	1	0	0	100
Belvedere Avenue	5	0	3	2	0	60	40
Belvedere Drive	16	0	5	11	0	31	69
Belvedere Grove	18	0	9	9	0	50	50
Burghley Road	10	0	0	10	0	0	100
Calonne Road	10	0	0	10	0	0	100
Clement Road	2	0	2	0	0	100	0
Church Road	8	2	0	6	25	0	75
Coach House Lane	1	0	0	1	0	0	100
Compton Road	1	0	0	1	0	0	100
Courthope Road	1	0	0	1	0	0	100
Dora Road	1	0	1	0	0	100	0
Highbury Road	6	0	3	3	0	50	50
High Street Mews	1	0	0	1	0	0	100
Home Park Road	2	0	1	1	0	50	50
Kenilworth Avenue	2	0	2	0	0	100	0
Lambourne Avenue	1	0	0	1	0	0	100
Lancaster Avenue	1	0	0	1	0	0	100
Lancaster Road	10	0	1	9	0	10	90
Lancaster Gardens	2	0	0	2	0	0	100
Leeward Gardens	1	0	0	1	0	0	100
Marryat Place	1	0	0	1	0	0	100
Marryat Road	8	0	0	8	0	0	100
Newstead Way	2	0	0	2	0	0	100
Parkside Gardens	2	0	0	2	0	0	100
Peek Crescent	2	0	0	2	0	0	100
Pine Grove	1	0	1	0	0	100	0
Somerset Road	1	0	0	1	0	0	100
St Marys Road	4	0	1	3	0	25	75
Wimbledon Hill Road	1	0	0	1	0	0	100

#### 4.10.2 Frequent comments regarding this issue.

- 1) 'The proposal to introduce traffic calming in Church Road is not supported as the effect will be likely to encourage more traffic to use local access roads within the Belvederes.'
- 2) Measures in Church Road should be introduced only once the rat running issue in the Belvederes has been resolved.

#### 4.10.3 OFFICER'S COMMENTS

The proposed measures would be an effective way of reducing speed of traffic. However, it is acknowledged that a treated road could cause drivers to use alternative routes. As it can be seen from the results in table 2, the majority of objections to this proposal came from the Belvedere Roads, residents of which are concerned, that the proposed traffic calming measures on Church Road may encourage traffic to divert to their roads and exacerbate the existing problem.

4.10.4 Table 3 (below) shows a summary of the speed data collected during October 2009. The data was collected within close proximity where a speed table is being proposed. Although the speed may be considered not excessive, considering the narrowness of both the road, footways and volume of traffic including HGV's and LGV's, the current speed can be considered as high for its environment. Given the close proximity of properties to the road and the nature of the properties, noise and vibration caused by a speed table at this particular location along Church Road (outside no. 42) would require careful consideration by the Cabinet Member.

Table 3

Location	Direction	Start Date	End Date	85%ile Speed	Mean Speed
Site 33, Church Road, Wimbledon (LC 46) TQ 24157 71310	Channel: Northeastbound	Fri 25-Sep-09	Thu 01-Oct-09	30.5	25.7
	Channel: Southwestbound	Fri 25-Sep-09	Thu 01-Oct-09	32.1	27.1

4.10.5 It should be noted that the following Resident Associations do not support these measures:

#### 1) NEW BERA

Representation from this organisation is attached within appendix 2.

4.10.6 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with the full proposed measures or only some of the proposed features. To proceed with the full set of measures would be in line with the wishes of Church Road residents' who responded but against the wishes of the Belvedere area residents'.

- a) Raised junction at Church Road/ St Mary's Road and Burghley Road.
- b) Entry treatment at the Church Road/High Street junction.
- c) The speed table outside no. 42 Church Road.

Option 2 - Do Nothing- This would be in line with the wishes of those in the Belvedere Roads.



#### 4.11 **Option 8 Proposal 3 of Consultation booklet (ES/SGE/WATS/TC )**

For details of the proposals please refer to drawing number Z36-24-10 attached within Appendix 3.

##### 4.11.1 Comments relating to the proposed traffic calming (speed cushions) in Belvedere Grove.

Table 4

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	7	4	0	64	36
Belvedere Avenue	5	0	4	1	0	80	20
Belvedere Drive	16	0	14	2	0	88	12
Belvedere Grove	18	0	16	2	0	89	11
Clement Road	2	0	2	0	0	100	0
Church Road	8	0	1	7	0	12	88
Courthope Road	1	0	0	1	0	0	100
Highbury Road	6	0	4	2	0	67	33
High Street Mews	1	0	1	0	0	100	0
St Marys Road	4	0	2	2	0	50	50

##### 4.11.2 Frequent comments regarding this issue.

- 1) *The introduction of speed humps in Belvedere Grove will not resolve the volume problem which the residents of the road and area are faced with.*
- 2) *The speed cushions proposed at very small distances apart will cause excessive noise, air pollution and discomfort for the residents.*
- 3) *If any marginal reduction in volume is achieved, the diverted traffic will only go down Belvedere Drive, which suffers from its own volume problem.*
- 4) *The volume reduction anticipated by the council (50%-60%) is not possible by the speed cushions in Belvedere Grove.*

##### 4.11.3 OFFICER'S COMMENTS

The results indicate that the residents of the local roads are not in favour of the proposed speed cushions in Belvedere Grove. This is consistent with the results of the informal consultation carried out in 2009 at which time traffic calming was proposed over a wider area. The Cabinet Member's decision following the informal consultation was to limit the speed cushions to Belvedere Grove. For full details of the decision please see appendix 5. In light of the opposition to this proposal, Officer's would advise that the proposal is not proceeded with.

##### 4.11.4 It should be noted that the following Resident Associations/Interest Groups do not support these measures:

- 1) NEW BERA
- 2) BERA
- 3) Merton Cycling Campaign

Representations from these organisations are attached within appendix 2

4.11.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 – To proceed with this proposal- This would be against the wishes of those who forwarded representations.

Option 2 - Do Nothing- This would be in line with the wishes of the majority who responded.

#### 4.12 **Option 8 Proposal 4 of Consultation booklet (ES/SGE/WATS/PA )**

For details of the proposals please refer to drawing number Z36-24-09 attached within Appendix 3.

##### 4.12.1 Comments relating to the proposed conversion of the existing Permit Holder Bays to Shared Use.

Table 5

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	11	0	0	100	0
Belvedere Avenue	5	0	3	2	0	60	40
Belvedere Drive	16	0	15	1	0	94	6
Belvedere Grove	18	0	17	1	0	94	6
Clement Road	2	0	2	0	0	100	0
Church Road	8	0	8	0	0	100	0
Courthope Road	1	0	1	0	0	100	0
Highbury Road	6	0	6	0	0	100	0
High Street Mews	1	0	1	0	0	100	0
Lancaster Avenue	1	0	1	0	0	100	0
Lancaster Road	10	0	9	1	0	90	10
Lancaster Gardens	2	0	0	2	0	0	100
St Marys Road	4	0	1	3	0	25	75

##### 4.12.2 Frequent comments regarding this issue.

- 1) *The proposal contravenes the commitment made by the Council in its consultation document dated 7 July 1998 on the introduction of the CPZ to the area; the key points made by the Council included ‘ We intend that residents can normally park within 50m of their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level’.*
- 2) *The conversion of Permit Bays to allow P & D will add to the traffic problems within the area as visitors will be continually driving in and out of the roads looking for spaces.*
- 3) *The CPZ was introduced/ agreed to as a result of when there were no controlled measures, and the area was always parked up by outsiders with residents struggling to find spaces. With the currently proposed changes the situation would be reverting back to the pre-CPZ times.*
- 4) *Residents pay for the current privilege which allows them to be able to park near to their homes. With the proposed changes this would no longer be a guarantee.*
- 5) *Residents of Zone VOn already share their few spaces with those of Zone VC.*
- 6) *Roads fully parked up are no means of guaranteeing that non local traffic would be discouraged from using these roads.*
- 7) *The plan does not resolve the problem of traffic volume in the Belvedere Roads which was meant to be the initial objective of the Study / scheme.*

8) *The Council is acting in a discriminatory way towards the residents of the Belvedere Roads.*

#### 4.12.3 OFFICER'S COMMENTS

The results from the formal consultation appear to be consistent with those found during the informal consultation in 2009. The residents within the roads where the change is proposed continue to be strongly opposed to this proposal. Residents of the affected roads have written in length opposing this particular proposal with concerns over the likely adverse effects. Within their comments, residents also have expressed grave concerns to the problems if they were forced to share the bays with Pay & Display and Business Customers. Officer view is that even if one of the types of Customers ( Pay & Display or Businesses) was to be removed from the current proposal, this would not alleviate the concerns being expressed by residents.

In light of the strong opposition to this proposal, Officer's would advise that the previously proposed parking changes are not proceeded with.

4.12.4 It should be noted that the following Resident Associations do not support these measures:

- 1) NEW BERA
- 2) BERA

Representations from these organisations are attached within appendix 2.

4.12.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and the making the amendments to the CPZ Order. This would be against the wishes of the residents' in the area.

Option 2 - Do Nothing- This would be in line with the wishes of the majority of the residents' who responded and would otherwise be affected from this change.

#### 4.13 **Option 8 Proposal 5 of Consultation booklet (ES/SGE/WATS/PA )**

For details of the proposals please refer to drawing number Z36-24-09 attached within Appendix 3.

##### 4.13.1 Comments relating to creating additional Shared Use Parking bays.

Table 6

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	8	3	0	73	27
Belvedere Avenue	5	0	2	3	0	40	60
Belvedere Drive	16	0	8	8	0	50	50
Belvedere Grove	18	0	14	4	0	78	22
Clement Road	2	0	2	0	0	100	0
Church Road	8	3	0	5	38	0	62
Courthope Road	1	0	0	1	0	0	100
Highbury Road	6	0	5	1	0	83	17
High Street Mews	1	0	1	0	0	100	0
Lancaster Avenue	1	0	0	1	0	0	100
Lancaster Road	10	0	6	4	0	60	40
Lancaster Gardens	2	0	0	2	0	0	100
St Marys Road	4	0	1	3	0	25	75

##### 4.13.2 *Frequent comments regarding this issue.*

*As detailed above in section 4.12.2.*

##### 4.13.3 **OFFICER'S COMMENTS**

The results of the formal consultation appear to be consistent with that of the informal consultation carried out in 2009. The residents within the roads where the change is being proposed continue to be strongly against this proposal. This proposal is part of the main proposal to convert all existing permit bays to Shared Use bays which means that the additional bays would also be Shared Use. It is believed provision of extra parking would increase volume of traffic in the area. Those who objected also raised the following concerns :

- 1) Reducing the passing gaps will make passing through the road more difficult for vehicles.
- 2) Exiting and entering driveways would become difficult or dangerous.

4.13.4 The first point in Section 4.13.3 (reduction in passing gaps and consequently the difficulty of passing of vehicles) is considered desirable and a way of deterring rat running. It is also agreed that entering or exiting driveways may in certain locations become more difficult, however not unsafe. This would generally be in the locations where new/ additional bays are proposed where currently there are none. With regards to both the first and second points, it should be noted that an independent Stage 2 safety audit of the proposals did not identify any of the above as problematic issues in the design.

4.13.5 In accordance with the Highway Code, drivers entering a driveway should reverse in to their driveway and no on-street parking should take place within 10 metres of a side road junction. In the case of Highbury Road where objections have been received to the proposal to add an extra bay outside number 18, officers agree that this can be omitted from the proposal. This is despite the fact that the additional bay was proposed on a single yellow line on which drivers are currently able to park outside the controlled hours.

4.13.6 It should be noted that this proposal is dependent on the proposal to convert existing Permit Holder bays to Shared Use first. In the event that the Cabinet Member decides not to proceed with the conversion of Permit Holder Bays to Shared Use, this proposal too should be rejected.

4.13.7 It should be noted that the following Resident Associations do not support these measures:

- 1) NEW BERA does not support these measures.

Representation from this organisation is attached within appendix 2.

4.13.8 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and also agree to not install the extra bay outside 18 Highbury Road. To proceed with this proposal would be against the wishes of the residents who responded. (See note below).

Option 2 - Do Nothing- This would be in line with the wishes of all those that have objected.

**NOTE:** In the event that the Cabinet Member decides not to proceed with the proposal in 4.12 then this proposal should also not be proceeded with.

In the event that the Cabinet Member decides to proceed with the proposal in 4.12 then this proposal can still be considered independently.

#### 4.14 **Option 8 Proposal 6 of Consultation booklet (ES/SGE/WATS/TC )**

For details of the proposals please refer to drawing number Z36-24-10 attached within Appendix 3.

##### 4.14.1 Comments relating to raised entry treatment at the junction of Belvedere Drive and Wimbledon Hill Road.

Table 7

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	0	11	0	0	100
Belvedere Avenue	5	0	3	2	0	60	40
Belvedere Drive	16	0	12	4	0	75	25
Belvedere Grove	18	0	8	10	0	44	56
Clement Road	2	0	2	0	0	100	0
Church Road	8	1	0	7	12.5	0	88
Highbury Road	6	0	3	3	0	50	50
High Street Mews	1	0	0	1	0	0	100
St Marys Road	4	0	1	3	0	25	75

##### 4.14.2 *Frequent comments regarding this issue.*

- 1) *'Raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road will not moderate either the speed or the volumes of traffic using Belvedere Drive.*
- 2) *This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.*
- 3) *They are a waste of resources.*

##### 4.14.3 **OFFICER'S COMMENTS**

Many of the objectors cited that in their opinion the existing entry treatments in the Belvederes and across the Borough are not effective in reducing traffic volumes. Comments regarding the ineffectiveness of the proposed measures to reduce volume of traffic have been treated as objections.

Junction entry treatments are often used to improve pedestrian crossing points and sightlines and to slow traffic on approach to a junction thereby improving safety for all road users.

##### 4.14.4 It should be noted that the following Resident Associations do not support these measures:

- 1) NEW BERA.
- 2) CWARA.

Representations from these organisations are attached within appendix 2.

##### 4.14.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 – Agree to proceed.

Option 2 - Do nothing.

4.15 **Option 8 Proposal 7 of Consultation booklet (ES/SGE/WATS/TC )**

For details of the proposals please refer to drawing number Z36-24-10 attached within Appendix 3.

4.15.1 Comments relating to raised entry treatment at the junction of Belvedere Avenue and Church Road.

Table 8

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	0	0	11	0	0	100
Belvedere Avenue	5	0	3	2	0	60	40
Belvedere Drive	16	0	7	9	0	44	56
Belvedere Grove	18	0	8	10	0	44	56
Clement Road	2	0	2	0	0	100	0
Church Road	8	0	0	8	0	0	100
Highbury Road	6	0	3	3	0	50	50
High Street Mews	1	0	0	1	0	0	100
St Marys Road	4	0	1	3	0	25	75

4.15.2 *Frequent comments regarding this issue.*

*Same comments as detailed above in section 4.14.2.*

4.15.3 **OFFICER'S COMMENTS**

Same comments as detailed above in section 4.14.3.

4.15.4 It should be noted that the following Resident Associations do not support these measures:

- 1) NEW BERA.
- 2) CWARA.

Representations from these organisations are attached within appendix 2.

4.15.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 – Agree to proceed.

Option 2 - Do nothing.



4.16 **Option 8 Proposal 8 of Consultation booklet (ES/SGE/WATS/LB )**

For details of the proposals please refer to drawing number Z36-24-13 attached within Appendix 3.

4.16.1 Comments relating to proposed 7.5 T lorry ban.

Table 9

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	2	0	9	18	0	82
Arthur Road	2	0	0	2	0	0	100
Belvedere Avenue	5	3	0	2	60	0	40
Belvedere Drive	16	10	0	6	62	0	38
Belvedere Grove	18	5	4	9	28	22	50
Church Road	8	0	0	8	0	0	100
Clement Road	2	1	0	1	50	0	50
Coach House Lane	1	0	0	1	0	0	100
Compton Road	1	0	0	1	0	0	100
Courthope Road	1	0	0	1	0	0	100
Dora Road	1	0	0	1	0	0	100
Highbury Road	6	3	0	3	50	0	50
High Street Mews	1	0	0	1	0	0	100
Home Park Road	2	0	0	2	0	0	100
Kenilworth Avenue	2	1	0	1	50	0	50
Lambourne Avenue	1	0	0	1	0	0	100
Leeward Gardens	1	0	0	1	0	0	100
Pine Grove	1	0	0	1	0	0	100
St Marys Road	4	1	0	3	25	0	75
Wimbledon Hill Road	1	0	0	1	0	0	100

4.16.2 *Frequent comments regarding this issue.*

*Enforcement of the ban was the only concern shown in the representations received.*

4.16.3 **OFFICER'S COMMENTS**

Generally this proposal has been well received.

4.16.4 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and issue the amendments to the existing TMO.

Option 2 - Do Nothing.

#### 4.17 **Option 8 Proposal 9 of Consultation booklet (ES/SGE/WATS/20 )**

For details of the proposals please refer to drawing number Z36-24-12 attached within Appendix 3.

##### 4.17.1 Comments relating to the proposed 20 mph Speed Limit.

Table 10

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	3	0	8	18	0	72
Arthur Road	2	0	2	0	0	100	0
Atherton Drive	1	0	0	1	0	0	100
Belvedere Avenue	5	0	0	5	0	0	100
Belvedere Drive	16	7	0	9	44	0	56
Belvedere Grove	18	3	1	14	17	6	77
Burghley Road	10	1	0	9	10	0	90
Calonne Road	10	0	0	10	0	0	100
Clement Road	2	0	0	2	0	0	100
Church Road	8	2	0	6	25	0	75
Coach House Lane	1	0	0	1	0	0	100
Compton Road	1	0	0	1	0	0	100
Courthope Road	1	0	0	1	0	0	100
Dora Road	1	0	0	1	0	0	100
Highbury Road	6	2	0	4	33	0	67
High Street Mews	1	0	0	1	0	0	100
Home Park Road	2	1	0	1	50	0	50
Kenilworth Avenue	2	2	0	0	100	0	0
Lambourne Avenue	1	0	0	1	0	0	100
Lancaster Avenue	1	0	0	1	0	0	100
Lancaster Road	10	0	1	9	0	10	90
Lancaster Gardens	2	1	0	1	50	0	50
Leeward Gardens	1	0	0	1	0	0	100
Marryat Place	1	1	0	0	100	0	0
Marryat Road	8	1	0	7	13	0	87
Newstead Way	2	2	0	0	0	0	100
Parkside Gardens	2	0	0	2	0	0	100
Peek Crescent	2	2	0	0	100	0	0
Pine Grove	1	0	1	0	0	100	0
Somerset Road	1	1	0	0	100	0	0
St Marys Road	4	2	0	2	50	0	50
Wimbledon Hill Road	1	0	0	1	0	0	100

4.17.2 *Frequent comments regarding this issue.*

1) *Enforcement of the 20 mph speed limit was a concern for the majority of those that responded in favour to this proposal.*

4.17.3 OFFICER'S COMMENTS

Generally this proposal has been well received.

4.17.4 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and make the TMO.

Option 2 - Do Nothing.

4.18 **Option 8 Proposal 11 of Consultation booklet (ES/SGE/WATS/TC )**

For details of the proposal please refer to drawing number Z36-24-11 attached within Appendix 3.

4.18.1 Comments relating to the proposed raised junction and other changes at the Marryat Road and Burghley Road junction.

4.18.2 OFFICER'S COMMENTS

No specific objections were received.

4.18.3 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal.

Option 2 - Do Nothing.

4.19 **Option 8 Proposal 12 of Consultation booklet (ES/SGE/WATS/PA )**

For details to the various items in this proposal please refer to drawing number Z36-24-11 attached within Appendix 3

4.19.1 **ITEM 1**

This relates to the proposed removal of Permit holder bays from outside 12-16 and 11 Burghley Road in order to accommodate the Priority working kerb buildout at that location.

4.19.2 **OFFICER'S COMMENTS**

No specific objections were received with regards to this item.

4.19.3 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and make the appropriate amendments to the existing TMO.

Option 2 - Do Nothing.

4.19.4 **ITEM 2**

This relates to the proposal to introduce new Permit holder bays outside number 8 Burghley Road on the northeastern kerblines and number 9 Burghley Road on the southwestern kerblines.

4.19.5 **OFFICER'S COMMENTS**

Two specific objections from Burghley Road were received against these parking bays (ref 22016229 & 22016220). It is recommended that the proposed new parking bay on the southwestern kerblines outside number 9 Burghley Road should not be proceeded with whilst that outside number 8 can be proceeded with.

4.19.6 After considering the representations attached within appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal taking account of the changes recommended in the Officer's Comments and make the appropriate amendments to the existing TMO.

Option 2 - Do Nothing. This would not provide a replacement to the parking lost under 4.19.1 above if that item is approved to proceed.

4.19.7 **ITEM 3**

This relates to the proposal to extend the existing Permit holder bay outside No's 17 & 19 Burghley Road.

4.19.8 **OFFICER'S COMMENTS**

No specific objections were received with regards to this item.

4.19.9 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and make the appropriate amendments to the existing TMO.

Option 2 - Do Nothing. This would not provide a replacement to the parking lost under 4.19.1 above if that item is approved to proceed.

#### 4.19.10 **ITEM 4**

This relates to the proposed speed cushions associated with the priority working system build outs outside No 15 Burghley Road.

#### 4.19.11 **OFFICER'S COMMENTS**

No specific comments were received with regards to this item.

4.19.12 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal.

Option 2 - Do Nothing

***NOTE:*** Items 1 & 4 would both need to be approved as a minimum in order to allow the priority working feature outside 15 Burghley Road to proceed as per the proposal. Items 2 & 3 relate to the creation of new parking bays to replace those, which would be lost as a result of the feature outside 15 Burghley Road.

#### 4.19.13 **ITEM 5**

This relates to the proposal to remove Shared Use bays from outside 35 Burghley Road in order to accommodate the proposed kerb buildout as part of the Priority working system at that location.

#### 4.19.14 **OFFICER'S COMMENTS**

No specific comments were received with regards to this item.

4.19.15 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and make the appropriate amendments to the existing TMO.

Option 2 - Do Nothing.

#### 4.19.16 **ITEM 6**

This relates to the proposal to provide new Shared Use bays opposite no. 40 Burghley Road.

#### 4.19.17 **OFFICER'S COMMENTS**

No specific comments were received with regards to this item.

4.19.18 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal and make the appropriate amendments to the existing TMO.

Option 2 - Do Nothing.

#### 4.19.19 **ITEM 7**

This relates to the proposed speed cushions associated with the priority working system build outs outside No 35 Burghley Road.

#### 4.19.20 OFFICER'S COMMENTS

No specific comments were received with regards to this item.

4.19.21 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 - Proceed with this proposal.

Option 2 - Do Nothing.

***NOTE:*** Items 5 & 7 would both need to be approved as a minimum in order to allow the priority working feature outside 35 Burghley Road to proceed as per the proposal. Item 6 relates to the creation of new Shared Use parking bays to replace those, which would be lost as a result of the feature outside 35 Burghley Road.

4.19.22 It should be noted that Parkside Resident Associations have supported the traffic calming measures in Burghley Road and their representation is attached within appendix 2.

#### 4.19.23 **General information regarding traffic calming in Burghley Road**

##### 4.19.24 Views of residents

This information is provided as a summary and supplementary to the Cabinet Member and must be read in conjunction with the representations received.

Many residents in Burghley Road see traffic volume as a major concern in their road. Many responses received were found to be the same letter sent from various individuals, the main theme of which was that the proposed measures were not harsh enough to tackle the volume and speeding problem.

##### 4.19.25 Safety Audit View

A stage 2 safety audit was carried out on this scheme. This involved a site visit by the audit team to consider on-site conditions in relation to the design. Their view regarding the traffic calming features for Burghley Road is as follows:

#### **Location – Burghley Road and Calonne Road – priority narrowings**

#### **Summary: risk of head-on or shunt type collisions**

The traffic calming design for Burghley Road and Calonne Road consists of a series of priority type road narrowings, each formed by the installation of a build-out on each side of the road. There are a number of safety issues associated with these features, as follows:

- The road gradient at each feature is steep, at around 10%, and the priority arrangement is for vehicles travelling downhill to give-way to those travelling uphill. This could lead to downhill vehicles braking suddenly, particularly at the Burghley Road eastbound approach to the scheme, where speeds could be higher.
- The length of anti-skid surfacing approaching the narrowing give-way lines is relatively short at around 20-25m, which could be ineffective unless flows and speeds are very low. On the other hand, anti-skid surfacing in the uphill direction may be unnecessary.

- The “offside and nearside” build-out arrangement channels all vehicles to pass through the narrowing centrally, which could have the effect of encouraging the driver of a downhill vehicle to accelerate and arrive at the narrowing before having to give way. This could increase the potential for head-on collisions.

#### **SAFETY AUDIT RECOMMENDATION**

The following additional measures should be considered:

- A flat-top road hump should be provided, in Burghley Road, approximately 60metres to the west of the narrowing outside No 58 Burghley Road – this would provide some additional speed control to eastbound vehicles approaching the scheme.
- 50metre lengths of anti-skid surfacing should be provided in advance of give-way lines on downhill approaches, and no anti-skid surfacing provided on uphill approaches.
- Build-outs should be provided on the nearside only of the approach where vehicles give-way, extending to the carriageway centre-line. The carriageway running lane through the narrowing being, therefore, the continuation of the existing uphill lane, rather than the centre of the road.

#### 4.19.26 Council response to Safety Audit

1) The pinch point feature outside 58 Burghley Road was previously proposed to have speed cushions similar in arrangement to that shown for the pinch points outside 35 and 15 Burghley Road. These were removed as a result of a Cabinet Member decision made on 28 October 2009. The safety audit recommendation to provide a speed table west of the feature will be recommended to the Cabinet Member for Planning and Traffic Management for approval.

2) A 50 metre length of anti skid surfacing will be provided in advance of give-way lines on down hill approaches to the features.

The features outside 15 and 35 Burghley Road are shown located at a point in the road where the carriageway on either side (priority and non priority approaches), are downhill. Though in theory, anti-skid surfacing may not be required when approaching from the priority direction, the extra antiskid is proposed as a precaution in the event that a vehicle from the non-priority direction fails to give way.

3) The pinch point features are to be located within a wider 20 mph speed limit area. It is desired that speeds on both approaches to these features (priority and non priority) is controlled by building out both sides of the road. A buildout on the nearside only of the approach where vehicles give-way is unlikely to be a deterrent to those approaching from the priority direction. Such a buildout:

- would not remove the potential for head-on collisions.
- May encourage vehicles from the non priority direction to travel on the wrong side of the road over longer than necessary periods.



#### 4.19.27 **ITEM 8**

The following table shows the number of objections received in relation to the proposal to remove permit parking outside 32 Calonne Road in order to accommodate the Priority working kerb buildout.

Table 11

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Calonne Road	10	0	4	6	0	40	60

#### 4.19.28 **OFFICER'S COMMENTS**

A number of objections were received to the proposed removal of parking bays from outside 32 Calonne Road. From the representations received, it appears that property numbers 30, 32, 34, 36 and 40 Calonne Road have only one off-street parking space and the loss of the parking bays is therefore a concern for them. The reasons for the objections varied and the Cabinet Member should read all representations received from Calonne Road together with the recent speed survey results given in Table 14 before making any decision.

4.19.29 The Cabinet Member should consider the representations received and consider the Officer Comments and other provided information in Sections 4.19.27 to 4.19.35 before agreeing one of the following:

Option 1 - Proceed with this proposal and issue the TMO.

Option 2 - Do Nothing.

#### 4.19.30 **ITEM 9**

The following table shows the number of objections received in relation to the proposal to provide new permit Parking bays outside 27 Calonne Road.

Table 12

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Calonne Road	10	0	1	9	0	10	90

#### 4.19.31 **OFFICER'S COMMENTS**

One specific representations from Calonne Road was received against the proposed parking bays (ref Appendix 1, Calonne Road, confirm number 22016360). Officer recommendation is to shorten the proposed parking bay by 2 metres to allow easier access from the adjacent property.

4.19.32 The Cabinet Member should consider the representations received and consider the Officer Comments together with other data in Section 4.19.33 to 4.19.35 before agreeing one of the following:

Option 1 - Proceed with this proposal taking account of Officer Comments with regards to the shortening of the proposed bays outside 27 Calonne Road.

Option 2 - Do Nothing.

**NOTE:** Item 8 would need to be approved as a minimum in order to allow the proposed priority working feature outside 32 Calonne Road to proceed. Item 9 relates to the creation of new parking bays to replace those, which would be lost as a result of the feature outside 32 Calonne Road.

**4.19.33 General information regarding Traffic calming in Calonne Road**

**4.19.34 View of residents**

This information is provided as a summary and supplementary for the Cabinet Member to consider together with the representations received.

Many responses from those in Calonne Road do not see speeding and volume of traffic as a problem in their road. This is true from not only the current consultation but also from the informal consultation carried out in August 2009 at which stage more traffic calming had been proposed but rejected by residents.

Whereby tables 11 and 12 are provided to show the level of objections purely to the items which were required to be consulted on, Table 12 provides additional information showing level of support/objection to the proposed buildout.

Table 13

<b>Comments relating to the need for the Priority Working buildout outside 32 Calonne Road</b>							
	<b>Total number of representations</b>	<b>In favour of proposal (Number)</b>	<b>Against proposal (Number)</b>	<b>No Comment (Number)</b>	<b>In favour of proposal (%)</b>	<b>Against proposal (%)</b>	<b>No Comment (%)</b>
Calonne Road	10	4	5	1	40	50.0	10.0

4.19.35 In order to establish vehicular speeds at the proposed location of the traffic calming feature, a speed survey was carried out in January 2010. The results of the speeds are given in Table 14.

Table 14

<b>Location</b>	<b>Direction</b>	<b>Start Date</b>	<b>End Date</b>	<b>Total Vehicles</b>	<b>3 Day Ave.</b>	<b>85%ile Speed (mph)</b>	<b>Mean Speed (mph)</b>
Site 3, Calonne Road, Wimbledon (LC 15, OS 34) TQ 23962 71808	Channel: Eastbound	Tue 26-Jan-10	Thu 28-Jan-10	1118	373	27.6	22.7
	Channel: Westbound	Tue 26-Jan-10	Thu 28-Jan-10	1224	408	27.4	22.3

#### 4.20 **New Proposals added to the Option 8 Scheme (Number 1 in Consultation booklet) ES/SGE/WATS/TC**

For details of the proposals please refer to drawing number Z36-24-10-2 attached within Appendix 3.

##### 4.20.1 Comments relating to the installation of a raised speed table in St Marys Road at its junction with Alan Road and the removal of the double mini roundabout.

Table 15

	Total number of representations	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)
Alan Road	11	3	0	8	27	0	73
Arthur Road	2	0	0	2	0	0	100
Atherton Drive	1	0	0	1	0	0	100
Belvedere Avenue	5	2	1	2	40	20	40
Belvedere Drive	16	1	3	12	6	19	75
Belvedere Grove	18	2	6	10	11	33	56
Burghley Road	10	0	0	10	0	0	100
Calonne Road	10	0	0	10	0	0	100
Clement Road	2	0	1	1	0	50	50
Church Road	8	0	0	8	0	0	100
Coach House Lane	1	0	0	1	0	0	100
Compton Road	1	0	0	1	0	0	100
Courthope Road	1	0	0	1	0	0	100
Dora Road	1	0	0	1	0	0	100
Highbury Road	6	1	2	3	17	33	50
High Street Mews	1	0	0	1	0	0	100
Home Park Road	2	0	1	1	0	50	50
Kenilworth Avenue	2	0	2	0	0	100	0
Lambourne Avenue	1	0	1	0	0	100	0
Lancaster Avenue	1	0	1	0	0	100	0
Lancaster Road	10	0	10	0	0	100	0
Lancaster Gardens	2	0	0	2	0	0	100
Leeward Gardens	1	0	1	0	0	100	0
Marryat Place	1	0	1	0	0	100	0
Marryat Road	8	0	0	8	0	0	100
Newstead Way	2	0	0	2	0	0	100
Parkside Gardens	2	0	0	2	0	0	100
Peek Crescent	2	0	0	2	0	0	100
Pine Grove	1	0	1	0	0	100	0
Somerset Road	1	0	0	1	0	0	100
St Marys Road	4	0	2	2	0	50	50
Wimbledon Hill Road	1	0	0	1	0	0	100

4.20.2 *Frequent comments regarding this issue.*

- 1) *The removal of the roundabouts will not achieve a reduction in traffic volumes in the Belvederes.*
- 2) *The removal of the roundabouts will make crossing the road more difficult and potentially dangerous.*

4.20.3 OFFICER'S COMMENTS

No specific objections to the introduction of a speed table at this location were received. However, it should be noted that many representations received were directed at the proposal to the removal of the roundabouts and therefore all such representations which have objected to the removal of the roundabouts have been treated as objections to the proposed speed table with which they would be replaced.

It should be noted that a Stage2 safety audit did not pick up any problems with the concept of the removal of the roundabouts or the junction reconfiguration.

4.20.4 It is unclear from NEW BERA's response whether or not they support this proposal..

4.20.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 – Agree to proceed with the changes to the junction priorities and replace existing mini roundabouts with a raised speed table.

Option 2 - Do nothing.

#### 4.21 **New Proposals added to the Option 8 Scheme (Number 2 in Consultation booklet) ES/SGE/WATS/TC**

For details of the proposals please refer to drawing number Z36-24-11-2 attached within Appendix 3.

##### 4.21.1 Comments regarding the installation of speed tables in Marryat Road.

Table 16

	Total number of responses	In favour of proposal (Number)	Against proposal (Number)	No Comment (Number)	Proposed Measures insufficient to deal with the problems (Number)	In favour of proposal (%)	Against proposal (%)	No Comment (%)	Proposed Measures insufficient to deal with the problems (Number) (%)
Burghley Road	10	1	0	2	7	10	0	20	70
Calonne Road	10	0	1	9	0	0	10	90	0
Marryat Place	1	0	1	0	0	0	100	0	0
Marryat Road	8	2	1	0	5	25	12	0	63
Peek Crescent	2	0	0	2	0	0	0	100	0

##### 4.21.2 *Frequent comments regarding this issue.*

- 1) *The speed tables in Marryat Road will do little to control speeds and volumes of traffic.*
- 2) *Vehicles will speed away from the tables thus increasing noise and pollution levels.*

##### 4.21.3 OFFICER'S COMMENTS

Generally, this proposal has been well received by residents and the local school in Peek Crescent. The council accepts that the speed tables are placed at a greater than the standard distance, however, this is as a result of feedback received from Parkside Residents Association and ward councillors on what is likely to be acceptable. The chosen location of the speed tables was Officer discretion and was given careful consideration whilst taking account of dropped kerbs and the need (as far as practically possible) to keep equal spacing between the tables. If in the future it is found necessary, the spacing allows extra traffic calming to be placed in between the features.

##### 4.21.4 The following should be noted with regards to the responses from the Resident Associations.

- 1) Parkside Resident Association has not shown a particular preference as an Association on how they perceive this proposal.
- 2) CWARA has commented in depth over the issue of the proposed speed tables in Marryat Road. Though CWARA has shown it's support for the Marryat Road speed tables, they have expressed their disappointment that they have not been afforded the same opportunities in the past.

##### 4.21.5 After considering the representations attached as appendix 1 & 2, and Officer's Comments, the Cabinet Member may wish to consider the following options:

Option 1 – Agree to proceed with the proposals.

Option 2 - Do nothing.

#### 4.21.6 Safety Audit View

A stage 2 safety audit was carried out on this scheme. This involved a site visit by the audit team to consider on-site conditions in relation to the design. Their view regarding the traffic calming features for Marryat Road is as follows:

“The road humps proposed for Marryat Road are spaced at approximately 133m apart. Whilst this would provide a slight safety improvement on the existing layout, the relatively long spacing could lead to vehicle acceleration between the humps, and to increased traffic noise”.

#### 4.21.7 Council Response to Safety Audit

The speed tables in Marryat Road are spaced at greater than usual distances. This is as a result of feedback from the Residents Association suggesting that any more than 3 speed tables would be unacceptable in this road. The currently proposed spacing of the features (approximately 130 metres apart) will allow intermediate speed tables or other traffic calming measures to be installed midway in the future if found necessary.

4.21.8 Table 17 presents data showing the vehicular speed and traffic volumes found through the survey which was carried out approximately midway between it's junction with Burghley Road and High Street.

Table 17

Location	Direction	Start Date	End Date	Total Vehicles	5 Day Ave.	7 Day Ave.	85%ile Speed	Mean Speed
Site 27, Marryat Rd, Wimbledon (Parking Sign) TQ 23967 71466	Channel: Northbound	Fri 25-Sep-09	Thu 01-Oct-09	6889	1089	984	35.0	28.5
	Channel: Southbound	Fri 25-Sep-09	Thu 01-Oct-09	4353	703	622	35.0	28.7

#### 4.22 Woodside Speed Survey Information

- 4.22.1 In the Cabinet Member decision dated 19<sup>th</sup> June 2009, officers were instructed to establish the current traffic speeds within Woodside. This was in relation to the complaint that they were ineffective at controlling speeds and so the speed cushions being proposed for the Belvedere area at the time should also be used to replace those in Woodside. The Street Management Advisory Committee report of 30<sup>th</sup> September 2009 reported that a 7 day speed survey had been programmed to begin 25 September 2009.
- 4.22.2 The speeds within Woodside were measured at 5 different locations and the results now attached as appendix 4 to this report were reported to CWARA (local Resident Association) along with ward councillors.
- 4.22.3 The survey results show that the mean speed at all 5 locations was low and the 85<sup>th</sup> percentile speed too was within the posted speed limit for the road. From this conclusion the Cabinet Member should note that officers believe the current speed cushions in Woodside are effectively controlling the speed of vehicles.
- 4.22.4 However, in light of the current deteriorating condition of the existing speed cushions Officers believe that when in future Woodside is to be resurfaced according to the council's resurfacing programme, a prior consultation should be carried out to establish if residents would accept the speed cushions being replaced with speed tables similar to those currently proposed for Marryat Road. From the CWARA representation to the current consultation for the Wimbledon Area Traffic Study, it would appear that this proposal would be to the satisfaction of the organisation. If this recommendation is approved by the Cabinet Member, Officers will plan a consultation exercise in conjunction with the Association to this effect.
- 4.22.5 After considering the speed surveys for Woodside, the CWARA representation contained in Appendix 2 and the above Officer Comments, the Cabinet Member may wish to consider the following options:

Option 1 – Agree that subject to funding availability a consultation should be carried out in the Woodside area in conjunction with CWARA to assess whether replacement of the current speed cushions is acceptable to the community. The consultation would be programmed at a time nearer to when the road is planned for resurfacing in the future.

Option 2 - Do nothing.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 The work is being funded through Merton's 2010/11 Capital Programme of £530,000 for Wimbledon Area Traffic Study. A further £186,000 is provisionally approved for use in 2011/12.

## **6. LEGAL IMPLICATIONS**

- 6.1 The Traffic Management Orders for a 20mph speed limit would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended).
- 6.2 The proposed vertical deflections ( speed cushions and speed tables) can be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended). No Traffic Order is required.
- 6.3 The TMO's for the amendments to the parking bay would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended).
- 6.4 The TMO's for the Waiting and Loading restrictions would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended).
- 6.5 The TMO for the Weight Limit Order would be made under Section 6 of the Road Traffic Regulation Act 1984 (as amended).
- 6.7 The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). This was done as part of the formal consultation exercise recently completed. The regulations also require the Council to consider any representations received as a result of publishing the draft order. The Cabinet Member is required to consider all representations received and now attached in Appendices 1 and 2 in this report.
- 6.8 All road markings and signage will be in accordance with TSRGD 2002.

## **7. ALTERNATIVE OPTIONS**

- 7.1 Detailed within the results section of this report.

## **8. HUMAN RIGHTS & EQUALITIES IMPLICATIONS**

- 8.1 The implementation of the proposals will affect all sections of the community. The proposed measures aim 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.
- 8.2 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents are given consideration but it is considered that improving safety on the borough roads take priority over environmental issues like noise and pollution. The undertaking of a formal consultation will provide a further opportunity for the local community to air their views.
- 8.3 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.
- 8.4 The implementation of 20 mph speed limit affects all sections of the community especially the young and the elderly; and assists in improving safety for all road users as well as achieving Merton's commitment in reducing speed, casualty and severity of road traffic accidents.

## **9. CRIME AND DISORDER IMPLICATIONS**

- 9.1 Not applicable



## **10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 10.1 The introduction of the proposed speed cushions within some of the areas may result in an increased or no change in noise levels. This depends on driver behaviour and type of vehicle. Speed cushions will be constructed in such a manner so as to allow larger vehicles to straddle thereby minimizing noise and vibration.
- 10.2 The road safety implications/risks during construction and maintenance will have to be fully considered at each stage of the detailed design process.
- 10.3 A Stage 2 Road Safety Audit has been undertaken on the full proposals and extracts relevant to some of the proposals have been included in the main body of the report. The full report is available and currently on file for this project. A Council response has been prepared for each of the Audit items.
- 10.4 The Construction (Design and Management) Regulations 1994 will apply to these proposals. Therefore when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, 'Managing Health and Safety in Construction', published by the Health and Safety Commission. The Planning Supervisor appointed for this scheme is F.M.Conway Ltd. Potential risks will have to be identified during the detailed design stage.
- 10.5 One risk that has been identified are the impact of one of the measures on cyclists. 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 will require this short stretch of cycle lane to be removed which could expose cyclists to an increase in risk of conflict with the mainstream traffic.

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

Appendix 1	Representations received from Residents.
Appendix 2	Representations received from Formal Consultation bodies/organisations and individual Businesses.
Appendix 3	Consultation material.
Appendix 4	Woodside Traffic Survey information.
Appendix 5	Cabinet Member decision dated 28 October 2009.

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

Street Management Overview & Scrutiny Panel report dated 26<sup>th</sup> November 2003.

Street Management Overview & Scrutiny Panel report dated 30<sup>th</sup> March 2005.

Cabinet Street Management Committee report dated 20<sup>th</sup> July 2005.

Cabinet Street Management Committee report dated 29<sup>th</sup> September 2005.

Cabinet Street Management Advisory Committee report dated 15<sup>th</sup> January 2008.

Cabinet Street Management Advisory Committee report dated 17<sup>th</sup> June 2008.

Cabinet Street Management Advisory Committee report dated 13<sup>th</sup> March 2009.

Cabinet Street Management Advisory Committee report dated 10<sup>th</sup> June 2009.

Cabinet Street Management Advisory Committee report dated 10<sup>th</sup> June 2009.

Cabinet Street Management Advisory Committee report dated 30<sup>th</sup> September 2009.

Cabinet Member decision dated 19<sup>th</sup> June 2009

Cabinet Member decision dated 28<sup>th</sup> October 2009

## Contacts

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  - Tel: 020 8545 3181
- London Borough of Merton:
  - Address: Civic Centre, London Road, Morden, SM4 5DX
  - Tel: 020 8274 4901

## Useful links

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

Readers should note the terms of the legal information (disclaimer) regarding information on Merton Council's and third party linked websites.

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

This disclaimer also applies to any links provided here.

**Confirm Number 22016228****Your Reference: ES/SGE/WATS/PA****Representation against proposal to convert all Resident Permit Holder parking bays on Alan Road to Pay & Display Shared Use Bays**

Dear Sir, Madam

I am writing because I very strongly object to the proposal to convert all of the existing Resident Parking Permit holder parking bays on our road into Pay and Display Shared Use bays and in particular, the conversion of the Resident Only bays in front of #5 & #7 Alan Road into shared use bays.

My family and I live in [REDACTED] Alan Road. As the residents of the other two flats that comprise the property have exclusive use of the garage attached to the property, we park our car on Alan Road.

We have two young sons- one aged 4.9 years old and the other aged 22 months. My wife takes both kids in the car to drive our older child to school every weekday morning. Our older son has special educational needs (he has a Statement of Special Educational Needs issued by Merton which describes significant balance, coordination and perception difficulties as well as a lack of awareness of danger) and therefore requires very close supervision when walking on the sidewalk or road to get to the car. As Alan Road has very heavy through traffic during peak hours, for safety reasons my wife makes two separate trips to get both children into the car -taking our younger child to the car first and leaving him there whilst returning to the flat to fetch our older son. It is therefore extremely important for us that we be able to park our car directly on Alan Road and preferably on our side of the road. The current parking situation on Alan Road is such that the six Resident Permit / Pay & Display bays in front of our property are extremely popular during weekdays and are almost always full. Just now, for example (it is 2:15 pm on a Wednesday), all six bays are occupied and there are 4 cars parked (including ours) in the Resident Only bays a bit further down on Alan Road towards the roundabout. The situation was exactly the same yesterday. We fear that if these Resident Only bays were to be converted into shared use bays, that they will also fill up during weekdays, leaving us with no option but to park on another road. This would cause significant disruption for us in our daily life.

I would therefore be very grateful if you would consider maintaining at least some of the Resident Permit Only bays located towards the end of Alan Road (specifically, those in front of #5 - #7 Alan Road) as they are, without converting them into shared use bays.

Thank you very much.

Yours sincerely,

**Confirm Number 22016305**

Dear Sirs

**ES/SGE/WATS/PA and ES/SGE/WATS/TC**

I hereby oppose the proposals to convert the existing Resident Permit and Permit Holder bays in Alan Road and to proceed with providing additional parking in the same road as this will first, make it even more difficult for residents and their visitors to park and secondly, make it even more difficult (and indeed potentially dangerous) for residents to enter and exit their driveways (already a difficult manoeuvre given the volume of traffic and the existing parking bays (in my case, immediately opposite the drive)) Increased levels of parking will also make it increasingly difficult for deliveries, refuse collection and other service vehicles. It will also make crossing the road for pedestrians more hazardous.

Additional parking in neighbouring roads will also increase the amount of traffic generally in the neighbourhood.

The proposed speed cushions in Belvedere Grove will not reduce the volume of traffic which uses that road and Alan Road as a main cut through in the area which is the main problem and will add to the level of traffic noise and pollution and, given the proposed 20mph speed limit, is unnecessary.

Yours faithfully

**Confirm Number 22016279****Response to Formal Consultation on Wimbledon Area Traffic Study**

I write as a resident at the above address

ES/SGE/WATS/PA Option 8 No. 4

I do not agree with the proposal to convert existing Resident Permit Parking bays in Alan Road to Shared Use. There is no evidence that this is needed.

**Option 8 No. 5**

I do not agree with the proposal to provide additional parking bays in Alan Road, especially those opposite my house, No. [REDACTED]. These would make it very difficult for me to back my car into or out of my driveway.

**New Proposals added to Option 8- No. 1**

I do not object to abolishing the mini roundabout at Alan Road / St Marys Road provided that in rebuilding the 'raised entry' the road is narrowed to create a 'pinch point' ---similar to those at the other end of Alan Road and at each end of Belvedere Grove.

This is a very dangerous corner in that traffic coming from Arthur Road enters Alan Road at high speed often without signalling a left turn. To avoid more accidents, it is essential to narrow the entry, otherwise the remodelling of the intersection could enable cars to enter even faster.

NB: to many modern vehicles with off road suspensions the mildly raised entry poses no need to decelerate.

**Confirm Number 22016462**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 16:34  
**To:** Waheed Alam  
**Cc:** Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew; [REDACTED]  
**Subject:** Wimbledon Area Traffic Survey - Alan Road Roundabout - Road Narrowing

Reference ES/SGE/WATS/TC Comment from [REDACTED] Alan Road SW19 7PT  
 You should have received by post my written response to the consultation but I want to highlight the problem at the St Mary's end of Alan Road where it is proposed to abolish the mini-roundabout. This is in "New proposals added to Option 8-No 1".  
 This is a very dangerous corner because much of the through traffic from Arthur Road swings round the corner at high speed, often without signalling, as if it was intended to be one continuous route. The raised entry seems to pose no deterrent to many vehicles presumably because of improved suspensions, especially for SUVs i.e., Chelsea Tractors. My next-door neighbour [REDACTED] has given a graphic description in her response, which I recommend for the details.  
 Whether the roundabout goes or stays, we desperately need the road to be made narrower at this point to deter dangerous cornering and to avoid more accidents. In fact if the roundabout is removed, the narrowing will be even more needed: otherwise fast cornering will be even easier. This safety device is long overdue and would be exactly the same as at the other end of Alan Road and at each end of Belvedere Grove where the road entries are both narrowed and raised.

**Confirm Number 22016448**

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

**From:** [REDACTED]  
**Sent:** 07 March 2010 16:24  
**To:** Waheed Alam  
**Cc:** Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew; [REDACTED]  
**Subject:** Wimbledon Village "Non-consultation"

Mr Alam,  
 Further to the 'consultation' document received from Merton Council, which seems to have incredibly similar proposals to those in the informal consultation last year, which soundly rejected the proposals.  
 Yet again, I wish to object and do not support the introduction of road humps in Belvedere Grove, they will do nothing to reduce the 42,000 vehicles a week, they are a complete waste of money and should never have been proposed.

As to the farcical proposal to introduce more shared parking in the VON zone, I object to that, unlike the Parkside Residents association which during [REDACTED] 15 minute rant the other day, she suggested that every member of her association have four by fours which need to be driven, and parked, locally, here in Alan road, there are only three, and even then they have to park round the corner.

**Confirm Number 22016442**

Councillor Brierly,

Your proposal to reduce the appalling problem of 42,000+ vehicles per week using the residential road of Belvedere Grove is to install 5 speed bumps, as I have said many times before, this beggars belief that to curtail a volume problem you are proposing a solution to speed when the average speed is just over 20 mph already.

However, reading the Department of Transport guidelines for the installation of speed bumps, they say that to be effective, and to avoid unnecessary additional noise and pollution, these bumps have to be placed at least 65 metres apart. Your proposal is nowhere near that spacing, are you now proposing that as well as the problem of the 42,000+ vehicles per week, you are now adding to our misery with more pollution and noise, and the associated health problems that these will cause ?

**Confirm Number 22016453**

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

**From:** [REDACTED]

**Sent:** 09 March 2010 15:44

**To:** Waheed Alam

**Cc:** Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew; Redirector for Stephen Hammond MP

**Subject:** Traffic consultation

I live in Alan road, one of the traffic blighted roads in the Belvederes, as a student I have to watch how much I spend, and am somewhat surprised at the expense, and the lengths that Merton council have gone to in order to avoid doing the obvious and cheapest solution.

I am opposed to the proposal of humps in Belvedere Grove, they will do nothing to alleviate the 6,000 vehicles a day, they are a waste of money, and the Council should be embarrassed at even making this proposition.

As a Council who is supposedly concerned with 'green' issues, you should not be proposing more car parking, you should be removing them, I am opposed to shared parking in the VoN area.

PS I will be voting for the first time this year

**Confirm Number 22016465**

**From:** [REDACTED]

**Sent:** 11 March 2010 18:01

**To:** waheed.alam@merton.gov.uk

**Cc:** HAMMOND, Stephen; john.bowcott@merton.gov.uk; samantha.george@merton.gov.uk; richard.chellew@merton.gov.uk [REDACTED]

**Subject:** Wimbledon Village Traffic consultation

I am a resident in Alan road, having lived here for almost 18 years and have watched the traffic situation become worse and worse, I have many friends who live in Richmond, which I think is controlled by the Liberal Democrats, it is impossible for 'rat

runners' to use residential roads there. Richmond Council have used a combination of banned turns and No Entry signs, and yet here in Merton instead of trying this out, we have had several years of procrastination and pathetic non-workable alternatives. I am studying A level Economics but you do not need to be at that level to wonder why Merton council has always suggested the more expensive alternative but I put that down to political influence, or lack of.

I am opposed to the introduction of speed bumps in Belvedere Grove and opposed to the introduction of shared parking.

PS I will be voting for the first time on May 6th 2010

**Confirm Number 22016458**

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

**From:** [REDACTED]  
**Sent:** 10 March 2010 15:52  
**To:** Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellev; [REDACTED]  
**Subject:** Belvederes Traffic Consultation

Dear Mr Alam,

I do not support the introduction of road humps in Belvedere Grove and shared parking within the VoN area. These measures will not reduce the huge rat-running in the Belvederes even with the complete package under consideration in the latest Consultation, the results of all the others having been ignored.

The traffic problem in the Belvederes is intolerable. I have lived here with my family for 17 years and it has grown progressively worse. The calls to do something about the rat-running have grown louder and more desperate every year. What I find truly staggering is the total inability, or perhaps refusal, of our elected representatives to do anything to help us. I pity you trying to do a professional job when your political masters are so patently inept.

There have been several very clever (and cheap) solutions put forward which have been rejected out of hand, not by your department, but by other local residents associations which are simply not affected by this through-traffic and which we are confident would not be affected by the proposals. We are car owners and want to travel in all directions from our homes. If anyone is going to be inconvenienced by no entry signs and the like it is us, the people who live here. Surely, if we are prepared to put up with this, in fact we are begging you to introduce these measures, why are our near-neighbours so irritated by it? Why can't we just trial some of these ideas and see what happens? I simply don't see what the problem is. So much money has been thrown at this issue, so much time, and still absolutely nothing proposed which the people who live here want. This is not my idea of democracy. In fact from my (limited) exposure to the Merton's traffic committee and its workings I was reminded more of a tinpot dictatorship than a modern democratic process. Let us hope that this dead wood is thrown out in the forthcoming elections and individuals elected with ideas and enthusiasm who will represent us and enable you to do your job properly,

Yours sincerely,

**Confirm Number 22016445**

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

**From:** [REDACTED]

**Sent:** 02 March 2010 10:05

**To:** Waheed Alam

**Cc:** [REDACTED]

**Subject:** Response to Merton Council's Formal Consultation on Wimbledon Area Traffic Study

Dear sir,

I should be grateful if you would kindly submit this response to the formal consultation. I am assuming that this email constitutes a written representation, and that there is no need to post a copy, but if I am wrong please let me know as soon as possible.

**General response**

I have to say that I am completely bewildered by the process. This is for the following reason.

It was primarily set up to review and find a solution to the huge amount of through traffic using the Belvedere Roads. The traffic counters proved (yet again) that there is an unacceptable volume of traffic, and yet the measures contained in the formal consultation document do not seem to address the issue at all. There are over 2 million vehicle movements a year via the Belvederes, the vast majority of which has not business in the local area.

The Cabinet Member's view seems to be that adding some extra parking bays and changing the status from residents only will somehow reduce the traffic. There will be no extra parking at morning rush hour, as the high street does not open until 10.00 am, and little in the evening, so the idea that this might provide a solution is laughable. No other solution is offered at all.

This is terribly prejudiced and discriminatory towards the residents in the Belvederes - contrast all the other roads in the Borough where solutions particular to particular roads (such as road closures and banned turns) are consulted on and implemented without difficulty and quickly.

Yet for the Belvederes it seems that none of the measures adopted elsewhere is even to be considered. Why is this? Why can the Council not immediately produce a plan - to be introduced on a temporary basis so it can be done quickly, and as has been done elsewhere - to stop the rat running traffic that afflicts our roads.

**ES/SGE/WATS/PA****Option 8 - No 4**

I do not agree with the proposal to convert Resident Permit and Permit holder bays in the Belvederes to Pay and Display Shared Use Bays.

Residents should be able to park near their homes - a commitment made by the Council in 1998.



As above, the idea that adding some extra parking bays and changing the status from residents only will somehow reduce the traffic is laughable. There will be no extra parking at morning rush hour, as the high street does not open until 10.00 am, and little in the evening.

**Option 8 - No 4**

The same points apply.

**ES/SGE/WATS/TC****Option 8 - No 2**

I do not agree with the proposal to introduce a speed table in Church Road - the effect of which will be likely to encourage yet more traffic to use local access roads within the Belvederes. Any such measures should be introduced only once the rat running issue in the Belvederes has been resolved.

**Option 8 - No3**

Tarmac speed cushions in Belvedere Grove will not reduce traffic - just cause noise and pollution. Speed is not an issue here.

I am agnostic towards the other proposals, but I think they are a waste of money that will not address the central issue.

I corresponded with the Cabinet Member and copied all the Councillors/MP during the earlier consultation phase, to no effect at all, other than to elicit a self justificatory response written by the Cabinet Member, who obviously has a closed mind, for whatever reason, to the plight of the Belvederes. Indeed my correspondence appeared to entrench his views even further into some kind of deluded martyr complex. I do not copy him again as I found his response insulting and would not want to prompt another.

Please acknowledge receipt and confirm these representations will be added to the pile of others you will no doubt receive.

Many thanks,

Sincerely,

**Confirm Number 22016525**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 23:25

**To:** Waheed Alam

**Subject:** Wimbledon Traffic Consultation

Response to the Statutory Consultation relating to The Wimbledon Area Traffic Study.  
 [REDACTED] Alan Road

A/ Parking:Quote ES/SGE/WATS/PA

In the area of The Belvedere Roads - Generally I feel that shared parking bays will make parking very difficult for many residents who rely on resident only bays to park, especially those near The Village and especially residents who have no off street parking options. We are, as an area, clogged with 'through' traffic, worse at peak times, but observed throughout the day and at weekends. It is very difficult to walk around safely within the Belvedere area without feeling overwhelmed by the traffic.

I feel that making so much new parking available within the area will merely encourage more traffic to trawl up and down the roads, looking for parking and possibly encourage more car use for those visiting the Village area.

As a resident of [REDACTED] Alan Road - [REDACTED] house after the junction with St Mary's Road, I observe and experience first hand the results of 30,000+ cars passing our house and using the junction weekly. It has been proposed to add extra (shared) parking bays opposite Nos 12 and 14 Alan Road in order to narrow the junction and slow the traffic. This junction is a very fast and dangerous one, with traffic turning left, 'blind', from St Mary's Road on to Alan Road . Drivers swing round the corner, many not indicating that they are turning - treating Alan Road as a continuation of the main road, not a junction.

On Sundays, when current parking restrictions do not apply, we observe parking on the proposed area. Whilst there is no real 'rush hour' we still have volumes of fast moving traffic at the weekends and find it very difficult to manoeuvre in and out of our drive way safely, with reduced visibility and space to turn.

I feel that non residents will be actively encouraged to park near this junction, unaware that their vehicles are intended to act as physical buffers to the through traffic. These proposed bays will be used during a.m and p.m commuting hours by people taking and collecting small children to and from the nursery, situated in St Mary's Church and by older people attending functions in the same area. It will also most likely result in them crossing Alan Road on or very near the junction on foot. I believe the traffic calming intentions behind the increased parking could be achieved by narrowing the end of Alan Road where the roundabout currently is (see comment below on es/sge/wats/tc).

At all times of the day we are aware of car horns and often experience personal abuse as drivers find their passage on to and out of Alan Road, slowed momentarily by cars 'in their way'.....sometimes us negotiating the turn in or out of our drive way. The drivers of this through traffic are generally only concerned with getting to their destination quickly and are not looking out for car doors, small children or elderly people crossing the road on foot. I DAILY observe drivers making the turn onto Alan Road , from St Mary's Road, whilst blatantly using a hand held mobile phone. For the above reasons I object strongly to the proposed new parking bays [shared or otherwise] opposite Nos 12 and 14 Alan Road .

B/Junctions: Quote ES/SGE/WATS/TC

Commenting on the proposed removal of the mini roundabouts on St Mary's Road at the junction with Alan Road .

As a resident of [redacted] Alan Road , the [redacted] house after the junction with St Mary's Road, I observe and experience first hand the results of 30,000+ cars passing our house and using this junction weekly. Because of this I strongly support the removal of these mini roundabouts.

Traffic turning left on to Alan Road from St Mary's Road, zips around the 'blind' corner and I feel it is because of the roundabouts that many drivers feel no need to indicate that they are making a turn. They are encouraged to believe, wrongly, that Alan Road is a continuation of the main road.

At all times of day we are aware of car horns and often experience personal abuse, as drivers find their passage on to and down Alan Road slowed by cars 'in their way'.....sometimes us negotiating the turn in or out of our drive way.

I believe that the effect of the removal of the roundabout would be enhanced if there was a road narrowing on the junction where the roundabout currently is - as there is at the opposite end of the road. This would undoubtedly have the effect of slowing traffic down, limiting flow and providing a far safer crossing point for pedestrians crossing Alan Road.

I DAILY observe drivers who have managed to negotiate the roundabouts, zipping on to Alan Road , blatantly using a hand held mobile phone, often driving very large vehicles, and I fear as much for pedestrians in the area of the junction as for those in cars.

The removal of the mini roundabouts and the introduction of a narrower entry/exit point will make turning out of Alan Road safer and slower as the traffic travelling towards Arthur Road along St Mary's Road does not always give way to Alan Road traffic, resulting in many 'near misses' (hence the car horns and swearing, which I hear in my back garden!) I am aware that in suggesting the removal of the roundabouts it will cause us to have an increase in waiting traffic to exit Alan Road, (outside our house) but in the long term would hope that this may discourage some of the morning traffic.

It has been proposed to narrow the width of Alan Road with parking bays opposite Nos 12 and 14. I feel that visibility at the junction is poor at present, making the junction dangerous, as I have already explained above. If the narrowing was done by making the pavement wider at the junction, visibility would remain as it is but we would gain a traffic calming effect. This would benefit both pedestrians and vehicle users and those trying to get out of parked cars- for example in the existing bays immediately outside Nos 14, 12 and 10.

Regarding speed cushions/raised treatments within the general area - I feel that they will do little to slow existing traffic and will add to the noise and pollution within the Belvedere area, without lessening the volume of larger vehicles, passing through, whose suspension is more than able to cope with them without any inconvenience to the driver.

C/7.5 Tonne Lorry Ban:Quote ES/SGE/WATS/LB

I support this in all areas.

D/ Maximum Speed Limit of 20mph:Quote ES/SGE/WATS/20

I support this in all areas.

**Confirm Number 22016460**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 13:25

**To:** Waheed Alam; Councillor Samantha George; Councillor Richard Chellew;  
'john.bowcott@merton.gov.uk'

**Subject:** Response to the Statutory Consultation relating to The Wimbledon Area Traffic Study, [REDACTED]  
[REDACTED] Alan Road .

A/ Parking:Quote ES/SGE/WATS/PA

In the area of The Belvedere Roads - Generally I feel that shared parking bays will make parking very difficult for many residents who rely on resident only bays to park, especially those near The Village and especially residents who have no off street parking options. We are, as an area, clogged with 'through' traffic, worse at peak times, but observed throughout the day and at weekends. It is very difficult to walk around safely within the Belvedere area without feeling overwhelmed by the traffic.

I feel that making so much new parking available within the area will merely encourage more traffic to trawl up and down the roads, looking for parking and possibly encourage more car use for those visiting the Village area.

As a resident of [REDACTED] Alan Road - [REDACTED] house after the junction with St Mary's Road, I observe and experience first hand the results of 30,000+ cars passing our house and using the junction weekly. It has been proposed to add extra (shared) parking bays opposite Nos 12 and 14 Alan Road in order to narrow the junction and slow the traffic. This junction is a very fast and dangerous one, with traffic turning left, 'blind', from St Mary's Road on to Alan Road . Drivers swing round the corner, many not indicating that they are turning - treating Alan Road as a continuation of the main road, not a junction.

On Sundays, when current parking restrictions do not apply, we observe parking on the proposed area. Whilst there is no real 'rush hour' we still have volumes of fast moving traffic at the weekends and find it very difficult to manoeuvre in and out of our drive way safely, with reduced visibility and space to turn.

I feel that non residents will be actively encouraged to park near this junction, unaware that their vehicles are intended to act as physical buffers to the through traffic. These proposed bays will be used during a.m and p.m commuting hours by people taking and collecting small children to and from the nursery, situated in St Mary's Church and by older people attending functions in the same area. It will also most likely result in them crossing Alan Road on or very near the junction on foot. I believe the traffic calming intentions behind the increased parking could be achieved by narrowing the end of Alan Road where the roundabout currently is (see comment below on es/sge/wats/tc).

At all times of the day we are aware of car horns and often experience personal abuse as drivers find their passage on to and out of

Alan Road, slowed momentarily by cars 'in their way'.....sometimes us negotiating the turn in or out of our drive way. The drivers of this through traffic are generally only concerned with getting to their destination quickly and are not looking out for car doors, small children or elderly people crossing the road on foot. I DAILY observe drivers making the turn onto Alan Road , from St Mary's Road, whilst blatantly using a hand held mobile phone. For the above reasons I object strongly to the proposed new parking bays [shared or otherwise] opposite Nos 12 and 14 Alan Road .

B/Junctions:Quote ES/SGE/WATS/TC

Commenting on the proposed removal of the mini roundabouts on St Mary's Road at the junction with Alan Road .

As a resident of ■■■ Alan Road , the ■■■ house after the junction with St Mary's Road, I observe and experience first hand the results of 30,000+ cars passing our house and using this junction weekly. Because of this I strongly support the removal of these mini roundabouts.

Traffic turning left on to Alan Road from St Mary's Road, zips around the 'blind' corner and I feel it is because of the roundabouts that many drivers feel no need to indicate that they are making a turn. They are encouraged to believe, wrongly, that Alan Road is a continuation of the main road.

At all times of day we are aware of car horns and often experience personal abuse, as drivers find their passage on to and down Alan Road slowed by cars 'in their way'.....sometimes us negotiating the turn in or out of our drive way.

I believe that the effect of the removal of the roundabout would be enhanced if there was a road narrowing on the junction where the roundabout currently is - as there is at the opposite end of the road. This would undoubtedly have the effect of slowing traffic down, limiting flow and providing a far safer crossing point for pedestrians crossing Alan Road.

I DAILY observe drivers who have managed to negotiate the roundabouts, zipping on to Alan Road , blatantly using a hand held mobile phone, often driving very large vehicles, and I fear as much for pedestrians in the area of the junction as for those in cars.

The removal of the mini roundabouts and the introduction of a narrower entry/exit point will make turning out of Alan Road safer and slower as the traffic travelling towards Arthur Road along St Mary's Road does not always give way to Alan Road traffic, resulting in many 'near misses' (hence the car horns and swearing, which I hear in my back garden!) I am aware that in suggesting the removal of the roundabouts it will cause us to have an increase in waiting traffic to exit Alan Road, (outside our house) but in the long term would hope that this may discourage some of the morning traffic.

It has been proposed to narrow the width of Alan Road with parking bays opposite Nos 12 and 14. I feel that visibility at the junction is poor at present, making the junction dangerous, as I have already explained above. If the narrowing was done by making the pavement wider at the junction, visibility would remain as it is but we would

gain a traffic calming effect. This would benefit both pedestrians and vehicle users and those trying to get out of parked cars- for example in the existing bays immediately outside Nos 14, 12 and 10.

Regarding speed cushions/raised treatments within the general area - I feel that they will do little to slow existing traffic and will add to the noise and pollution within the Belvedere area, without lessening the volume of larger vehicles, passing through, whose suspension is more than able to cope with them without any inconvenience to the driver.

C/7.5 Tonne Lorry Ban:Quote ES/SGE/WATS/LB

I support this in all areas.

D/ Maximum Speed Limit of 20mph:Quote ES/SGE/WATS/20

I support this in all areas.

Regards,

**Confirm Number 22016459**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 11:04  
**To:** Waheed Alam  
**Cc:** Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew; [REDACTED]; Redirector for Stephen Hammond MP; [REDACTED]  
**Subject:** merton traffic consultation

Dear Sir

I live at [REDACTED] Alan Road and am writing to object, as I have previously, to a number of proposals in the Wimbledon Area Traffic Study.

**ES/SGE/WATS/TC** My first objection relates to the proposal to put speed humps in Belvedere Grove. This will do nothing to stop the massive and ever increasing flow of traffic through the Belvedere Roads. It will only add to the discomfort (additional noise and pollution) of the residents in these roads. The Belvedere Roads are 'local access' roads per the UDP and through traffic should be stopped from using these roads. Through traffic should use Church Road, a 'local distributor road', but in his decision Cllr Brierly, while accepting this, seems unwilling to introduce any measures that might actually make this happen. There needs to be some barriers, no entry signs or banned turns to stop the traffic pouring down the Belvedere Roads. It is then quite likely that through traffic will stop coming through the area at all. All this through traffic in our roads is not just unpleasant it is also highly dangerous. On two occasions in the last five years, friends have nearly been killed getting into or out of their car in the road in front of our house by cars pushing at speed down the road and then not stopping.

See also my email exchange below dated 17.11.09 with Cllr Brierly.

**ES/SGE/WATS/20** I support the introduction of a general 20 mph speed limit in the area

**ES/SGE/WATS/PA** I object strongly to the proposal to turn the Residents Only parking bays in Alan Road to Pay & Display. This too will add to the volume of traffic in our road and reduce an amenity we currently enjoy - and pay quite significantly for.

Email dated 17.11.09 from Cllr Brierly

██████h,

To follow up I thought you might like to see the response I have been offering to residents. Forgive its impersonal nature

W

Thank you for your recent communication. I have received quite a large number of letters and emails on this matter, as you might imagine. I have therefore tried to bring together responses on a number of arguments within a single letter. I have asked officers to proceed to a formal consultation on the basis of my recent decision, which contained over thirty elements. This does mean I will be required to take a final decision in the coming months on the Wimbledon Area Traffic Survey. While this limits the extent to which I can respond on the shape of the final scheme, it does not prevent me from explaining the decision I have taken thus far.

The elements I have received complaints on so far primarily relate to the fact that while I have opted not to locate speed cushions in Belvedere Drive, Alan Road and Highbury Road, I have kept proposals for speed cushions in Belvedere Grove and I have kept proposals for entry treatments, (just like these found in Ernle Road) at the entrance to each of the "Belvedere roads". This decision was against the recommendations of the Street Management Advisory Committee (SMAC), the committee that advises me and against the majority of informal consultation responses.

My decision has been referred to by some as undemocratic and by others as incompetent. In reality it is a decision upon which I have reflected for quite sometime. I certainly accepted the decision would be unpopular, as it has proved to be, but made the decision because of the importance I placed on these measures to the whole outcome.

The difficulty I have faced thus far is exemplified by two conflicting arguments:

- I have received letters from residents of Belvedere Grove saying speed cushions in Belvedere Grove alone will cause vibrations and will at the same time make no difference to the volume of traffic in Belvedere Grove.

- I have received contrasting responses from a number of Belvedere Drive residents complaining the effect will be to increase the volume of traffic in Belvedere Drive as vehicles avoid the speed cushions.

Needless to say officers will advise me on these arguments before I sign any further decisions.

In reality, I fully accepted at the time that I signed the informal decision that were I to only be introducing speed cushions in Belvedere Grove and to be taking no steps elsewhere, the measure would be unsatisfactory and insufficient. I also took the view that if I took all the other decisions but failed to insert physical measures in Belvedere Grove and at least at the entrance to Belvedere Drive then vehicles would not be encouraged sufficiently to take the Church Road route instead.

At the heart of the proposals upon which a formal consultation is based are a number of measures that ensure Church Road has the capacity to carry more vehicles with less delay and with more priorities at junctions. I have taken the view thus far that when combined with 20 miles per hour limits over a wide residential area, proposals to improve the flow of traffic up to the junction with Alexandra Road in Wimbledon town centre and the measures proposed in the "Belvederes", there is likely to be a substantial improvement in the volume of rat-running traffic. I had previously seriously considered closing Belvedere Grove at its junction with Belvedere Avenue but took the view that the impact on neighbouring roads such as Belvedere Drive, Church Road, Marryat Road and Woodside would have been unreasonable. I recognised the benefit this proposal would have for Belvedere Grove but could not accept the knock on effect on neighbouring residential roads. Nevertheless proposals are intended to alleviate the level of rat-running in the area.

Finally I confirm my mind remains open to the responses I am receiving. The only decision I have made is that I would be failing in my duty if I opted to take no steps at all in this issue upon which many contrasting local views exist.

Yours sincerely

Councillor William Brierly

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

**From:** [REDACTED]  
**Sent:** 11 November 2009 18:58  
**To:** Councillor William Brierly  
**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; richard.chellew@merton.gov; samantha.george@merton.gov; Councillor Jeremy Bruce; Councillor David Simpson; Councillor David Williams; Councillor Chris Edge; Councillor Brian Lewis-Lavender; CouncillorStephenKerinstephen.kerin@merton.gov.uk; Councillor Russell Makin; Councillor Judy Saunders; Councillor Geraldine Stanford; [REDACTED]  
**Subject:** Re: WIMBLEDON AREA TRAFFIC MODEL

Dear Cllr Brierly

Thank you very much for your reply. Two points if I may



1. You say that 'closure of the road is not reasonable or viable at this moment in time.' What are your reasons for saying this and what is your evidence? There are road closures all over not just London, but also the Borough of Merton.

2. You also say: 'it would be a failure of duty to not use methods to make church road the logical route and belvedere grove the less logical route.' Yet what are you doing to make this happen? The answer it seems to me is 'In all probability, precisely nothing'. Putting speed bumps into Belvedere Grove is hardly going to encourage traffic to go down Church Road. As I said before, 'this traffic needs to be stopped, by one means or another - and several means have been suggested to you - from pouring down the Belvedere Roads.' Have these suggestions actually been reviewed by council officers? And if so, what do they say about them?

Sincerely

[REDACTED]

[REDACTED] Alan Road  
SW19 7PT

[REDACTED]

In a message dated 04/11/2009 22:36:30 GMT Standard Time, William.Brierly@merton.gov.uk writes:

Thank you

I note your comment but disagree. I have quite clearly come to the view that the closure of the road is not reasonable or viable at this moment in time. Having come to that view, it would be a failure of duty to not use methods to make church road the logical route and belvedere grove the less logical route.

Best wishes

Cllr William Brierly  
Cabinet Member for Traffic Management and Planning  
London Borough of Merton

Message sent via iPhone

On 3 Nov 2009, at 13:56, [REDACTED] wrote:

Dear Cllr Brierly

I refer to yr report on the above dated 28th October and my previous email to you dated 28th September ahead of the SMAC meeting on 30th September

It seems that despite the clear evidence of the informal survey, you continue to ignore the views and legitimate concerns of the residents of the Belvedere Roads and in addition are proceeding against the recommendations of the SMAC meeting on 30th September

The speed bumps you are proposing to construct down Belvedere Grove, to be followed by more down the other Belvedere Roads if they don't do any good, will do nothing to stop the rat-running traffic using the roads as a thoroughfare. It will simply add to the discomfort endured for too long by the residents of those roads. This traffic

needs to be stopped, by one means or another - and several means have been suggested to you - from pouring down the Belvedere Roads.

Your Decision, I should like to point out, also flies totally in the face of your

### **Reason for decision**

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

Your decision does precisely nothing to encourage more traffic to go down Church Road rather than rat-run through the Belvedere Roads as at present, yet it is measures of that nature that are needed. Perhaps though you have moved a step in the right direction since your September report, when you virtually denied that Church Road was a Distributor Road and wished to spare it getting any more traffic because it was a 'Residential' road.

Please will you recommend measures that will stop the rat-running down the Belvedere Roads and recognise that this displaced traffic will not necessarily go down other roads in the area. There is a very good chance it will not come into the area at all.

Yours sincerely

[REDACTED]  
Alan Road  
SW19 7PT  
[REDACTED]

**Confirm Number 22016236**

Dear Sir,

Re:- **Wimbledon Area Traffic Study. Statutory Consultation.**

I wish to make the following observations upon the latest proposal to reorganise the roads in my Town.

I must say that I feel that this proposal really does not represent responsible expenditure at this time of financial stringency. The Council cannot possibly justify such a significant outlay, to its residents, when it is bound to be seeking re-election on a manifesto of financial prudence, sensible expenditure, savings options, value for money and cost control, whilst promising to maintain, and where possible, enhance services to its taxpayers.

Any expenditure on highways matters at this time, and in the foreseeable future, should be directed at repairing the damaged roads and pavements, potholes, broken kerbs, and sunken manholes, so prevalent throughout the Borough, and so dangerous to vehicles, cycles, and pedestrians.

This project should be abandoned until all the more important matters have been addressed.

Although not completely ideal, the present movement arrangements work well enough within in the broader aspect of overall traffic in the SW19/20 area.

Reference:- **ES/SGE/WATS/WL**

I disagree with this proposal to introduce waiting/loading restrictions in Church Road, as shown on Drawing No Z36-24-09 because:-

1. There is no obvious advantage in introducing these loading and waiting restrictions in Church Road, save to penalise local residents and traders, by reducing the available parking time for shopping. If the double yellow line in this section of the road was to be "diligently enforced" there is, in reality, very little continuous significant congestion in this part of the street.

It is the area farther down the street, opposite Belvedere Square, that the spasmodic congestion occurs, and which is caused by the existing parking bays making the road way too narrow for vehicles to pass. The parking bays in this location, opposite Belvedere Square, should be reduced in number to solve the problem.

2. The removal of some of the parking bays in the section of Church Road, (opposite Courthope Road), and their conversion to "Loading Bays" would serve the residents and shopkeepers much better than "additional waiting restrictions", and it would remove the pressure to park on the double yellow lines.

Reference:- **ES/SGE/WATS/PA.**

I disagree with the proposal to convert residents permit and permit holder parking bays to shared use in all the prescribed roads as shown on drawing No Z36-24-09. Because:-

1. Local residents will be greatly disadvantaged. Although the majority of dwellings in this area have some off street parking, there remains the need for some "reserved" resident permit holder bays to always be available for residents' visitors, and also for the trades-people serving the residents throughout the area, who can offer them their visitors' permits. This proposal will effectively, and significantly, increase the amount of

parking spaces open to "non residents" at the expense of residents. This, although increasing the Council's income from parking charges in the locality, ( please refer to the 1984 Road Traffic Regulation Act), it will severely disadvantage residents, and equally, it would also, hypocritically, depart from the Council's stated policy of deterring and reducing business journeys, emissions, and commercial parking in the area!

**Reference ES/SGE/WATS/20**

I disagree with the proposal for a 20 mph speed limit in the area shown on Drawing No Z36-24-12 because:-

1. The scheme, in itself, will achieve very little because all the carriageway obstructions, both existing, and proposed if implemented, will achieve a commensurate reduction in the speed of vehicles in any event. It will, therefore, merely duplicate the expenditure proposed in the other parallel proposals, thus exaggerating unnecessary expenditure.

I don't think that the Council can justify such expenditure to its Residents, at this time.

2. I do not believe that there has been any substantial evidence identified to support any realistic claim that there is overall excessive speeding throughout the area proposed for the restrictions, save perhaps in Arthur Road, where there are already speed cushions in the road, yet which fail to reduce the speed of larger vehicles on this section of the street. Elsewhere speeds are controlled largely by the narrowing of passage as a result of the parking zone bay layouts.

3. I think that a 20mph speed restriction, "but only around schools", would, and does, achieve some additional safety, as proved in adjoining Boroughs. I would support such a restricted use which is eminently sensible, where appropriate.

4. There is no doubt that restricting vehicle speeds to 20mph causes increased noise and pollution. At a time when the Council policy is to reduce emissions, it now proposes a scheme which will do the very opposite. Vehicles travelling at 20mph rarely get out of second gear, are therefore noisier, use more fuel, and create more emissions!!

5. If a 20 mph speed limit was implemented in this area then it must be in tandem with the "removal" of the bulk of the present ugly, visually intrusive, and environmentally "unfriendly", road obstructions, and so called "traffic calming" arrangements which make our road system, and visual amenities, so ugly.

**Reference ES/SGE/WATS/TC.**

I disagree with the proposals to implement speed cushions, and kerb build outs, particularly if a 20mph speed limit was also to be implemented in the area. I have already commented that this whole exercise is far too costly to be considered responsible expenditure within the Council Budget for years to come. These proposals will just duplicate a 20mph speed limit. In my opinion you either have one, or the other.

1. I do not disagree with the raised entry treatments, and they make an agreeable feature entry to the roads.

I do disagree with the speed table outside No 42 Church Road. This is a main through route for buses and emergency vehicles. This will cause damage and discomfort to patients in emergency vehicles and passengers in public transport, as well as creating considerable, unpleasant, and intrusive noise to the residents in the adjoining houses, from lorries and other larger transport vehicles. My neighbours, and myself, know this

from personal experience, in Arthur Road, where we are unfortunate enough to suffer from the disadvantage of having tarmac speed cushions, originally installed against our wishes, and we get much noise from vehicles hitting them, particularly trucks and vehicles with mud-flaps.

This comment also applies to the proposal for Maryatt Road. I imagine the visitors and coaches to the AELTC championships will not be impressed by driving over a switchback!

2. I disagree with the proposals to introduce tarmac speed cushions in Belvedere Grove. Any traffic speed is already controlled by the parking bay layout, which prevents speeding, acting as “build outs” In addition, the design is far too aggressive to the smaller, more environmentally friendly vehicles, which are the majority of vehicles using the roads, and have little or no effect upon the larger, less environmentally friendly traffic passing over them.

They create intrusive noise to residents living near them (refer to my earlier comment), and additional pollution and emissions, through additional braking and gear changes, which regrettably only become evident to residents after the obstructions have been installed, as this important aspect is not made clear in the consultation documents. I have yet to find a resident Council tax payer who likes them, and thinks they enhance the road system. I am sure that the Council’s Officers and their Consultants cannot live near such undesirable features.

3. I disagree with the proposed “kerb build-outs with vehicular priority” in Burghley Road, and in Calonne Road, because these features have proved, in other parts of the Borough, to have precisely the opposite effect of reducing speed. They encourage drivers to speed up to reach the obstruction before other traffic advancing from the opposite direction. This happens in Garth Road and Motspur Park. Such dangerous features should be avoided in this part of Wimbledon. These features will also disturb residents’ peace and environment in the same manner that I have described in 1 and 2 above.

4. I question the proposed re-arrangement of the junction St Mary’s Road/Arthur Road /Alan Road, (Z36-24-10-2) to replace the existing mini-roundabout arrangement, with give way priorities, which seems complicated, but actually works well and safely and reduces speeds. The proposed arrangement looks neater but should be investigated further as it would seem to be likely to actually cause more congestion and not reduce speeds! The same may apply to the Church Road/St Mary’s Road junction, (Z36-24-10), which also seems to work safely enough. Why go to the expense of altering them when they work!

I trust you will consider these comments seriously. I use the streets around the place where I live, as do all other residents.

I, like them, have the right to safe and unobstructed, clear access around my Town, and I do object to all the obstructions placed in my path, whether it be when I walk over the uneven pavements, drive my “SMART” environmentally friendly car, being chucked about all over the place, or taking my life into my hands when I cycle around the Village, trying to concentrate on the traffic, whilst trying to avoid the huge potholes in all the roadways which can throw me off my bicycle.

Please let’s fix these problems, before the Council spends all the money making life even more unpleasant for its residents by placing even more obstructions in our way.

Yours Sincerely.

**Confirm Number 22016259**

Dear Sir,

Ref: ES/SGE/WATS/20

We are writing in response to your invitation to make representations against Wimbledon Area Traffic Study, Option 8 Scheme".

We strongly object to a reduction of speed limit to 20mph on Arthur Road and possibly other larger road in the Wimbledon area. We are residents of Arthur Road and visibility on the road is good with few parked cars, no shops or school. A 20mph would be totally inappropriate for a road of this type.

Yours faithfully

**22016258**

Dear Sir,

REF: ES/SGE/WATS/TC

We are writing in response to your invitation to make representations against Wimbledon Area Traffic Study, Option 8 Scheme".

We strongly object to increasing the number of speed cushions where these are unnecessary other than at junctions as these increase the level of noise and air pollution (acceleration/deceleration). It is no coincidence that this part of Wimbledon has a high prevalence of 4 x 4s. Indeed, further raised treatment in this area will encourage us to move to a 4 x 4.

Yours faithfully

**Confirm Number 22016191**

Reference: Statutory Consultation - Wimbledon Area Traffic Study Ref EG/SGE/WATS

Dear Sir/Madam,

I live on Atherton Drive in SW19, and am writing to voice my support for your proposals in response to the Wimbledon Area Traffic Study. I think this is a very good solution to a difficult problem-that being the rat running which occurs in our area. I heartily approve of you using strategic traffic calming measures as opposed to street closures, which negatively affect residents (other than those living on the roads which might be closed, who bought their houses when their roads were open) and businesses in the Village. I hope these proposed measures will also be appropriately policed.

Thank you for all your work on this and keep up the good work.

Best regards,

**Confirm Number 22016304**

Dear Sir,

We have read your Consultation document with great disappointment. All the emphasis is on slowing down traffic, while our concern is wholly on the volume of traffic in this area. Living as we do facing down Alan Road, it is becoming more and more dangerous and difficult to exit from our drive. During the rush hours we can wait almost five minutes before there is a gap in the traffic. Cars and vans come at us from three directions at once – a sort of ‘non-stop ?????’

I cannot suggest how you can discourage these 2 million annual drivers from using our road as part of their rat run. But as you have succeeded in solving similar problems in other areas of the borough, I’m sure you can here, if you will concentrate on volume of traffic, not speeding & parking.

Yours faithfully

**Confirm Number 22016446**

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

**From:** [REDACTED]

**Sent:** 05 March 2010 12:58

**To:** Waheed Alam

**Subject:** Response to consultation on Wimbledon Area Traffic Study - please confirm receipt

**Re: Merton Council’s Formal Consultation on Wimbledon Area Traffic Study**

Given the lack of notice, we are unable to attend yesterday evening’s public meeting on traffic in the Wimbledon area. However, we still wished to convey our real concern at the way this has been handled and the plans proposed and attach a detailed response accordingly. Please confirm receipt.

Yours sincerely

**ATTACHED LETTER**

Dear Sir,

**Re: Merton Council’s Formal Consultation on Wimbledon Area Traffic Study**

Given the lack of notice, we are unable to attend this evening’s public meeting on traffic in the Wimbledon area. In view of this we wanted to express our real concern at the way this has been handled and the plans proposed.

Regardless of the vast amount of time and effort expended on this issue and despite the fact that the Wimbledon Area Traffic Study was set up to produce a solution to remove the huge volumes of rat running traffic using the Belvedere Roads, my husband and I feel strongly that the measures which are proposed in this consultation document fall far short of the absolute minimum which would be required to resolve the situation.



Staggeringly over two million vehicles use Belvedere Grove every year as you must know, and that a very high percentage of these volumes comprise through traffic which has no origin or destination in the North Wimbledon Area. However, despite this, in comparison with its past practices over a long period of time, the Council continues to act in an extremely prejudiced and extremely discriminatory way against the residents of the Belvedere Roads, both in terms in the measures necessary to remove the rat running traffic from the Belvedere Roads and the streets which should be consulted about such measures.

We want the Council immediately to produce a plan, which can be introduced on a temporary basis, which will stop the rat running traffic in the Belvedere Roads. We understand your reluctance to avoid road closures but it may well need to include banned turns and other measures which have been introduced all over the London Borough of Merton, and which there are no plans to remove.

#### **ES/SGE/WATS/TC Option 8 – No 2**

I do not agree with the proposal to introduce a speed table in Church Road in the absence of appropriate measures to remove the rat running traffic from the Belvedere Roads. Impediments to traffic in Church Road will encourage traffic to continue to use the local access roads which comprise the Belvedere Roads. Any required traffic calming measures in Church Road should only be implemented after the introduction of a comprehensive and effective scheme to remove the huge volumes of rat running traffic which use the Belvedere Roads.

#### **Option 8 – No 3**

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. As widely demonstrated where such cushions are already in place, these will do nothing to discourage rat running traffic but will significantly increase noise and air pollution. The Council should immediately introduce on a temporary basis a range of measures in the Belvedere Roads, in line with others which have been implemented throughout the rest of the Borough, which are effective in removing the huge volumes of rat running traffic from the Belvedere Roads.

#### **Option 8 – No 6**

We do not agree with the proposal for a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road. It will not moderate either the speed or the volumes of traffic using Belvedere Drive. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.

#### **Option 8 – No 7**

I do not agree with the proposal for a 'raised entry treatment' in Belvedere Avenue at its junction with Church Road. It will not moderate either the speed or the volumes of traffic using Belvedere Avenue. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.

#### **New Proposals Added to Option 8 – no 1**

While the removal of the two existing mini-roundabouts at the junctions of Alan Road and St Mary's Road, might have some limited effect on traffic volumes using the Belvedere Roads, this measure, together with others included in this consultation document falls far short of what is required to address the problem of the huge

volumes of rat running traffic in the Belvedere Roads. The funding should be being spent on measures which will effectively address the problem.

**Ref ES/SGE/WATS/LB Option 8 – No 8**

I support any measures which will ensure compliance with the existing 7.5 tonne Lorry Ban. However, while neither the Council nor the Police will give any undertakings on how this ban will be effectively policed, added signage is likely to have very little effect.

Yours sincerely,

**Confirm Number 22016524**

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

**From** [REDACTED]

**Sent:** 11 March 2010 21:01

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; Councillor Samantha George; Councillor Richard Chellew; Councillor John Bowcott; Ged Curran

**Subject:** Consultation document response - please acknowledge receipt

Dear Sir,

I am writing in response to the Formal Consultation and to register my complete disapproval of the proposals within the document. Firstly they are an inadequate attempt to solve the dangerous volumes of traffic within the Belvederes, which was one of the main objectives of the exercise in the first place. Secondly, it is ridiculous to think that the findings of this consultation will be any different to those of the informal process that took place only a matter of months ago. These clearly demonstrated the opposition to the Council's actions.

It is time for the Council, its Officers and the Councillors to stop wasting tax payers money (already £250,000+) and come up with an effective and fair solution to the traffic problem that is blighting the Belvederes and the village as a whole.

Specifically:

ES/SGE/WATS/PA

Option 8 – No 4

I object to the proposal to convert existing resident permit and permit holder parking bays into Pay and displayed shared use bays.

This directly contravenes the commitment by the Council in its consultation dated July 1998. There are always bays available in Belvedere Avenue and St Marys Rd.

This will not reduce the rat running within the Belvedere Roads.

Option 8 – No 5

I object to this proposal as noted above.

Once again , this will not reduce the rat running within the Belvedere Roads.

ES/SGE/WATS/TC

Option 8 – No 2

I object to the traffic calming measures within Church Road – the Local Distributor Road. This will encourage traffic to use side roads which are Local Access Roads. Any measures should be implemented after an effective and comprehensive scheme to remove the vast volumes of traffic within the Belvederes. Your own traffic counts show 2.2 million cars use Belvedere Grove (a Local Access Rd as per the UDP) every year.

Option 8 – No 3

Complete objection to speed cushions in Belvedere Grove

They will be completely ineffective in eliminating the rat running traffic and will exacerbate the noise and air pollution in the road. Effective measures should be introduced on a temporary basis to reinstate this road and the Belvederes back to access only, as the UDP intends them to be.

Option 8 – No 6

I object to the raised entry treatment. They have already been in place for 20 years – it is absurd you would propose them again when they are already there.

Once again, they have no impact in reducing the dangerous volumes of vehicles within the Belvederes.

Option 8 – No 7

Object for the same reasons as above.

New proposals added to No 8 – No 1

This may have some marginal impact on volumes within the Belvederes – this is far from what is required to eliminate volumes required. I suggest you spend the money on more effective solutions.

Ref ES/SGE/WATS/LB

Option 8 – No 8

I support the 7.5 tonne Lorry ban – however by your own admission, this is not policed and signage does not have any affect.

Future Proposals to be investigated at the roundabout at junction of Ridgeway/Wimbledon Hill Road/ High St and Belvedere Grove.

I completely disagree with any measures that will not eliminate rat running traffic within the Belvederes and could possibly formalise the route, ie traffic lights

In summary, none of your proposals address the issue of the dangerous volumes of traffic within the Belvedere area. It is only a matter of time before there is a fatality in this residential area. In the case of this tragic event, the Council, its officers and the local Councillors will be held to account.

Regards

**Confirm Number 22016464**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 21:24

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; Councillor Samantha George; Councillor Richard Chellew; Councillor John

Bowcott; ged.cuuran@merton.gov.uk

**Subject:** Consultation Document response - please acknowledge receipt

Dear Sir,

I write to register my strong opposition to the proposals in the Formal Consultation document.

None of the proposals will have the slightest impact on the dangerous volumes of traffic within the Belvedere area.

I would also like to complain formally about the process of responding to the document itself. It appears you are going out of your way to make feedback difficult to deliver. Why is there no online method to respond to the idiotic plans you have proposed?

Specifically:

ES/SGE/WATS/PA

Option 8 – No 4

I object to the proposal to convert existing resident permit and permit holder parking bays into Pay and displayed shared use bays.

This directly contravenes the commitment by the Council in its consultation dated July 1998. There are always bays available in Belvedere Avenue and St Marys Rd.

This will not reduce the rat running within the Belvedere Roads.

Option 8 – No 5

I object to this proposal as noted above.

Once again , this will not reduce the rat running within the Belvedere Roads.

ES/SGE/WATS/TC

Option 8 – No 2

I object to the traffic calming measures within Church Road – the Local Distributor Road. This will encourage traffic to use side roads which are Local Access Roads. Any measures should be implemented after an effective and comprehensive scheme to remove the vast volumes of traffic within the Belvederes. Your own traffic counts show 2.2 million cars use Belvedere Grove (a Local Access Rd as per the UDP) every year.

Option 8 – No 3

Complete objection to speed cushions in Belvedere Grove They will be completely ineffective in eliminating the rat running traffic and will exacerbate the noise and air pollution in the road. Effective measures should be introduced on a temporary basis to reinstate this road and the Belvederes back to access only, as the UDP intends them to be.

Option 8 – No 6

I object to the raised entry treatment. They have already been in place for 20 years – it is absurd you would propose them again when they are already there.

Once again, they have no impact in reducing the dangerous volumes of vehicles within the Belvederes.

Option 8 – No 7

Object for the same reasons as above.

New proposals added to No 8 – No 1

This may have some marginal impact on volumes within the Belvederes – this is far from what is required to eliminate volumes required. I suggest you spend the money on more effective solutions.

Ref ES/SGE/WATS/LB

Option 8 – No 8

I support the 7.5 tonne Lorry ban – however by your own admission, this is not policed and signage does not have any affect.

Future Proposals to be investigated at the roundabout at junction of Ridgeway/Wimbledon Hill Road/ High St and Belvedere Grove.

I completely disagree with any measures that will not eliminate rat running traffic within the Belvederes and could possibly formalise the route, ie traffic lights

In summary, none of your proposals address the issue of the dangerous volumes of traffic within the Belvedere area.

When will you stop wasting tax payers money and solve the problem properly?

**Confirm Number 22016530**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 10:14

**To:** Waheed Alam

**Subject:** Belvederes

We do not support the introduction of road humps in Belvedere Grove, shared parking in the VoN area, nor the removal of the mini roundabout at the junction of Alan and St.Marys road. these measures in total will not reduce the rat run in the Belvederes.

**Confirm Number 22016210**

Dear Sir/Madam

**Re: Statutory Consultation, Wimbledon Area Traffic Study,**

**Ref: ES/SGE/WAT/SPA**

I am writing to make a representation against your proposal, already approved by the Cabinet Member, relating to conversion of Residents Only parking bays to Shared Use bays in Belvedere Drive. (See drawing number Z36-24-09) I, and many other residents, have objected to this proposal during previous consultation for reasons stated below.

Our road already is quite full of vehicles whose owners have Residents Parking Permits, including myself, and there are very few spaces left, particularly during weekdays, which we would like to retain for our visitors, for whom we purchase Visitors Parking Permits. Once the Shared Use bays are introduced we will again be left with no parking spaces left either for us or our visitors. We had that problem prior to the introduction of Residents Parking, and do not wish to experience it again. I also noted that quite often there are cars displaying Business permit parked in Belvedere Drive, and with the existing provision in Belvedere Avenue there appears to be adequate number of parking spaces for both business and visitors to Wimbledon Village shops and restaurants. I do implore you to retain status quo.

In addition, I would like to know how are you going to enforce the proposed 20 mph speed limit in our roads (drg. Z36-24-12), as well as ban lorries over 7.5 t, as well as full size coaches, using Belvedere Drive as a rat run to some distant destinations. Signs alone will certainly not deter drivers.

Yours faithfully

**Confirm Number 22016447**

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

**From:** [REDACTED]

**Sent:** 07 March 2010 16:56

**To:** Waheed Alam

**Cc:** Councillor David Williams; Councillor David Simpson; Councillor; Samantha George; Councillor John Bowcott; Councillor William Briery; Councillor Richard Chellew; Redirector for Stephen Hammond MP

**Subject:** Statutory Consultation, Wimbledon Area Traffic Study – Belvedere Roads

I am writing to re-confirm that I do not support the introduction of road humps in Belvedere Grove, shared parking within the VoN area, raised entry platforms, nor the removal of the mini-roundabouts at the junction of Alan Road and St Mary's Road. These measures will not reduce the huge rat-running in the Belvederes even with the complete package under consideration in this Consultation.

I, and other residents made it abundantly clear during the previous informal consultation that half measures of that kind will not have any effect on the volume of traffic going through our roads. As you must be aware, two meetings took place on 4th and 5th of March, at which residents and Councillors discussed the formal consultation document and residents unanimously rejected current proposals relating to Belvedere roads as totally inadequate and a waste of money.

I would appreciate a response to my e-mail.

**Confirm Number 22016245**

**To : The Environment and Regeneration Department.  
Merton Civic Centre**

**Regarding Merton Council's Formal Consultation on Wimbledon Area Traffic Study**

Firstly I wish to commend the Council on the planned introduction of 20 Mile an hour speed limits within the Borough's residential streets. I feel that substantial effort should be introduced to ensure these are upheld.

However I am truly unhappy about several of the options under consideration for the traffic restrictions in the region of Belvedere Drive in particular and the Belvederes as a whole. I understand that the Wimbledon Area Traffic Study was originally convened to produce a solution to remove the huge volumes of rat running traffic using the Belvedere Roads, but the measures proposed in this consultation document do not appear to offer a true solution.

I also note that, in comparison with past practices over a considerable time period the Council continues to treat the Belvedere Roads differently to other areas of the Borough, resisting the Residents' views of the measures necessary to remove the rat running traffic from the Belvedere Roads and the streets which should be consulted about such measures. There would appear to be an element of discrimination occurring.

I would suggest that the Council should conceive a plan, which will stop the rat running traffic in the Belvedere Roads. It may well need to include closures and or banned turns, similarly to measures which have been introduced all over the London Borough of Merton, and which there are no plans to remove.

**ES/SGE/WATS/PA**

Option 8 – No 4

I do not agree with the proposal to convert existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use bays.

This proposal directly contravenes the commitment made by the Council In its consultation document dated 7 July 1998 on the introduction of the CPZ to our area, the key points made by the Council included ' We intend that residents can normally park within 50m of their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level'.

I particularly would like to describe the difficulties that will be experienced by the eight houses (8a-d, 10 a-d) Belvedere Drive by the conversion of the associated parking bays to duel usage. We have narrow and steeply inclined off street parking ramps. Accessing these, **safely**, when cars are driving along Belvedere Drive and exiting or accessing the opposite entry of Belvedere Avenue is very taxing. Some of our older residents depend on parking in the Bays during the day as a safer option.

The result of the *Council's plans* would be:

a) to limit or eliminate the parking available for VON permits [Please note it is already well utilized] because Commuters could use the majority of these bays as they will have 9 hours access.

b) The theory that by filling up the parking zones will reduce through traffic will induce more cars to use the single yellow line zone in front of the 8 properties as a passing zone and thereby **THOROUGHLY INCREASE THE DANGERS OF ENTERING OUR PROPERTIES (as explained above)!!!**

The conversion of residents' bays to pay and display will not reduce the volume of rat running traffic using the Belvedere Roads. Most of the shops and restaurants in the Village are not open until after 10am and this is reflected in the current use of the pay and display bays.

#### **Option 8 – No 5**

I do not agree with the proposal to provide additional parking (Shared Use) bays in the above roads. As noted above, there is already always unused Pay and Display bays. The introduction of these additional bays will not inhibit the use of the Belvedere Roads by rat running traffic

#### **ES/SGE/WATS/TC**

##### **Option 8 – No 2**

I do not agree with the proposal to introduce a speed table in Church Road which is considered to be a local distributor road. Impediments to traffic in Church Road will encourage traffic to continue to use the local access roads which comprise the Belvedere Roads. Any required traffic calming measures in Church Road should only be implemented after the introduction of a comprehensive and effective scheme to remove the huge volumes of rat running traffic which use the Belvedere Roads.

##### **Option 8 – No 3**

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. As widely demonstrated where such cushions are already in place, these will do nothing to discourage rat running traffic but will significantly increase noise and air pollution. The poor residents of this road are particularly disadvantaged by the rat running already surely their opinions should be regarded?

#### **Ref ES/SGE/WATS/LB**

##### **Option 8 – No 8**

I support any measures which will ensure compliance with the existing 7.5 tonne Lorry Ban

Future Proposals to be investigated – replacement of existing roundabout at junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with Traffic signals

Measures such as this simply formalize a rat-run, which will attract further traffic to it. I completely disagree with this proposal which effectively formalises Belvedere Grove as a local distributor road. If traffic lights are to be introduced, they should be installed at the junction of Church Road and the High Street, if required AFTER appropriate measures have been introduced to remove the huge volumes of rat running traffic using the Belvedere Roads.



**Confirm Number 22016318****Response to Wimbledon Area Traffic Study  
Background to my response**

As a background to my response, I would first like to state that the above address has been my family home since 1976; the property is a townhouse facing directly onto Belvedere Drive, and Belvedere Avenue, with no possibility of constructing a sound barrier such as a wall or hedge. Most of my living space faces directly onto the road – 5 out of 7 rooms, that is – so there is little chance to escape the traffic noise on Belvedere Drive, which has become a source of distress over the past few years, particularly since the alterations at the junction of Woodside and Wimbledon Hill Road.

I have noticed a large increase in the volume of non-local, commuter traffic that passes through my road between the hours of approx 7am and 930am, and 4pm and 630pm – a total of up to 5 hours per day. However, despite the fact that this represents a considerable proportion of a waking day, for the purposes of this letter, I shall refer to this traffic as ‘rush hour’ traffic.

I am no longer able to leave my windows open in my bedroom between the hours of 7am and 9:30am, due to the traffic noise – this can be a genuine problem during the hot summer months. Even with closed double glazed windows, my bedroom is often shaken by passing heavy goods vehicles, international coaches, skip lorries, and the traffic noise is still a considerable disturbance. As I work from home, I have very little chance to escape the situation other than by using the 2 rooms which do not face directly onto the road (only one is really usable).

I wish therefore to have a traffic management solution that greatly reduces the volume of non-local, commuter traffic, passing immediately in front of my living space. The traffic counts from the council survey show that 23670 vehicles were found to travel down Belvedere Drive during a 7 day period; this can only be explained by a totally unacceptable level of non-local, through traffic. Merton council has stated that it wishes to displace as much of this traffic onto distributor roads as possible – I do not believe this set of proposals will achieve a reduction of traffic volumes through the residential Belvedere roads, and should therefore not be implemented. The proposals are against the explicit wishes of the residents most affected roads, as expressed in the informal consultation. Merton has managed to effectively reduce commuter traffic volumes in other residential areas of the borough, and taken into account the expressed opinions of the local people most likely to be affected by proposals - so in order to be consistent, and unprejudiced, I hope that these proposals will be withdrawn, in order to trial measures which are far more likely to reduce the volume of non-local, commuter traffic through the Belvedere roads, and other residential roads in Wimbledon.

I must assure you that I am not being precious, or overly-sensitive, nor do I wish to displace traffic from my road onto a neighbouring road. Although I am desperate over the reduction of commuter traffic at present, I ultimately have hope that the sense of conflict within the Wimbledon area can be reduced by making it very obvious to all parties concerned that any traffic management measures should be temporary and experimental only, will not involve jeopardising one road / set of residential roads to the benefit of others, and will be with the full consultation of all affected areas. I

appreciate that any talk of road closures has become a very sensitive issue, and think that instead perhaps road narrowings, and / or banned turns, could be trialled in a wide residential area, to see whether ultimately some rush hour commuter traffic from the A3 evaporates from the whole Wimbledon area. In my response to the informal consultation, I mentioned that I would ideally wish for temporary road closure, but could understand that road narrowings in a wide set of residential roads could be a realistically acceptable alternative to this. (I wish to allay concerns of neighbouring areas concerning the impact of road closures - Belvedere Drive was closed for 3 weeks during 2007, to allow for sewage work treatment - I am not aware of any immediate impact on the Parkside area, though there could well have been an effect on Belvedere Grove )..

We have been asked to comment only on individual proposals, without allowing for the possibility that they need to be taken as a whole, and therefore could / should be rejected as a whole. I am broadly against the set of proposals, taken as a whole, as a means of reducing the volume of non-local commuter traffic down residential roads, (the Belvedere roads in particular). I am however, in favour of seeing the effect of the proposal to open Church Road during the rush hour, by amending waiting / loading restrictions (ES/SGE/WATS/WL : Option 8 (1) ). As it is a local distributor road, this proposal seems to be consistent with the council's stated aim of moving non-local commuter traffic away from residential roads onto distributor roads. Other than that, I do not see how the proposals will affect the volume of traffic on residential roads.

Taking the proposals individually, as requested :

**1. Ref: ES/SGE/WATS/PA.**

I do not support the introduction of shared use / pay and display parking in Belvedere Drive (Option 8(4) ), for the following reasons :

- I do not believe this is a proven way to reduce the volume of non-local traffic down Belvedere Drive; this will therefore not reduce my severe noise disturbance

- It may merely inconvenience residents of Belvedere Drive, who may be forced to park a considerable distance away from their home.

- I do not believe this will be a consistently effective way of controlling speed. In particular, commercial van drivers and 4x4 drivers, who have a high seating position, allowing them to see over the roofs of parked cars, can often travel above 20mph along the kinked section of Belvedere Drive, even when there are plenty of parked cars. Moreover, commercial drivers often travel above 30mph on the straight section of Belvedere Drive when cars are parked on both sides. Again, speeding traffic presents a noise disturbance, and makes it very difficult for me to get my car into and out of my driveway.

**2. Ref: ES/SGE/WATS/TC.**

I do not think that raised entry treatments in Belvedere Drive ( Option 8(6) ) will make any difference to the behaviour of commuting traffic, as they do not present a physical impediment at all.

**3. Ref: ES/SGE/WATS/LB**

Whilst the introduction of a 7.5 tonne lorry ban sounds good in principle, there has been no suggestion as to how this will be enforced in practice. As the timing of the ban is between 8pm and 6am, I do not expect it to make a difference to the rush hour

traffic volumes (i.e. between approx. 7am and 9.30 am). Also, no notification has been given of any resources to monitor this ban.

#### **4. ES/SGE/WATS/20 ( Option 8(9) )**

Similarly to the lorry ban, there has been no suggestion as to how this will be policed in practice – without a budget to police this proposal, I don't expect it to make any difference to the speed, and certainly not to the volume, of commuter traffic. This may seem cynical, but I have seen commercial vans going well above the current speed limit (30mph) down Belvedere Drive, so I don't expect commercial van drivers to be inhibited by a 20mph sign without a proper budget to police this. A proper budget would include not only the provision of hand held speed guns, but also a budget for extra police time to use them in the Wimbledon Village area. No notification has been given of such a budget.

#### **5. ES/SGE/WATS/WL**

As already stated in my introduction, I do believe this will encourage rush hour traffic to use Church Road, which is a local distributor road. However, I do not anticipate Church Road to become the chosen route for commuters currently travelling between the Ridgeway and Arthur Road, via the Belvedere roads. An extra incentive would need to be introduced to encourage the use of Wimbledon High Street to reach the altered Church Road.

#### **6. ES/SGE/WATS/TC**

I oppose the introduction of tarmac speed cushions in Belvedere Grove. These will merely increase the noise pollution and air pollution in Belvedere Grove, and will not greatly change the average speed of traffic in the road, which is currently just over 20mph. In addition, I don't believe this to be an effective way of reducing the volume of commuter traffic going along the Belvedere roads - there may be some displacement of traffic onto Belvedere Drive at the very best, but this is in itself absolutely unacceptable, as it is a residential road, and the council have stated that the intention is to displace traffic from residential roads onto distributor roads. To state the obvious again, I am greatly distressed by the current volume of traffic in Belvedere Drive, and actually believe that this proposal will exacerbate my situation.

I trust that you will listen to the nature of my concerns, which are grave, and represent a serious quality of life issue.

**22016309**

Dear Sir

#### **Formal Consultation on Wimbledon Area Traffic Study**

As a long term resident of Belvedere Drive, I am writing on behalf of myself and my family to object to the proposals in this formal consultation. We feel they will not solve the problem of at least a million vehicles using our road each year.

**General**

Despite the fact that the Wimbledon Area Traffic Study was set up to produce a solution to remove the huge volumes of rat running traffic using the Belvedere Roads, the measures which are proposed in this consultation document fall far short of the absolute minimum which would be required to resolve the situation.

Merton Council knows that over two million vehicles use Belvedere Grove every year, and that a very high percentage of these volumes comprise through traffic which has no origin or destination in the North Wimbledon Area.

Despite this, in comparison with its past practices over a long period of time, the Council continues to act in an extremely prejudiced and extremely discriminatory way against the residents of the Belvedere Roads, both in terms of the measures necessary to remove the rat running traffic from the Belvedere Roads and the streets which should be consulted about such measures.

I want the Council immediately to produce a plan, which can be introduced on a temporary basis, which will stop the rat running traffic in the Belvedere Roads. It may well need to include closures and or banned turns, similarly to measures which have been introduced all over the London Borough of Merton, and which there are no plans to remove.

#### **ES/SGE/WATS/PA**

##### **Option 8 – No 4**

I do not agree with the proposal to convert existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use bays.

This proposal directly contravenes the commitment made by the Council in its consultation document dated 7 July 1998 on the introduction of the CPZ to our area, the key points made by the Council included ' We intend that residents can normally park within 50m of their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level'.

There are always Pay and Display bays available in Belvedere Avenue and St Mary's Road for visitors to the Village.

The conversion of residents bays to pay and display will not reduce the volume of rat running traffic using the Belvedere Roads. Most of the shops and restaurants in the Village are not open until after 10am and this is reflected in the current use of the pay and display bays.

##### **Option 8 – No 5**

I do not agree with the proposal to provide additional parking (Shared Use) bays in the above roads. As noted above, there is already always unused Pay and Display bays. The introduction of these additional bays will not inhibit the use of the Belvedere Roads by rat running traffic

#### **ES/SGE/WATS/TC**

##### **Option 8 – No 2**

I do not agree with the proposal to introduce a speed table in Church Road in the absence of appropriate measures to remove the rat running traffic from the Belvedere Roads. Impediments to traffic in Church Road will encourage traffic to continue to use

the local access roads which comprise the Belvedere Roads. Any required traffic calming measures in Church Road should only be implemented after the introduction of a comprehensive and effective scheme to remove the huge volumes of rat running traffic which use the Belvedere Roads.

### **Option 8 – No 3**

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. As widely demonstrated where such cushions are already in place, these will do nothing to discourage rat running traffic but will significantly increase noise and air pollution. The Council should immediately introduce on a temporary basis a range of measures in the Belvedere Roads, in line with others which have been implemented throughout the rest of the Borough, which are effective in removing the huge volumes of rat running traffic from the Belvedere Roads.

### **Option 8 – No 6**

I do not agree with the proposal for a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road. It will not moderate either the speed or the volumes of traffic using Belvedere Drive. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.

### **Option 8 – No 7**

I do not agree with the proposal for a 'raised entry treatment' in Belvedere Avenue at its junction with Church Road. It will not moderate either the speed or the volumes of traffic using Belvedere Avenue. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.

### **New Proposals Added to Option 8 – no 1**

While the removal of the two existing mini-roundabouts at the junctions of Alan Road and St Mary's Road, might have some limited effect on traffic volumes using the Belvedere Roads, this measure, together with others included in this consultation document falls far short of what is required to address the problem of the huge volumes of rat running traffic in the Belvedere Roads.. The funding should be being spent on measures which will effectively address the problem.

### **Ref ES/SGE/WATS/LB**

#### **Option 8 – No 8**

I support any measures which will ensure compliance with the existing 7.5 tonne Lorry Ban. However, while neither the Council nor the Police will give any undertakings on how this ban will be effectively policed, added signage is likely to have very little effect.

### **Future Proposals to be investigated – replacement of existing roundabout at junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with Traffic signals**

Measures such as this simply formalize a rat-run, which will attract further traffic to it. I completely disagree with this proposal which effectively formalises Belvedere Grove as a local distributor road. If traffic lights are to be introduced, they should be installed at the junction of Church Road and the High Street, if required **AFTER** appropriate measures have been introduced to remove the huge volumes of rat running traffic using the Belvedere Roads.

\*\*\*\*\*

The problem within the Belvedere Estate is volume. Not one of the above proposals is prepared to address this although the changes made by the council eight years ago, closing off roads and creating a bus lane down Wimbledon Hill exacerbated the problem rather than helped. It is time now that Merton Council found a plan focused on reducing total volume and allowing local traffic to circulate. I understand that Ward Counsellors have discussed such a plan with the Cabinet Minister. It is frankly outrageous that such an initiative has not been implemented at least on an experimental basis. It would at least be consistent with the Council's original manifesto.

Yours faithfully,

**Confirm Number 22016313**

Dear Sirs,

Formal Consultation on Wimbledon Area Traffic

We were extremely disappointed to see the revised proposals for traffic calming and traffic reduction in Wimbledon village and in particular in relation to the Belvederes.

I will start with Belvedere Drive, which is where I live. I have 3 small children all of whom often walk to school. Your proposals to put pay and display bays along Belvedere Drive is not only contrary to the Council's commitment to ensure residents can park within 50m of their home but is, as I have stressed in previous correspondence extremely dangerous. If the bays along Belvedere Drive are parked up it makes it virtually impossible to drive down the road.

I know from experience that when this happens (for example with all the recent building works) it does not stop people from using the road it merely makes them very aggressive drivers. Not only is this very difficult and unpleasant for the residents, who have to use these roads, but there are countless school children who use these roads daily and have to cross them to reach their schools. I understand that the Council is, at this time, also actively trying to increase the number of children who walk to school. I often have drivers being rude and aggressive when I have to slow down or stop to park outside my house. These proposals will only make the situation worse. Why are the parking bays to be made available from 8.30am when most shops don't even open until 10am? Why are NO 'residents only' bays to remain? There are always available slots on Belvedere Avenue and St Mary's Road, why are these not sufficient? I do not believe that allowing the road to become difficult to drive down, due to it being parked up, will in any way reduce the volume of traffic and consider these to be useless and potentially dangerous proposals.

The same must surely also apply to the proposed changes to the parking in Belvedere Grove, Belvedere Avenue, Alan Road, Highbury Road and Clement Road. The residents must have priority when it comes to parking in their own road.

Also I do not believe that it is appropriate to put in a speed table into Church Road before appropriate measures are in place in the Belvederes. Surely that will merely increase the volume of traffic through the Belvedere Roads. The traffic calming proposals such as the speed bumps on Belvedere Grove will not reduce the volume of traffic but are noisy and will increase pollution. Similarly, I believe that it has been shown from previous surveys, that the proposed raised entry treatment on Belvedere Drive and Belvedere Avenue will not effect the volume of traffic, which must be the main priority. These proposals will merely be wasting the council's resources unnecessarily.

Clearly I support the ban to the 7.5 tone Lorries. However, I cannot see why the restriction finishes at 6.30 am. These are residential roads where the majority of the bedrooms face the road. Can the restrictions not be delayed until 7.30am? How will these be enforced? Last weekend we had an enormous crane drive past our house at 3.30am, which woke all five of us. When we phoned the company to complain we were told they had been directed down our road by the police.

As far as I can see the proposed measures merely formalize the Belvedere Roads as a rat run and in no way alleviate the volume of traffic coming through. Since there is a bottleneck at the bottom of Wimbledon Hill, because of the lights, traffic will continue to run through the Belvederes. None of the proposals seem to recognize that these are residential streets filled with families, often with small children. If no sensible solution can be found I would suggest that you save money and leave the current structure as it is. All the ideas that have been put forward only seem to make the situation much worse. I seriously believe that the current proposals (particularly in relation to Belvedere Drive) are dangerous and will result in more accidents for drivers as well as pedestrians.

Yours sincerely,

**Confirm Number 22016310**

Dear Sir

Regarding the consultation on the Wimbledon Area Traffic Study

ES/SGE/WATS/PA

Option 8-No. 4

I am opposed to the introduction of mixed parking. As a resident of Harrowdene Court I observe that the bays are regularly full without pay and display. Blue Gates and Harrowdene Court have a high density of occupation and the addition of Pay and display will do nothing to solve traffic problems, as the bays are often full already, while inconveniencing residents.

Option 8-No. 5

As above

ES/SGE/WATS/TC

Option 8- No.2, 3, 6, 7

These measures will increase noise and pollution by causing cars to slowdown and speed up and do nothing to stop traffic cutting through.

In addition the cost of these items is considerable especially as there is no benefit

Ref ES/SGE/WATS/LB

Option 8-No. 8

I support measures to ensure compliance with the existing 7.5 tonne lorry ban

**Confirm Number 22016315**

Dear Sir

**Responses to Merton Council's Formal Consultation on Wimbledon Area Traffic Study**

I am writing to object to the Council's measures proposed in the consultation document to reduce the huge volume of cars using the Belvedere roads. I do not think that the suggestions will resolve the problems and I do not think that sufficient note has been taken of the residents' views in arriving at the proposed solution.

**ES/SGE/WATS/PA**

Option 8 - No 4

I do not agree with the proposal to convert existing Resident Permit and Permit Holder parking bays in Belvedere Drive, Belvedere Grove, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use bays.

This will not reduce the volume of cars using the Belvedere roads.

Option 8 - No 5

I do not agree with the proposal to provide additional parking (Shared Use) bays in the above roads.

This will not reduce the volume of cars using the Belvedere roads.

**ES/SGE/WATS/TC**

Option 8 - No 2

I do not agree with the proposal to introduce a speed table in Church Road.

This measure will not reduce the volume of traffic in the Belvedere roads. Such a measure will mean more traffic is likely to use the Belvedere roads.

Option 8 - No 3

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. These will not reduce the volume of traffic in the Belvedere roads and will only increase noise and air pollution.



## Option 8 - No 6

I do not agree with the proposal to have a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road.

This measure will not reduce the volume and speed of traffic in Belvedere Drive as can be seen from other 'raised entry treatments' that have been in place in the area for many years.

## Option 8 - No 7

I do not agree with this proposal for the same reason as given above.

**New proposals added to Option 8 - No 1**

I do not think that the removal of the two mini roundabouts at the junctions of St. Mary's Road and Alan Road and other proposals will be sufficient to reduce the volume of traffic using the Belvedere roads and there needs to be much further thought given to what proposals would address the problem properly using the available resources.

## Option 8 - No 8

In order to ensure compliance with the existing 7.5 tonne lorry ban there needs to be more than added signage. The ban needs to be effectively policed so as to ensure compliance.

**Proposal to replace existing roundabout at junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with traffic signals.**

This measure will not reduce the volume of traffic in the Belvedere roads. The likely result is that there will be more traffic and I completely disagree with the proposal.

Yours sincerely

**Confirm Number 22016260**

Dear Sirs

**Wimbledon Area Traffic Study**

I set out below my representations in relation to the proposals set out in the Statutory Consultation booklet dated 18 February 2010.

**General comments**

- 1 I am appalled both by the outcome of the WATS, and by the process which has led to it.
- 2 The main objective – a reduction in volumes of through traffic in Wimbledon Village residential roads, the majority of which comes from outside the Wimbledon area – will certainly not be achieved by these proposals.

- 3 It seems fairly clear that neither the Council, nor the Village and Hillside Councillors, have ever had any genuine commitment to deal with this issue, notwithstanding the acceptance by all involved that there is indeed a very serious problem that should be addressed – one of the main conclusions of the Bowcott Steering Group.
- 4 I fear that these proposals, if implemented, will simply be used as an excuse for taking no further action for several years.
- 5 The Council has had an opportunity to be bold and imaginative in dealing with high volumes of through traffic in residential roads. Other Councils have successfully done this. Merton Council has successfully done this in other areas in the borough. Why not in Wimbledon Village? Failure properly to address the issue is an abdication of responsibility. Imposing inadequate and ineffective solutions is an abuse of the Council's powers.
- 6 The Council should give a commitment to enforce those aspects of the proposals which might be beneficial (in particular the 20 mph restriction) and revisit the whole matter if the proposals do not achieve their original overriding purpose – reduction of through traffic in the Belvedere Roads –within 12 months.

**Parking Arrangements: Ref ES/SGE/WATS/PA**

*Option 8, Nos 4 and 5*

I have 4 objections:

1. The intended purpose of adjusting the parking restrictions and increasing parking availability is not to provide additional parking, but to provide road narrowing to operate as some kind of traffic calming. This is clearly absurd. Parking measures should only be introduced to deal with parking need. If there is a traffic speed/volume problem, it should be addressed by appropriate proven measures to deal with that problem, not by putting vehicles and their owners in harm's way to do the job cheaply and ineffectually instead.
2. There is in any event little need for additional parking in and around Belvedere Drive. The existing paid-for spaces in Belvedere Avenue are rarely used.
3. Even if the new spaces are used, they are unlikely to be used before 9.30/10.00am when the majority of shops open, so will have no effect on morning peak time traffic.
4. It is very unfair to penalise residents by limiting availability of residents' parking spaces, which will result in considerable inconvenience and hardship for some residents

**Vertical deflections: Ref ES/SGE/WATS/TC**

*Option 8, No 2*

No traffic calming measures should be introduced in Church Road until effective measures have been taken in the Belvedere Roads to prevent or restrict rat-running through traffic. Otherwise any traffic displaced from Church Road will simply divert to the Belvedere Roads, so aggravating the existing problems.

*Option 8, No 3*

I strongly object to this proposal on four grounds:

1. Speed cushions are noisy, polluting and dangerous.

2. Speed cushions are widely known to be ineffective in restricting traffic volume, and of limited benefit in controlling speed, as 4X4s and light commercial vehicles with a wide wheel base are not troubled by them.
3. In the unlikely event that any traffic is displaced from Belvedere Grove, it will almost certainly use Belvedere Drive rather than Church Road as the alternative route. Belvedere Drive and Belvedere Grove are equally vulnerable to rat-running through traffic; appropriate and effective measures to deter this traffic should be taken in both roads.
4. The overwhelming majority of residents of Belvedere Grove do not want speed cushions in their road. This was clearly demonstrated in the informal consultation. Not only that, but an overall majority of those responding to the informal consultation (taking the consultation area as a whole) rejected this proposal. It is unfair and undemocratic to force this measure on the residents of Belvedere Grove (and the wider area) against their will.

If speed cushions are to be installed (in spite of strong local opposition), the Council should give an undertaking to remove them if they prove to be ineffective.

*Option 8, No 6*

A raised entry will have no significant effect on either volume or speed of through traffic in Belvedere Drive. A raised entry was installed at the other end of Belvedere Drive in early 2009, and has clearly had no effect, other than marginally reducing speed on entry. Raised entries are already installed at both ends of Belvedere Grove and Alan Road; their problems are even more acute than Belvedere Drive. This measure is therefore pointless and a waste of money – being proposed, I assume, to demonstrate that some specific measure has been taken in Belvedere Drive but which (like the speed cushions on Belvedere Grove) will prove to be inadequate and ineffective.

If a raised entry is to be installed, could the Council please ensure that it is at the highest level permitted? The raised entry at the junction with St Mary's Road is too low to provide any meaningful obstruction to vehicles with modern suspension.

**Lorry Ban: Ref ES/SGE/WATS/LB**

*Option 8, No 7*

I fully support this.

**20mph speed limit: Ref ES/SGE/WATS/20**

*Option 8, No 9*

I fully support the proposed 20mph limit. However, I see little prospect of this reducing the heavy volumes of traffic in the area generally, and in the Belvedere Roads in particular. The 20mph zone around St Mary's Road has had no noticeable effect on speed where there are no physical obstructions. And even where there are obstructions, volumes do not seem to have been affected in any significant way. If this is the experience in roads adjacent to the Belvedere Roads, what prospect is there that our experience in the Belvedere Roads will be any different? None.

If the 20mph zone is to be introduced, could the Council give a commitment to have it enforced?

Yours sincerely

**Confirm Number 22016296****LETTER 1 FROM RESPONDENT**

Dear Sirs,

I am writing with reference to the Statutory Consultation Wimbledon Area Traffic Study but wish first to make a general comment which has a huge bearing on the whole matter.

**It seems to me that not enough attention is taken to deal with the REASON that cars come off the A3 and up Copse Hill. If, by consultation with whatever other Councils were involved, measures were taken to encourage the traffic to flow well down West Hill (and/or Putney High Street - more difficult though) then motorists would not take the route via Wimbledon Village. This to me seems crucial to the whole issue but no attention is given to it.**

**Ref ES/SGE/WATS/PA**

The proposals for shared parking proposals will cause great inconvenience in the area, particularly in those roads where residents do not have their own off-road parking. This may produce more revenue, but it is strongly objected to, due to inconvenience to residents' who already pay for their parking permits. Width restrictions would be a more reliable way of reducing volume and speed. This would also cause less inconvenience to residents.

**ref ES/SGE/WATS/TC**

Speed cushions. These do not solve the problem of speeding, it is too easy to acquire ability to ride the bumps without reducing speed unless the sharp angled bumps in a wide residential area are introduced. Also with three cushions in one spot, tendency is to ride the middle one, a hazard in itself. Also it is not a proven way of reducing volume.

**CANNOT FIND A REFERENCE FOR THIS.**

We strongly object to any scheme which deflects traffic down Wimbledon Hill Road and thence (first choice) into Belvedere Drive without a NO LEFT TURN sign into Belvedere Drive or, preferably, a NO ENTRY sign. Restrictions with Belvedere Grove should be matched with restrictions on Belvedere Drive.

Yours faithfully

**LETTER 2 FROM RESPONDENT**

Dear Sirs,

I am writing with reference to the Statutory Consultation Wimbledon Area Traffic Study and with further reference to my letter of 10th March.

ES/GW/WATS/20 Regarding the 20 mph proposed limit, we want to state that we are all in favour of this, as I believe most Belvedere residents are.

One final point, that the current situation of traffic in our roads is a source of great aggravation to us, both in relation to the speeding and the noise caused by it. Another point is that the current situation is marring the amenities of the neighbourhood, which should be a quiet residential one which it was when we moved in over 35 years ago.

**Confirm Number 22016295**

Dear Sirs,

Ref: ES/SGE/WATS/PA  
Option 8 (4)

I am against the proposal to introduce shared use parking bays in Belvedere Drive. The object of the whole exercise is to reduce the volume of traffic in the Belvedere Roads and this proposal will do nothing to help. It will only result in the residents losing one of their facilities, i.e. residents' parking.

Ref: ES/SGE/WATS/TC  
Option 8 (3)

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. If these are only installed in Belvedere Grove it will result in more traffic being diverted to Belvedere Drive.

Option 8 (6)

I do not agree with the proposal for a "raised entry treatment" in Belvedere Drive at its junction with Wimbledon Hill Road. This treatment has been tried in other roads and has little or no effect on the volume of traffic. In my opinion it is a waste of money.

Yours faithfully,

**Confirm Number 22016450**

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

**From:** [REDACTED]

**Sent:** 09 March 2010 10:10

**To:** Waheed Alam

**Subject:** Formal Consultation, Wimbledon Traffic Area Study, Option 8 Scheme

Dear Waheed Alam,

Please find attached the response we have made to the Formal Consultation, Wimbledon Traffic Area Study, Option 8 Scheme.

Yours sincerely,

**ATTACHED LETTER**

Dear Waheed Alam,

**Re. FORMAL CONSULTATION, WIMBLEDON AREA TRAFFIC STUDY, OPTION 8 SCHEME**

While we appreciate the time and effort expended by the Cabinet Member and the Councillors, we are disappointed, once again, that, within the scheme, the basic problem of rat-running through the Belvedere roads has not really been addressed by the proposals, thus not fulfilling the Conservative election manifesto commitment to stop through traffic using our local access roads. As Belvedere Drive residents (for more than 30 years), we were among those who made their views known in the Council Chamber on September 30th last year, during the informal consultation. Although our majority views were noted by the Chair, very few of them were then incorporated into the Cabinet Member's Formal Consultation proposals.

May we reiterate that it is the volume of traffic that concerns us, more than the speed. Over 2,000,000 vehicles a year through the Belvederes is an alarming figure. The proposals hardly begin to address this problem. They aim to reduce speed to 20 mph, when it has been shown that average speeds are already around this figure. They also aim to encourage more traffic to use one of the appropriate alternatives – Church Road, but there is little evidence to show that this would happen.

We do not believe that a so-called holistic solution has been found. We have no wish to force other roads to take traffic from ours. What we want is a wider solution, a way of preventing A3 traffic from cutting through the Belvederes and other local access roads on its way to and from London.

However, we understand that we must address the proposals listed in the Formal Consultation document, even if we don't agree that they will solve the problem, and even if we believe they are only scratching the surface – of the wrong problem (speed rather than volume).

ES/SGE/WATS/PA

We do not approve of converting all the Resident Permit and Permit Holder parking bays to Pay and Display Shared Use bays. Such shared use bays in Belvedere Avenue are by no means at full capacity, and we already share residents' parking with VC (including the shop workers).

ES/SGE/WATS/TC

We do not believe that speed cushions, raised entry treatments etc. will reduce the volume of rat-running traffic using the Belvedere Roads. Speed reduction may be the aim, but the speed is already not a major problem.

ES/SGE/WATS/LB

This proposal is welcome, but will only work if it is properly policed. Can we be assured of this?

ES/SGE/WATS/20

We agree that this should be implemented, but repeat our belief that it will do nothing to reduce the volume of rat-running traffic.

ES/SGE/WATS/WL

This seems a sensible plan.

We are not sure which section of the Formal Consultation refers to the changes to Wimbledon Hill. We approve of these changes, but do not think they will affect the amount of traffic using Belvedere Grove and Belvedere Drive. Most of the people using the Belvederes as a rat-run do not want to go down the hill. Also, any proposal to put traffic lights at the junction of Ridgway and Wimbledon Hill will only serve to encourage drivers to see Belvedere Grove as an approved through road.

Finally, we accept how hard it may be to find a perfect solution to the Belvederes' problems, but register once again our frustration that the Formal Consultation proposals do not address the real problem, as echoed time and time again by those of us who daily live with the problem.

Yours faithfully,

**Confirm Number 22016454**

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

**From:** [REDACTED]

**Sent:** 10 March 2010 10:33

**To:** Councillor Samantha George; Councillor David Williams; Councillor David Simpson; [REDACTED]

**Subject:** traffic proposals

Attached is my response to the traffic proposals.

Yours Sincerely

**ATTACHED LETTER**

Dear Sir or madam

I am writing about the traffic calming measures in the Village area of Wimbledon.

I think that the Residents and Council ultimately have the same aim, namely to try to deter rat runners who should be queuing on the A3 and other distributor roads instead of causing a nuisance in what should be quiet suburban roads. I am new to the area and so have not been involved in the history so far.

I gather that there is a precedent in other parts of the Borough of anti-rat runner measures. Would it be possible to apply the same measures in this area?

I think ultimately that there has to be a high tech solution. A very low average speed limit (say 15 mph) policed by discrete cameras, over a large area of the village, would mean that rat runners would no longer get any benefit from cutting through Wimbledon. This would also bring in revenue for the Borough. It would also mean an end to unsightly road bumps, chicanes and excessive signage.

These are my comments on the following proposed measures:

1) **Option 8 No. 1 ES/SGE/WATS/**

Waiting/Unloading restrictions, Monday – Saturday between 7am to 10am and 4pm to 7pm within the existing Pay and Display bays and the Disabled bay in the southern section of Church Road. (ie similar to High Street). **Agree**

2) **Option 8 No. 1 ES/SGE/WATS/TC**

Introduce traffic calming (raised speed table) in Church Road just north of Old House Close.

3) Introduce speed cushions in Belvedere Grove – but not in other Belvedere Roads. **Disagree**

4) **Option 8 No. 4 ES/SGE/WATS/PA** Convert all Resident Permit and Permit Holder parking in Lancaster Road and the Belvedere area to “Shared Use” (except for Belvedere Square and Old House Close) with maximum 2 hours for pay and display use. **Disagree**

5) Introduce more parking bays in Lancaster Road, Lancaster Gardens and the Belvedere area **Disagree**

6) **Option 8 No. 6 ES/SGE/WATS/** Introduce “raised entry treatment” at the junction of Belvedere Drive with Wimbledon Hill. **Disagree**

7) Remove the mini-roundabouts at the end of Alan Road at its junction with St. Mary’s Road and replace with raised surface treatment giving priority to the Arthur Road to St. Mary’s Road route and ensuring exit from the church is safe. **Disagree**

8) Introduce “raised entry treatment” in Belvedere Avenue at its junction with Church Road. **Disagree**

9) Proposed changes to the junction of Burghley/Church/St.Mary’s Roads including a speed table.

10) Proposed changes to Wimbledon Hill Road to provide 2 eastbound lanes through to Alexandra Road but retaining the bus lane. **Agree**

11) Changes to the 7.5 tonne lorry ban. **Agree but needs enforcement.**



12) **Option 8 ES/SGE/WATS/** Investigate feasibility of replacing roundabout with traffic lights at the Ridgway/Wimbledon Hill Road junction with a view to reducing the amount of traffic into Belvedere Grove **Agree**

Yours Sincerely

**Confirm Number 22016451**

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

**From:** [REDACTED]

**Sent:** 09 March 2010 14:14

**To:** Waheed Alam

**Cc:** hammond@parliament.uk; Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew; Councillor David Williams

**Subject:** Proposed traffic calming measures for Wimbledon Village

Dear Mr Alam

I am writing in response to the proposed measures.

I would preface my views with the following:

1. I do not understand why the preferences expressed by the LOCAL residents are not reflected in the proposals
2. The problem in the Belvedere Drive, Avenue and Grove and Alan Road is the VOLUME of traffic, which will not be significantly affected by the measures proposed. Speeding is not the issue.

My views are as follows:

1. I do not agree with speed bumps in Belvedere Grove - these are not necessary to slow down traffic as the average speed is already little over 20 mph and will cause pollution and noise. Some traffic may prefer not to negotiate the bumps but will simply use Belvedere Drive (where no speed bumps are proposed) - and I am not advocating speed bumps on Belvedere Drive. Please see below.
2. I do not agree with all the additional parking spaces. These are many more than the ones proposed to be taken out. This is a village and you should not be encouraging more people to park here. It will make residential parking much more difficult (which I believe was a stated aim). At the least parking is to be restricted to 2 hour spells but this also smacks of a revenue exercise for the council. If the aim is simply to encourage people to the village (by driving there?), the parking should be free for say 60 minutes.
3. I do not agree with taking out the mini roundabout at the end of Alan Road - the cars will simply back up as they wait and residents will not be able to exit or enter their drives.
4. I do not agree with the raised platform at the hill end of Belvedere Drive - it will not deter traffic and has no use for slowing traffic as it is at the end of the road. The existing platform at the St Mary's Road end Belvedere Drive has demonstrated that the traffic is not deterred by platforms

What I would like to see are proper measures to stop the rat runs through our roads - a situation that has been allowed to increase under the present Council regime instead of solved. As the proposals stand the reduction in traffic may be slightly less on Belvedere Grove but there will be yet more vehicles on Belvedere Drive..

I would like to see signage used to prevent traffic using these roads - a much cheaper, more effective and more environmentally friendly solution.

Yours sincerely

**Confirm Number 22016456**

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

**From:** [REDACTED]  
**Sent:** 10 March 2010 19:14  
**To:** Waheed Alam  
**Subject:** wimbledon traffic study

Dear Waheed Alam

Re: Wimbledon Traffic Study

Please introduce 20 m.p.h. speed limit in Belvedere Drive SW19. This is a residential area and not a through way for heavy traffic - heavy in amount and also size of vehicle..

I suggest you re-open access from Wimbledon Hill to Woodside. This will also ease the traffic build-up going up Wimbledon Hill.

Resident of Belvedere Drive SW19

**Confirm Number 22016461**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 13:39  
**To:** Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; davidwilliams@merton.gov.uk; davidsimpson@merton.gov.uk; samanthageorge@merton.gov.uk; jeremybruce@merton.gov.uk; richardchellew@merton.gov.uk; johnbowcott@merton.gov.uk; gedcurran@merton.gov.uk  
**Subject:** Response to Wimbledon Area Traffic Study

**Background to my response**

I lived in West Wimbledon, SW20 for 40 years. I moved into [REDACTED] Belvedere Drive, SW19 on September 1st 2009, after temporarily renting a house in Pepys Road, London SW20. I am therefore able to make a direct comparison. The trucks and lorries travelling through Pepys Road are easily able to encompass the road bumps and maintain their speed. I can attest, however, that there is less daily traffic travelling down this main wide road than either Belvedere Drive or Belvedere Grove.

Yet both roads, Belvedere Grove particularly, are in the prime residential Wimbledon Village area of Merton. There are still Tudor and Jacobean buildings in this historical village. Surely it cannot be right to expect the village area to cope with such an enormous volume of traffic?

When I moved into the Wimbledon Village area, I was astonished at the density of the traffic at the Ridgway roundabout junction, with the right-hand turn down into Wimbledon Hill Road, as well as the incessant traffic in Belvedere Grove and Belvedere Drive.

There is severe traffic congestion in the Village now. Some of the volume of traffic must be due to the inability of traffic to make a right-hand turn up Wimbledon Hill Road until they reach almost the top of the hill. Since Woodside was blocked Belvedere Drive must take all those cars. It is also common knowledge that there is a steady surge of traffic now coming up the Ridgway from Copse Hill and many cars travel on straight into Belvedere Grove.

My home is at the back of the town-house in Belvedere Drive but the noise of traffic is a considerable disturbance to my neighbours. I also have to be careful, as do elderly people living locally, to cross my road at all. Belvedere Drive is not straight and it is sometimes difficult to see cars approaching, especially at speed.

I would like to state my opposition to the following:

**Ref: ES/SGE/WATS/PA**

I believe the introduction of shared use/pay and display parking in Belvedere Drive would make the current congestion in the road more acute and also make the road dangerous for residents, because of the difficulty of seeing cars come round the bend of the road when there is so much space taken up with parked cars. I see no advantage to local residents living, and sometimes working, in homes in the area, at all.

**Confirm Number 22016463**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 16:50

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP

**Subject:** FW: URGENT: RESPONSE TO WIMBLEDON TRAFFIC STUDY : DEADLINE TODAY

**Importance:** High

Dear Sir,

**Response to Wimbledon Area Traffic Study**

**Background**

We live at [REDACTED] Belvedere Drive and are [REDACTED] house away from the corner with Wimbledon Hill. So we are well suited to comment on the traffic noise on Belvedere Drive, which has become a source of major annoyance over the past few years, particularly since the alterations at Woodside and Wimbledon Hill Road.

There is a big increase in traffic that passes through Belvedere Drive, PARTICULARLY FAST DRIVING vehicles that tear down Wimbledon Hill into Belvedere Drive. **Please note: Someone will be seriously hurt or killed** – there needs to be a solution – we have suggested many times that the council should make the corner a square rather than rounded which would help, plus have barriers to stop major trucks and slow down traffic.

Secondly the level of non-local, commuter traffic that passes through my road between the hours of approx 7am and 930am, and 4pm and 630pm – a total of up to 5 hours per day.

We have had to put in double glazing on both the ground and first floors of our house due to the traffic noise, at great expense. This can be a problem during the hot days of summer. Even with closed double glazed windows, the traffic noise is still a major disturbance.

The traffic counts from the council survey show that 23670 vehicles were found to travel down Belvedere Drive during a 7 day period; this can only be explained by a totally unacceptable level of non-local, through traffic. Merton council has stated that it wishes to displace as much of this traffic onto distributor roads as possible – I do not believe this set of proposals will achieve a reduction of traffic volumes through the residential Belvedere roads, and should therefore not be implemented.

The proposals are against the explicit wishes of the residents most affected roads, as expressed in the informal consultation. Merton has managed to effectively reduce commuter traffic volumes in other residential areas of the borough, and taken into account the expressed opinions of the local people most likely to be affected by proposals - so in order to be consistent, and unprejudiced, I hope that these proposals will be withdrawn, in order to trial measures which are far more likely to reduce the volume of non-local, commuter traffic through the Belvedere roads, and other residential roads in Wimbledon.

We have been asked to comment only on individual proposals, without allowing for the possibility that they need to be taken as a whole, and therefore could / should be rejected as a whole. I am broadly against the set of proposals, taken as a whole, as a means of reducing the volume of non-local commuter traffic down residential roads, (the Belvedere roads in particular). I am however, in favour of seeing the effect of the proposal to open Church Road during the rush hour, by amending waiting / loading restrictions (ES/SGE/WATS/WL : Option 8 (1) ). As it is a local distributor road, this proposal seems to be consistent with the council's stated aim of moving non-local commuter traffic away from residential roads onto distributor roads. Other than that, I do not see how the proposals will affect the volume of traffic on residential roads.

Taking the proposals individually, as requested :

**1. Ref: ES/SGE/WATS/PA.**

I do not support the introduction of shared use / pay and display parking in Belvedere Drive (Option 8(4) ), for the following reasons :

- I do not believe this is a proven way to reduce the volume of non-local traffic down Belvedere Drive; this will therefore not reduce my severe noise disturbance
- It may merely inconvenience residents of Belvedere Drive, who may be forced to park a considerable distance away from their home.
- I do not believe this will be a consistently effective way of controlling speed. In particular, commercial van drivers and 4x4 drivers, who have a high seating position, allowing them to see over the roofs of parked cars, can often

travel above 20mph along the kinked section of Belvedere Drive, even when there are plenty of parked cars. Moreover, commercial drivers often travel above 30mph on the straight section of Belvedere Drive when cars are parked on both sides. Again, speeding traffic presents a noise disturbance, and makes it very difficult for me to get my car into and out of my driveway.

**2. Ref: ES/SGE/WATS/TC.**

I do not think that raised entry treatments in Belvedere Drive ( Option 8(6) ) will make any difference to the behaviour of commuting traffic, as they do not present a physical impediment at all. A barrier system would be better – like at the bottom of Arthur Road.

**3. Ref: ES/SGE/WATS/LB**

Whilst the introduction of a 7.5 tonne lorry ban sounds good in principle, there has been no suggestion as to how this will be enforced in practice. As the timing of the ban is between 8pm and 6am, I do not expect it to make a difference to the rush hour traffic volumes (i.e. between approx. 7am and 930 am). Also, no notification has been given of any resources to monitor this ban.

**4. ES/SGE/WATS/20 ( Option 8(9) )**

Similarly to the lorry ban, there has been no suggestion as to how this will be policed in practice – without a budget to police this proposal, I don't expect it to make any difference to the speed, and certainly not to the volume, of commuter traffic. This may seem cynical, but I have seen commercial vans going well above the current speed limit (30mph) down Belvedere Drive, so I don't expect commercial van drivers to be inhibited by a 20mph sign without a proper budget to police this. A proper budget would include not only the provision of hand held speed guns, but also a budget for extra police time to use them in the Wimbledon Village area. No notification has been given of such a budget.

**5.ES/SGE/WATS/WL**

As already stated in my introduction, I do believe this will encourage rush hour traffic to use Church Road, which is a local distributor road. However, I do not anticipate Church Road to become the chosen route for commuters currently travelling between the Ridgeway and Arthur Road, via the Belvedere roads. An extra incentive would need to be introduced to encourage the use of Wimbledon High Street to reach the altered Church Road.

**6. ES/SGE/WATS/TC**

I oppose the introduction of tarmac speed cushions in Belvedere Grove. These will merely increase the noise pollution and air pollution in Belvedere Grove, and will not greatly change the average speed of traffic in the road, which is currently just over 20mph. In addition, I don't believe this to be an effective way of reducing the volume of commuter traffic going along the Belvedere roads - there may be some displacement of traffic onto Belvedere Drive at the very best, but this is in itself absolutely unacceptable, as it is a residential road, and the council have stated that the intention is to displace traffic from residential roads onto distributor roads. To

state the obvious again, I am greatly distressed by the current volume of traffic in Belvedere Drive, and actually believe that this proposal will exacerbate my situation.

Many thanks,

**Confirm Number 22016308**

Dear Sir

**Formal Consultation on Wimbledon Area Traffic Study**

I am writing for the third time in twelve months to Merton Council and I do hope that the Council will now listen to residents views. I have three children, under the age of eight, and I walk them to their different schools each morning. The number of vehicles is rising and rising – more and more dangerous for us to cross Belvedere Grove. You have proposed speed cushions and extra parking but when the Police were consulted about this during the Informal Consultation they said that it would increase the danger for pedestrians etc. You have simply ignored this advice. My family are the pedestrians. **Please reduce the volume before there is a serious accident.**

Merton Traffic Officers should be allowed to produce a plan that reduces the volume of traffic and introduce it on an experimental basis. We have a serious problem in Belvedere Grove. Those objecting to this suggestion only suspect they may have one and should not be threatening legal action to prevent the Council Officers from doing their job.

**ES/SGE/WAT/PA Option 8 No 4**

I simply do not agree with the proposal to convert existing Resident Permit and Permit Holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display shared used bays. This is contrary to what was promised when these were introduced. But more importantly we already share our resident bays with VC – people arrive at some of these bays at the beginning of the working day and leave at the end. Any resident moving their car will simply not be able to park on their return.

**Option 8 – No 5**

I do not agree with the additional parking (Shared Used). In Belvedere Grove these will prevent people having a clear exit from their own drives. The additional 2 outside No 12 and one opposite will block the line of sight of traffic exiting from the cul de sac of Clement Road (where most residents park and it is always full). Why is this cul de sac not being treated on the same basis of Belvedere Square and Old House Close?

**Option 8 – No 2**

I do not agree with the introduction of speed tables in Church Road. I do not believe this will encourage traffic away from Belvedere Grove.

**Option 8 – No 3**

Speed cushions in Belvedere Grove. Who would rather come out of the Ridgway turn left, passed the bus stop and through the traffic to turn right and go down Church Road or just go over the High Street Belvedere Grove and a few humps?! White van man and anyone commuting to London will not be deterred by five humps in a journey

taking an hour or so? Speed cushions will not deter the 83% of non local traffic on this road. It will also increase the pollution and noise in the road. I object most strongly to this proposal and agree with the Police – it will make Belvedere Grove more dangerous. It will also increase pollution and noise. It will endanger the health of my children.

### **Option 8 – No 6**

Previous tables have not modified driving habits. I do not agree with this proposal.

### **Option 8 – No 7**

I do not agree – see No 6

### **New Proposals Added to Option 8 – No 1**

I do not agree with the removal of the mini roundabouts. I take my daughter to Nursery at St Mary's Church and I believe it would make crossing this road more dangerous. The Nursery children are regularly walked around the Village in groups of up to 12 as an important part of their curriculum – this may have to be stopped if they are unable to cross the road safely.

### **Ref ES/ESGE/WAT/LB**

We already have a weight limit ban which is regularly ignored in Belvedere Grove. I do not see how this 7.5 tonne lorry ban can be policed. I therefore do not support.

### **Traffic Lights at BG and Ridgway junction**

I do not support this as it will merely formalise the crossing.

I do support further investigation by Council Traffic Officers of methods that would reduce the traffic in Belvedere Grove and the other "Belvedere Roads", and that do not further disadvantage those living in the area.

Yours faithfully

### **Confirm Number 22016277**

Dear Sir

### **Re: Statutory consultation – Wimbledon Traffic area study – Issued 18 February 2010**

It is with a feeling of resignation that I compose a further letter to the council on the subject of traffic in the Wimbledon village area. The reason for this feeling this way is:

- When the current council was elected by the residents, one of the pledges was to address the unacceptable level of traffic in the Belvedere Area. Over the last



4 years we have seen obfuscation, delay, and committees that delivered nothing, but precious little action, whilst traffic volumes have continued to grow.

- The Wimbledon Area Traffic Study was instituted to produce a solution to the totally inappropriate volume of traffic 'rat running' through the Belvedere area. Given the time and money invested, what I have read in this document is totally a totally inadequate/ inappropriate set of ideas to remedy this situation
- Residents individually, and through our resident's association, have responded to previous consultations, have made numerous suggestions, and have held meetings with the council's officers but virtually none of this effort is reflected in the proposals before us. These proposals just 'trot out', yet again, the proposals that have been roundly rejected by the affected roads because we do not believe that they will have any material effect on the suffering of the residents in this area.
- Over the years, the council has acted to protect individual local roads by banned entries (Lingfield and Lancaster Road), changed direction (Mansel Road), construction to prevent right turns (Woodside), and even gates (Worcester Road). However, despite all these previous works, which in part have contributed to the problems now experienced by the area behind Wimbledon village and Parkside, the council appear to consistently discriminate against the residents of this area, by refusing to put forward ideas that will give this area the same protection that the council has already given to other areas in Wimbledon.

So why am I writing? Firstly, to ensure that the council knows the feelings of local residents and cannot, by distributing the consultation so widely (to large numbers of people who are not directly affected by the problem, and may well have little understanding of the issues), seek to claim that local residents are ambivalent. Secondly, I am writing to ensure that, should residents decide to take further steps to protect our position (having not been provided with a solution by the council that satisfactorily reduces the wholly inappropriate volumes of traffic in this area), they will have evidence that the residents took all steps possible with our elected representatives before seeking alternative solutions.

Turning to the consultation issued on 18 February. In responding to this, I have the following desired outcomes against which to judge the proposals (individually and collectively):

- Will the measure(s) materially reduce the volume of traffic flowing through the roads in the Belvedere Area. From my perspective, these are local roads and should only be carrying local traffic (ie going to and from homes within the those roads and to and from the very local area say ½ mile radius)
- Will the measure(s) enhance or detract from the environment that the residents experience.

Considering the proposals in turn

**ES/SGE/WATS/PA****Option 8 – No 4**

I do not agree with the changed designation of parking bays in Belvedere Grove into shared use bays. There are already times when it is difficult for residents to park near to their own home, and this will only make it worse.

Also, as these bays only really fill up from mid morning to mid afternoon, and at weekends, allowing shared use of the bays will have little effect on 'rat running' during the morning and evening rush hour.

**Option 8 – No 5**

I do not agree with providing additional parking in Belvedere Grove. With the current number of bays it is already difficult for some residents to exit their drives safely; adding extra bays will only make this worse. The observation in Option 8 – No 4 is applicable here with respect to rush hour traffic.

Furthermore, I do not agree with this proposal being applied to the other roads named as, if this proposal has any effect in dissuading traffic from using those roads, the likely impact is to increase traffic yet further on Belvedere Grove.

**ES/SGE/WATS/TC****Option 8 – No 2**

I do not agree with this proposal. Church Road, whilst having residential properties, is the road that is designated (and presumable maintained) to carry local traffic round the borough. Therefore, whilst the intention of reducing speeds is admirable, the introduction of traffic calming measures such as tables will make this an even less attractive route. Speed cameras would be an effective way of controlling speed, whilst allowing for the free flow of traffic (see how effective the camera on Coombe Lane West is at controlling speed).

**Option 8 – No 3**

I do not agree with the proposal to introduce speed cushions in to Belvedere Grove. The speed in this road has already been shown to be close to the desired 20mph, I do not believe the cushions will have a material effect on the volume of traffic in the road, and the impact on residents in terms of air pollution and noise will be considerable.

**Option 8 – No 6**

I do not agree with the proposal for a 'raised entry treatment' to Belvedere Drive. There are already numerous such constructions in the Belvedere area and these have had little effect on traffic volumes.

Furthermore, for visitors to the area, a sudden change in road surface/height while turning off a downhill stretch of a main road is likely to be highly destabilising and lead to a higher risk of accidents.

**Option 8 – No 7**

I do not agree with the proposal for a 'raised entry treatment' to Belvedere Avenue. There are already numerous such constructions in the Belvedere area and these have had little effect on traffic volumes.

**Further proposals to be investigated and consulted on in the future**

I do not support a proposal to introduce traffic signals at the entrance to Belvedere Grove, unless such signals were to be arranged so as to be permanently red during rush hours and to have a very short green phase at other times.

Also, traffic signals are used on main roads, and the inclusion of them at the entrance to Belvedere Grove would give the indication that Belvedere Grove was the main route.

I do however believe that signage (or physical barriers) meaning that transit directly from Ridgway to Belvedere Grove (and vice versa) was no longer possible would go a long way to addressing the problem. However, such a change would need to also involve changes to Belvedere Drive to avoid traffic being diverted to there.

**In conclusion**

The Belvedere area (and Belvedere Grove, Avenue and Alan Road in particular) are suffering from an excessive volume of traffic (6,000 cars a day from around 250 homes in the immediately surrounding area). Clearly much of this traffic is simply using the Belvedere area a convenient transit route, rather than as a reason for coming to the area.

This situation extends to Wimbledon village more widely with massive volumes of traffic coming through the village on the way from Copse Hill to Wimbledon Park and Southfields.

I hope that the council will shelve these tinkering, and totally insufficient, measures and propose a radical solution that returns Wimbledon village to the local residents, makes it a safe and enjoyable area to live in and visit rather than being somewhere that people go through on the way to somewhere else.

You state in the consultation document that you have the power to implement an Experimental Scheme for schemes where the outcome is not fully predictable. You have acknowledged that the full impact of major restrictions to through traffic on the Belvederes is not clear (whether it would be displaced or evaporate). Please be bold and put in such a scheme, with the full knowledge that if the results severely prejudice other residents, it can be removed. I believe that you will be pleasantly surprised by the result.

Yours sincerely

**Confirm Number 22016189**

Dear Sir,

**Statutory Consultation Wimbledon Area Traffic Study**

Our response to the Consultation is as follows, together with our reasons for opposition to the elements relating to the Belvedere Roads, particularly Belvedere Grove which suffers from highly detrimental traffic issues which simply are not being properly addressed by the Council:

**ES/SGE/WATS/PA****Item 4**

We strongly disagree with converting Resident Permit and Permit holder parking bays to Pay and Display Shared Use in Belvedere Grove, Belvedere Avenue, Belvedere Drive and Alan, Highbury and Clement Roads.

We are both elderly and have considerable difficulty in walking. Mrs [REDACTED] (RESPONDENT) has recently had a hip replacement and Mr [REDACTED] (RESPONDENT) has to use a walking frame. As we cannot always park off road it is essential that we can use our resident's parking permit to park our car near our home. Also, we do not think it necessary to increase meter space usage by visitors as there are always Pay and Display spaces already available for visitors at the bottom end of Belvedere Grove, in Belvedere Avenue and St Mary's Road. Further, it contravenes the undertaking to residents given by the Council when introducing the CPZ, and it will do nothing to reduce traffic volume or reduce speed.

**Item 5**

Again, we strongly disagree with the proposal to provide additional parking bays. The road is already fully parked unless you start encroaching even nearer to comers and drives.

All the reasons we set out above for Item4 above apply equally here. Also, it will make it even more dangerous to cross the road for us and other elderly or incapacitated pedestrians and for the many children who live in the road now. Again, it will do nothing to reduce traffic volume and speed.

**ES/SGE/WATS/TC****Item 3**

We strongly oppose the proposal to introduce tarmac speed cushions in Belvedere Grove.

We think this is the wrong solution to the problem affecting our road which is the huge volume of traffic - much more than the speed which is (with the odd exception) quite moderate. These ugly humps will do little or nothing to deter commuter traffic, but will cause even more noise and air pollution than we already suffer and further degrade what is supposed to be a Conservation Area.

**Generally**

We believe these proposals to be wrongly conceived and - compared with other areas of the Village- to be discriminatory and prejudicial to our health, safety and quality

of life.

Please acknowledge receipt of this letter.

Yours faithfully,

**Confirm Number 22016516**

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

**From:** [REDACTED]  
**Sent:** 15 March 2010 15:11  
**To:** Waheed Alam; [REDACTED]  
**Subject:** Traffic Order 201 3rd attempt

Dear Mr Alam,

3rd time lucky! For "yesterday" read "last Thursday" and references to "today" are for last Friday. Many thanks.

I am writing at the request of [REDACTED] ( ABOVE RESPONDENT) [REDACTED] Belvedere Grove SW19 7RQ. Both [REDACTED] ( ABOVE RESPONDENT) have been virtually housebound for much of the winter. [REDACTED] has just had two hip operations. They are both in their mid to late 80s. They were not aware of the proposed changes. I met with them this morning to ask what I should do on their behalf. They asked for a disabled parking bay as close to No [REDACTED] as possible, as some of their visitors are disabled and cannot walk far. [REDACTED] [REDACTED] have recently had their driving licences "taken away". I understand that [REDACTED] is not expected to drive again, but [REDACTED] does expect to be able to drive once she has recovered from her two major operations. She therefore asks that at least a few bays are left as resident parking bays only, so that they stand more chance of being able to park whenever they return from a trip out. I may add that this is the practice in parts of Kingston.

I am also writing on behalf of [REDACTED] Flat [REDACTED] Belvedere Grove. [REDACTED] is also in her mid to late 80s. When I first became aware of the new parking scheme yesterday, I tried to contact [REDACTED] and again today. She is however extremely deaf and answered neither her phone nor her doorbell. She also suffers from a serious problem with her sight and would not have been able to read the notice on the lamppost outside. Although I am writing on her behalf, I am therefore writing without her knowledge. If you have already heard from her, or from her relatives, then please address only the issue, which I raise above, of Mr and Mrs [REDACTED] Otherwise you should take what Mr [REDACTED] and Mrs [REDACTED] for as being backed up by Mr [REDACTED] she has at least as many visitors as Mr and Mrs [REDACTED] and faces as many problems with their finding parking.

No [REDACTED] has two parking spaces on the forecourt, but these are not allocated and have to be shared with the occupier of the middle flat. Either one or both spaces are taken quite regularly, by service vehicles (gardening, hospital visitors, doctor, nurse, appliance repairs etc) or by relatives and visitors. Even now it quite often happens that there is not enough parking space and people have to drive round the block or come back another time.

If local businesses and other non residents are allowed to take the bays, then the parking situation will get worse. Both households are likely to suffer considerable hardship. [REDACTED] therefore also have an extra reason for resident only bays, as they can then occasionally issue residents visitor permits when all other parking fails.

My wife and I own the middle flat, [REDACTED] My wife and I, [REDACTED] and [REDACTED] own one third of the freehold of No [REDACTED]

Yours sincerely,

**Confirm Number 22016206**

Dear Sir,

Ref ES/SGE/WATS/PA Permit Area VOn

I am writing to object to your proposals to change the residents parking bays to mixed use.

As it is there are insufficient bays for residents at our end of the road, compounded by the fact that VC permit holders can, and usually do, take the spaces.

If you also allow business users and pay and display users to park in these spaces we will never be able to park in our road, and will end up in Belvedere Avenue or further afield.

Whenever one of the 3 spaces is free in our part of the road there is a constant stream of cars without permits trying to park in them. Many times they get away with it, often they get tickets, and sometimes they decide not to risk it. If you allow them to park there for 2 hours we will never be able to park.

I understand that we should be able to park within a given distance of our house; by introducing these new measures the Council is putting financial gain ahead of the needs of the residents.

I therefore urge you to reconsider these proposals.

Yours faithfully

**Confirm Number 22016225**

Dear Sirs,

**Statutory Consultation Wimbledon Area Traffic Study**

My responses to the Consultation follow. They relate to matters most affecting the Belvedere residents only as I feel it is inappropriate to comment on measures affecting residents in more distant roads unless they have direct impact. I request that the Council also follows its previous normal procedure in giving priority weight to the opinions of an affected road and its immediate neighbouring road and not allow opinions of unaffected roads to outweigh them. Unfortunately, regarding the

Belvederes, in recent times the Council appears to have bowed to external pressures to the detriment of our roads.

### **ES/SGE/WATS/PA**

#### **Option 8 - No 4**

I disagree with converting existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road (and Lancaster Road) to Pay and Display Shared Use.

Reasons: It is unnecessary - there are always Pay and Display bays available in Belvedere Avenue and St Mary's Road for visitors; it contravenes original Council undertakings to residents when setting up the CPZ; it is discriminatory to put in these measures in the Belvederes and Lancaster Road but not in Old House Square which is equally close to the High Street.

#### **Option 8 - No 5**

I disagree with the proposal to provide additional parking (Shared Use) bays in the above roads.

Reasons: As noted above for No 4; also - particularly in the heavily trafficked Belvedere Grove - it will sharply increase danger to pedestrians crossing roads and resident motorists exiting drives.

### **ES/SGE/WATS/TC**

#### **Option 8 - No 2**

I disagree with the proposal for a speed table in Church Road at this time.

Reasons: If the Council wishes to encourage more use of Church Road to relieve the Belvederes, this could be counter productive; since when has speed been a problem in Church Road?

#### **Option 8 - No 3**

I strongly disagree with the introduction of tarmac speed cushions in Belvedere Grove.

Reasons: Belvedere Grove is a relatively short, highly favoured rat run. As in similar roads, such cushions effectively do nothing to discourage rat running or reduce traffic volume significantly - for which a solution is badly needed to remove the huge volumes of rat running traffic in this road; it is a measure to reduce speed but speed is not really an issue and in any case will be further reduced by the 20mph limit; humps are known to increase noise and air pollution and are believed to cause vehicle damage.

#### **Option 8 - Nos 6 and 7**

I disagree with the proposals for 'raised entry treatments' in Belvedere Drive at its junction with Wimbledon Hill Road and in Belvedere Avenue at its junction with Church Road.

Reasons: The cost is not justified; the raised entry tables at the end of Belvedere Grove and Alan Road, in position for years have not been effective in reducing traffic nor speed other than at point of entry when it is the narrowness of the opening which induces caution.

### **New Proposals Added to Option 8**

#### **No 1**

I disagree with the proposed removal of the two existing mini-roundabouts at the junctions of Alan Road and St Mary's Road.

Reasons: Not worth the likely considerable cost for, at best, a limited reduction in traffic volumes using the Belvedere Roads; potential safety hazards.

**N02**

**Comment only:** It is understood that the proposed speed tables were negotiated by residents with ward Councillors. Speed and volume are not known to be a problem in this road and it is interesting that such co-operative discussions on aesthetic considerations were not offered to Belvedere residents.

**Comment applying to all of the foregoing Consultation points:**

The measures proposed are fundamentally directed at speed reduction. The real problem in the southern part of the Village is **traffic volume - 40,000 vehicles per week in Belvedere Grove, up to 83% of which is non-local**. After so many years that the Council has been aware of this, it is incredible and discriminatory that no realistic proposals - even on a temporary, experimental basis - are being proposed.

Yours faithfully,

**Confirm Number 22016263**

Dear Sir,

**Statutory Consultation -Wimbledon Area Traffic Study**

I welcome the opportunity to reply to this Consultation.

**Overview Response**

My response to the set of proposals, which Councillor Brierly has described as his own integrated solution, is that it effectively and intentionally deals only with speed and merely hopes as a by product that this will reduce volume. Thus it signally fails to address the core issue for which all the various and costly major traffic surveys and modelling of the last four or more years explicitly set out to do. That is to find a way to reduce, very substantially, the enormous volume of traffic transiting the Belvedere roads (over 40,000 vehicles per week through Belvedere Grove), much of which traffic adds nothing except pollution to the life and economy of the Village. Ours are UDP local access roads in a Conservation Area and in my opinion the Council is failing in its duty of care by not taking firm action as it has done elsewhere in the borough.

The wide 20mph zone is likely to reduce average speeds, but as shown in the surveys only Burghley Road has a real speed problem. Vertical deflection traffic calming measures will encourage speed restraint, but do not significantly reduce volume, particularly on commuter routes. The same argument goes for increased parking in roads - it does not act as a significant deterrent for commuters but certainly does make life more difficult, and dangerous, for residents and pedestrians.

I take very specific issue with the failure, after all this time and expense, to take this opportunity to trial experimentally any positive measure to sever the rat runs (both in the Belvederes and in Burghley/Somerset) by means of selective signage, or short one-ways, or even a strategic closure. It has been proven time and again in other road traffic schemes that this causes substantial evaporation of through traffic – a modal shift occurs and a proportion disappears, not just diverting to neighbouring roads. I see repeated over and over again the claim that the traffic model "proved" that an "unacceptable amount" of traffic is diverted to neighbouring roads by a closure in the Belvedere roads. **But, as confirmed by the Traffic Engineers, the model does not allow for evaporation - so the conclusion is palpably false, giving an**



**exaggerated assessment of diverted traffic!** The effect has, in fact, already been demonstrated informally by the full closures in 2006 of Belvedere Grove at the High Street end on two occasions (for 2 weeks, then 10 days). This caused no known problems in neighbouring roads. Traffic ran smoothly in Church Road. There was observably a significant drop in overall traffic volume and local residents and visitors found it easier to use the Village. Sadly, the Council did not take official measurements at the time.

I am disturbed that important elements from the 2009 wide area Informal Consultation, specifically the shared parking and Belvedere speed humps, which were rejected by residents and not recommended to proceed by the SMAC are being re-introduced in this Consultation. Much play has been made over the years by the Council of "majority opinion" when it comes to denying the Belvederes a proper solution, but the Cabinet Member has chosen to ignore it selectively for his vision of an integrated solution.

### Responses to Specific Proposals in the Consultation

#### ES/SGE/WATS/PA

##### Option 8 - No 4

I believe it is quite wrong to convert Resident Permit and Permit holder parking bays to Pay and Display Shared Use in Belvedere Grove, Belvedere Avenue, Belvedere Drive and Alan, Highbury, Clement and Courthope Roads, (also in Lancaster Road unless the residents agree).

##### Reasons:

- It is unnecessary. There are almost always P&D spaces already available for visitors at the bottom end of Belvedere Grove and always in Belvedere Avenue and St Mary's Road
- It goes against the undertakings to residents given by the Council when introducing the CPZ- and these have already been compromised by subsequently allowing VC and business permit holders to park in VoN
- Further to the last point, there are elderly and infirm residents in the road who rely on and have paid to have parking spaces in the reasonable expectation that they would be close to their homes
- It is discriminatory to make these measures for the Belvederes and not for Old House Close, Belvedere Square - and the High Street end of Marryat Road - all of which are equally close to the Village centre
- It will do nothing to reduce traffic volume or reduce speed
- This proposal was rejected by a wide section of the Village residents during the Informal Consultation - why is it being re-introduced?

##### Option 8 - No 5

I object to the proposal to provide additional parking bays in the above roads.

##### Reasons:

- It is unnecessary, as above
- It is discriminatory, as above
- The roads are fully parked and the notions that squeezing in extra parking in narrow spaces between drives and nearer corners will help visitors and businesses and reduce traffic are mistaken. These roads already experience this type of out of hours extra parking and it is dangerous. It is difficult for pedestrians, especially children (and there are many in these roads), to see to cross, and resident motorists exiting or trying to enter drives are often

unsighted. These adverse conditions in quieter periods are bad enough but when the roads are in heavy daily usage it will be lethally risky

- The Police during the Informal Consultation expressed concerns on safety of this proposal
- Using parking as a traffic deterrent does not work on commuter routes – the rat run is too attractive to be abandoned for a little extra inconvenience

## **ES/SGE/WATS/TC**

### **Option 8 - No 3**

I disagree very strongly indeed with the proposal to introduce tarmac speed cushions in Belvedere Grove.

Reasons:

- They are unnecessary - there is no significant speed problem in these roads
- They are the wrong solution to resolve the volume problem. Speed humps are not proven to reduce traffic volume other than, possibly, marginally, thus any small reduction on the 40,000 per week vehicles does not remotely deal with the problem known to and acknowledged by the Council
- Belvedere residents roundly rejected humps during the Informal Consultation because they do not solve our problem, a view shared by a proportion of residents in other roads. Why is it being re-introduced?
- They do not work on commuter routes - the rat run is too attractive to be abandoned for a little extra inconvenience .
- Humps, especially intensive as proposed, are proven to cause environmental emission and noise pollution and believed to cause vehicle damage
- Any overspill, if that does occur, is more likely to divert to Belvedere Drive than to Church Road .
- Should vertical displacement calming measures ever be introduced in these roads, they should be of a design quality consistent with a Conservation Area, as has been negotiated with the Council by Marryat Road

Regarding other proposals for speed tables, raised entry treatments and the like, it is for the residents of the roads concerned to comment. I would only observe that I think it is not appropriate that any of these proposed in the Belvedere roads should be installed prior to a proper solution being found for the Belvederes.

Regarding the 20mph speed limit (ES/SGE/WATS/20) and 7.5 tonne lorry ban (ES/SGE/WATS/LB) I have no objections. The speed limit will act to constrain those few who speed. The lorry ban is already in force in our roads. The real problem in both cases is enforcement and the police have said that they are unable to provide adequate resources.

Please acknowledge receipt of this letter.

Yours faithfully,

**Confirm Number 22016321**

Dear Sir

**Formal Consultation on Wimbledon Area Traffic Study**

I have lived in Belvedere Grove for more than 25 years. I have lost count of the number of times Merton Council have asked residents for their views on the horrendous volume of traffic in this road - more than 42,000 cars at the last count - and then ignored them. The Conservative Party at the last local election promising the voters in Merton that they would address the problem of rat-running - this obviously excluded the Belvederes.

The deteriorating traffic situation is having a dreadful affect on the quality of life of those living in the area. I myself developed a chest infection - resulting in loss of 25% of my lung capacity. A direct cause of this, I believe, to be the fumes and pollution caused by so many cars. I fear that the introduction of road humps would seriously jeopardise my health and that of the many children and elderly people living in the area. We are a residential local access road under the definition of the UDP and yet, according to Merton's statistics 82% of our traffic is non-local.

There have been numerous accidents within the Belvedere Area during the last few years. Most are only minor - the residents have taken details and photographs but Merton Council have so far not taken up our offer to discuss hem. However on Saturday 30 January 201 0 an ambulance was called we believe for a pedestrian injured whilst crossing the road outside No 2 Belvedere Grove.

My overall view of the present Consultation is that it simply tinkers with the traffic and will spread it out amongst other roads. It does not address the volume. We should be looking at a scheme that stops non-local traffic using our residential roads and not merely disperses it to neighbouring roads. I strongly believe that this plan will badly affect those living in the area - who already suffer from over 2 million cars a year.

As requested, I will answer the consultation under the various headings and sincerely hope you will now listen to the minority with a problem and not the majority who think they might have a possible problem.

### **ES/SGE/WAT/PA**

#### **Option 8 No 4**

I do not agree to the proposal to convert existing Resident Permit and Permit Holder parking bays in the named roads to Pay and Display Shared use bays. The Council has already forced VoN residents to share our parking spaces with VC, many of these arrive early in the morning for work and remain all day. The Residents (and their visitors) are therefore unable to park close to their own homes. Many of the Residents are elderly, their friends and family are forced to drive to visit them, either because they are infirm or have driven from a distance - this will seriously reduce residents standard of life. Mothers with small children and their visiting friends or those simply dropping off children will be unable to park near to their homes (the latter will be particularly affected if the yellow lines are substituted with parking bays with cars throughout the day). There are more than 40 children living in Belvedere Grove alone and this proposal will make life more dangerous for them.

#### **Option 8 - No 5**

I do not agree with proposal for additional parking (shared use).

Please refer to the last sentence of the last paragraph. The removal of the yellow lines and a road full of parked cars will mean that any deliveries (be they large or small), together with the refuse collections etc will effectively block the road repeatedly each day. This may impede but will not stop the commuter cars. It will prevent local people from going about their daily business thus seriously affecting their quality of life. Many

years ago when there was free parking there were daily scrapes of cars, shouting matches and on one occasion I witnessed a physical attack One Resident was forced to gate her entrance to stop drivers doing U-turns. Neither I nor my neighbours wish to return to a situation where we are nervous of taking our cars out of our drives not knowing when we can get back It will also seriously affect access for emergency vehicles and increase response times. The Police objected to this in the Informal Consultation - they can hardly have changed their view!

### **ES/SGE/WATS/TC Option 8 - No 2**

I do not agree with the introduction of speed tables in Church Road. I do not believe that traffic will divert to Church Road - even if speed humps are installed against the wish of the residents - as the most direct route from the A3/Ridgway is through Belvedere Grove. Merton Council needs to stop the traffic not divert it to other roads, even if these are Local Distributor Roads.

### **Option 8 - No 3**

I strongly oppose the introduction of speed cushions in Belvedere Grove. If these draconian measures are introduced against the wishes of the Residents - who will each day have to drive over higher than average humps situated nearer than the recommended spacing -will Merton Council agree to recompense them for damage to their vehicles? On some days I will be forced to drive over as many as 60 humps. Why should I have to curtail my way of life? I work hard for a major charity and I would not wish to give this up. Speed Humps will not reduce the volume of the traffic to the extent proposed (50-60%). Merton's own figures show that in roads less than 100 yards from here average reduction is 8.5%. Residents in these roads made representations to the SMAC in November 09 that they had no effect whatsoever. They will increase pollution and noise. This in turn will further impair the health of those living in the area. The Police believe they will endanger pedestrians.

### **Option 8 - No 6**

Despite the introduction of many tables throughout the Ward I have not noticed any improvements. The only effect has been for drivers - and this includes residents - damaging their cars with repeatedly having to drive over them. I therefore do not agree with this proposal.

### **Option 8 - No 7**

For the reasons explained in Option 6 I do not agree.

### **New Proposals Added to Option 8 - No 1**

I do not believe this proposal has been properly thought out and I do not believe it will stop traffic using the Belvederes. I therefore disagree with their removal. We need an overall plan for the area rather than piecemeal proposals. In the past there has been traffic backing up Alan Road and accidents as cars emerge into faster moving traffic. This affects Residents as much as rat runners.

### **ES/ESCE/WAT/LB Option 8 - NO 8**

I do not believe that this ban can be policed. The existing one is not - this is evidenced by my email to Councillor Brierly when I saw a double deck bus in Belvedere Grove tailgated by a single deck bus. I therefore do not support this proposal.

### **Traffic Lights at High Street, Belvedere Grove and The Ridgway junction**

I reject this proposal because it would legitimise the junction as part of the rat run. Some years ago Transport for London were approached about traffic lights and rejected it because it would impeded the flow of the two buses on the route. Since a

third bus (the 493) has been added one it is inconceivable that they would now agree. So it is a non-starter.

The Plan as a whole does nothing to reduce the real problem - Volume, the vast majority of which is rat running. This is not restricted to commuting hours but as shown in Merton's own 7 day, 24 hour survey goes on until past midnight and begins before 6 in the morning. This seriously impacts on the health and well being of those living in the affected roads. **I do believe that Merton Council - both Councillors and Officers - has a duty of care to Residents in these residential roads and they are failing in their duty to do so.**

Almost exactly a year ago the Cabinet Member, Councillor George and our MP discussed a plan that could have helped the volume of traffic within the Belvederes. Why was this not followed up? It (or something similar) should be implemented on a trial basis before there is a fatal accident(s) in these roads.

Yours faithfully

### **Confirm Number 22016314**

Dear Sir

#### **Formal Consultation on Wimbledon Area Traffic Study**

As long time residents of Belvedere Grove I am writing on behalf of my husband and family to object to the proposals in this formal consultation. We feel they will not solve the problem of 2.2 million vehicles using our road each year.

#### **ES/SGE/WAT/PA**

##### **Option 8 No 4**

This proposal directly contravenes the Commitment made by the Council in 1998. Neither will it reduce the traffic. It will make parking near our homes impossible. I therefore object.

##### **Option 8 - No 5**

I do not agree with proposal for additional parking (shared use). The two bays outside No 12 Belvedere Grove and the one opposite will greatly reduce my line of sight when exiting my home and increase the danger to myself and family.

##### **ES/SGE/WATS/TC Option 8 - No 2**

The introduction of this speed table will not reduce the traffic in Belvedere Grove. I therefore object.

##### **Option 8 - No 3**

I do not want speed cushions in Belvedere Grove. The design is meant to make our lives more impossible - increasing pollution and noise. The latter is horrendous from the 42,000 cars per week passing our home. Nor will they reduce the rat running - drivers will only drive around or quicker. It might deter some local drivers but that is not what we want. Belvedere Grove is a local access road.

**Option 8 - No 6**

I do not agree with this proposal- these tables do nothing to reduce the traffic.

**Option 8 - No 7**

I object on the same grounds as No 6.

**New Proposals Added to Option 8 - No 1**

I object - it will not stop the rat running within the Belvedere roads. It will make it more difficult for local traffic to access Arthur Road.

**ES/ESCE/WAT/LB Option 8 - No 8**

We already have a lorry ban - it is ignored. Why bother putting this in? I disagree with the proposal.

**Traffic Lights at High Street, Belvedere Grove and The Ridgway junction**

Faced with traffic lights drivers from the Ridgway/A3 will simply proceed straight on. I object to this proposal

The problem within the Belvedere Roads is volume. Not one of the above proposals is prepared to address this. It is time Merton Council found a plan that addresses volume but allows local traffic to circulate. I understand that Ward Councillors have discussed such a plan with the Cabinet Member - why was it not implemented on an experimental basis?

**Confirm Number 22016280**

Dear Sirs

Statutory Consultation  
 ES/SGE/WATS/PA  
 ES/SGE/WATS/TC

**ES/SGE/WATS/PA**

We oppose the proposal.

*Reasons:*

This would result in no bays being available for residents leaving and returning during the day.

We have elderly parents and neighbours who rely on spaces in the proximity of the house.

**ES/SGE/WATS/TC**

We oppose the proposal.

*Reasons:*

We do not believe that speed cushions will reduce the volume of traffic in Belvedere Grove. Only signage, road narrowing, one way streets and or closures will achieve this.

We do not wish to dump traffic on other roads but the Belvederes are local distributor roads and are taking unacceptable amounts of traffic.

Belvedere Grove takes 42,000 cars a week and by your own counts around 80% is through traffic.

`This enormous traffic will not be deterred by a few road humps.  
Changes in Wimbledon Hill Road will not effect west/east traffic.

Other roads in the locality i.e Woodside, Lancaster, Couthope, Mansel, Queens have been dealt with. The council promised when changes were made to Woodside merely pushing further traffic onto the Belvedere roads, that we would be dealt with next.

Now is the time to introduce some potentially effective measures rather than half-hearted ineffective measures such as road humps.

Wimbledon Village is such a special area, we need to ensure that traffic does not destroy it.

ES/SGE/WATS/LB  
ES/SGE/WATS/20  
ES/SGE/WATS/WL

We do not oppose these proposals.

The consultation document is very confusing. Both my husband and I are lawyers but we find the documents difficult to follow. Our elderly neighbours are even more confused.

Finally, we do not approve the way the consultation is weighted. We do not consider it equitable that residents in roads not suffering excessive traffic volumes should have equal weight to those who do.

Yours faithfully

**Confirm Number 22016455**

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

**From:** [REDACTED]

**Sent:** 10 March 2010 15:57

**To:** Waheed Alam; Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Richard Chelley; Councillor Samantha George

**Subject:** traffic survey/consultation in Belverderd roads

We have written in response to the above survey but write to you separately to say that we oppose the proposals to install speed cushions and introduce shared bays into Belvedere Grove.

Speed cushions will not have the desired effect of reducing volume. As you are aware this road takes over 42,000 cars a week, an excessive number for a local distributor road. A high percentage (around 80 percent) is through traffic which has no need to be in Wimbledon village. This traffic needs to be discouraged from using these residential roads. Only tougher measures such as signage, road narrowing, one way systems or closures are likely to achieve these ends. We do not wish to push traffic onto other roads but are aware that actions by the Council such as changes in the Woodside area, have increased the volume in these roads. Some five years ago when we objected to changes in Woodside the Council told us that they were aware of our predicament and would do something to improve our traffic problem. It has taken five years and now all we are offered is speed cushions which as you know will have little if not effect. The Council has taken more substantial action in other roads such as

Woodside, Courthope, Mansel, Lancaster. Why should we not have the option of effective measures to deal with our traffic problem.

**Confirm Number 22016283**

Dear Sirs,

Statutory Consultation, Wimbledon Area Traffic Study

I have received the Council's Consultation document and I am pleased to be able to give my opinions as a long time resident of Belvedere Grove.

Over many years I have observed and been alarmed by our traffic problems and hoped that sensible measures would be taken to reduce the excessive volume of traffic and the dangers which it brings to this residential road in a conservation area. Although there are some positive aspects for the area as a whole, I do not feel that the present proposals deal adequately with our problems in this end of the Village.

Although excessive speed is not regularly experienced in this road because of the density of traffic, I do support the proposal for a general 20mph speed limit in the area (ES/SGE/WATS/20), and consider that it should be strongly enforced with substantial fines for breaking the limit. This wide area limit would obviate much of the physical traffic calming measures being proposed which are clearly designed to reduce speeds.

Following from this, I really do not agree with the proposal to put speed cushions in Belvedere Grove (ES/SGE/WATS/TC). They are most unlikely to reduce significantly the volume of traffic which during long periods of the day is substantially by commuters who will not be deterred by a relatively short section of humps in a longer journey. It is also well known that they cause increases in noise and, especially, pollution which is already serious here. In short, they will increase, not reduce, our problems and further diminish our quality of life.

The second major problem is in the proposals to increase the number of parking spaces and to convert residents permit bays to pay and display (ES/SGE/WATS/PA). Although this should not affect me personally as I have adequate off road parking, I am very much opposed to the suggested changes. Many of my neighbours have need of parking facilities in the road and pay the Council for the privilege. Several are elderly or infirm and need to find parking close by and we were assured by the Council when the CPZ was set up that there would be adequate provision for local residents. Since that assurance, the Council has granted access in this road to VC and business permit holders which has greatly reduced that provision. Pay and display conversion would effectively destroy the residual facility.

I also think that introducing extra spaces in this road is likely to cause danger. The road seems already fully marked out and it is often difficult to exit drives safely because one is unsighted by cars parked near crossovers. Finally, I believe these proposed parking changes are unnecessary as there are usually several bays for visitors available each day at the other end of the road and in Belvedere Avenue.



Regarding the proposal on the lorry ban, I support it, but again hope that it can be properly enforced. For other measures on waiting and loading and traffic calming in other roads, I feel that these are matters which the residents affected in those roads are more entitled than I to comment upon.

Yours faithfully,

**Confirm Number 22016452**

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

**From:** [REDACTED]  
**Sent:** 09 March 2010 15:43  
**To:** Waheed Alam  
**Subject:** Re: Statutory Consultation, Wimbledon Area Traffic Study - ES/SGE/WATS/PA; ES/SGE/WATS/TC; ES/SGE/WATS/LB

Dear Waheed,  
 please see below, however, also take account of our arguments in our first email of 4th March.

Regards,

**Council Reference Number** ES/SGE/WATS/PA

*Objection 1: against changes to the current parking arrangements in Belvedere Grove*

*Reason/s: :we already share residents parking with VC and there is very little parking assigned to residents only*

**Council Reference Number** ES/SGE/WATS/TC

*Objection 1: against speed cushions in Belvedere Grove*

*Reason/s: these will only create more noise and more air pollution and will not reduce the volume of rat running through traffic. The average speed is already very low.*

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

**From:** [REDACTED]  
**Sent:** 08 March 2010 19:11  
**To:** Waheed Alam  
**Cc:** Councillor John Bowcott; Councillor Samantha George; richard.chewell@merton.gov.uk; Redirector for Stephen Hammond MP; [REDACTED]  
**Subject:** Fw: Statutory Consultation, Wimbledon Area Traffic Study - ES/SGE/WATS/PA; ES/SGE/WATS/TC; ES/SGE/WATS/LB

Dear Waheed,

following the meeting and discussions held on Friday, 5th March by New Bera Residents Association with your colleagues mentioned in the dispatch list as well as Stephen Hammond we would like to clarify our representation regarding the formal consultation as follows:

-we reject the proposed road humps in Belvedere Grove

-we reject the shared pay and display parking proposals; we already share residents parking with VC  
 -we reject the removal of the roundabouts as they would cause traffic to back up into Alan Road.

Yours sincerely,

[Redacted signature]

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

**From:** [Redacted]  
**To:** [Waheed Alam](#)  
**Sent:** Friday, March 05, 2010 4:41 PM  
**Subject:** Re: Statutory Consultation, Wimbledon Area Traffic Study - ES/SGE/WATS/PA; ES/SGE/WATS/TC; ES/SGE/WATS/LB

Dear Waheed,

thank you for your reply.

Please log our email as our representation regarding the formal consultation.

Regards,

[Redacted signature]

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

**From:** [Waheed Alam](#)  
**To:** [Redacted]  
**Cc:** [Mario Lecordier](#) ; [Mitra Dubet](#)  
**Sent:** Friday, March 05, 2010 3:42 PM  
**Subject:** RE: Statutory Consultation, Wimbledon Area Traffic Study - ES/SGE/WATS/PA; ES/SGE/WATS/TC; ES/SGE/WATS/LB

Dear [Redacted]

I'm sorry to learn that you weren't made aware of this meeting earlier and therefore could not attend. The meeting itself was not organised or attended by council officers and so in that sense, I can reassure you that you are unlikely to have missed anything important to the consultation. I do however realise, you may have wanted to take the opportunity and speak to ward councillors directly in public and now feel you missed the opportunity. If I can do anything to redress the situation, do not hesitate to let me know.

I note that you have made some points regarding the on-going formal consultation which ends on the 12th of March. Would you like me to log them as your representation or are you planning to send in a more detailed version?

I'll await your reply before taking any further action.

regards

Waheed

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

**From:** [Redacted]  
**Sent:** 04 March 2010 16:44  
**To:** Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; Councillor Samantha

[Redacted signature]

George; Councillor Richard Chellew; john.boycott@merton.gov.uk; Ged Curran; Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; Cathy Gordon  
**Subject:** Statutory Consultation, Wimbledon Area Traffic Study - ES/SGE/WATS/PA; ES/SGE/WATS/TC;  
ES/SGE/WATS/LB  
**Importance:** High

Dear Councillors,

due to travelling absence we can only today respond to the papers received for which we apologise.

We find it absolutely unacceptable and disgraceful that you announce through your Village Ward Newsletter of March 2010, which has NOT been distributed in Belvedere Grove where we live, a public meeting at the Village Hall for this evening. Without being copied in by our Residents Association New Bera we still would not even know about it! Where is the point of publishing a newsletter if you do not distribute it properly and to every household in the Ward?! Due to a prior committment, we will not be able to take part in the public meeting.

In respect of the contents of the Consultation Documentation we would like to state the following:

- We strongly disagree with the conclusions you have drawn.
- You have not provided a definition of what you mean by an "integrated scheme". Without this it is impossible to comment on it.
- You still seem to be ignorant of the circumstances that cause the rat running traffic through the Belvedere roads and seem to ignore them.
- Creating a 2 lane traffic down Wimbledon Hill road will not change the volume of traffic through the Belvedere roads at all.
- Your measures will not guarantee that the Bevedere roads, which are classified as "local access roads" will only be used by traffic "which has a destination on thos roads". Through traffic should be forced onto Distributor roads!
- Tarmac speed cushions will increase noise and air pollution and will not inhibit the use of the road by rat running traffic! It is appreciated that they will bring the speed of through traffic down.
- You are well aware of the rejection by the residents of the Belvedere roads of the proposals, however, you ignore this.
- We oppose the suggested changes to the parking in the Belvedere roads.

All this leaves us with the uncomfortable feeling that the Council continues to act in an extremely prejudiced and discriminatory way against the residents of the Belvedere roads, both in terms of the measures required to remove the rat running traffic from the Belvedere roads and the streets which should be consulted about such measures. The Council may well need to consider road closures and/or banned turns, similar to measures which have been introduced in other parts of the London Borough of Merton, and for which there are no plans to remove them.  
Would Mr. Alam please confirm receipt of this email.

Yours sincerely,

**Confirm Number 22016443**

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

**From:** [REDACTED]  
**Sent:** 26 February 2010 18:51  
**To:** Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; samantha.george@merton.gov.uk; Councillor Richard Chellew; Councillor John Bowcott; Ged Curran; [REDACTED]  
**Subject:** Wimbledon Area traffic study

Dear Sir

With regard to the traffic consultation document, whereas I appreciate the fact that you are faced with an extremely difficult problem, I do feel that you are concentrating on reducing the SPEED of traffic, rather than the VOLUME of traffic. Many of these measures would inevitably lead to more noise and air pollution.

**ES/SGE/WATS/PA**  
**Option 8 - No 4.**

The proposal to convert existing Resident Permit parking bays into Shared Use bays, seems to me to completely contravene the Councils' own document of July 1998 which stated that "we intend that residents can normally park within 50m of their home. If necessary, shared P and D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level". If this proposal goes ahead, there will be a lot of very disgruntled residents, and the Council will lose a great deal of income, as there will be no point in paying out a lot of money for a permit if there is no guarantee of a parking space within 50m of one's own home.

**Option 8 - no 5.**

The proposal to provide additional parking bays in the Belvedere Roads would only lead to more traffic jams, and make it almost impossible for residents to exit from their own front drives.

**ES/SGE/WATS/TC**  
**Option 8 no3.**

The provision of speed bumps in Belvedere Grove is very unlikely to deter the rat running traffic, but will add more noise and air pollution in a supposedly residential area.

Please send me a read receipt.

Yours truly

**Confirm Number 22016444****From:** [REDACTED]**Sent:** 26 February 2010 18:19**To:** richard.chellew@merton.gov; Councillor Jeremy Bruce; Redirector for Stephen Hammond MP; Ged Curran; Councillor Samantha George; Councillor John Bowcott; Councillor David Simpson; wahid.alam@merton.gov.uk; Councillor David Williams**Subject:** Traffic - Statutory Consultation

In response to the booklet concerning traffic in the Wimbledon Area, we are concerned that, contrary to what has usually happened in the rest of the borough, this consultation is laid open to a wide area and the views of the residents most affected will have no more weighting than those who live at a distance from the proposed changes. This is manifestly unfair.

With regard to the proposals we have the following observations:

**ES/SGE/WATS/20**

We welcome the proposal to extend the 20mph zone to include Belvedere Grove and Belvedere Avenue, and hope that it will be implemented and enforced as soon as possible

**ES/SGE/WATS/TC**

We believe that it is inappropriate to introduce speed tables, etc., in Church Road before effective measures have been taken to deter through traffic from using the local access roads

The introduction of mini-roundabouts at both ends of the Belvedere Estate has resulted in a vast increase in through traffic. The removal of some or all of them may make this rat-running route less attractive if it results in delays to traffic trying to leave the area. As residents we are prepared to accept such delays if the volume of through traffic is significantly reduced

**ES/SGE/WATS/PA**

Whilst we ourselves are fortunate in having adequate off-street parking, we are concerned that under the new proposals some residents may have difficulty finding somewhere to park.

**GENERAL COMMENTS**

When the last changes were made, resulting in the narrowing of Belvedere Grove at the junction with Belvedere Avenue, these were promoted as experimental measures, with the implication that the scheme would be re-visited in the light of experience. We objected at the time, and our experience has shown that this junction is now more dangerous than it was before and it has greatly complicated the exit from our driveway, but it became established without further consideration.

The narrowing would have been more effective, and safer in our view, if it had been placed further away from the junction.

Our overall view of the new proposed changes is that these amount to putting a piece of sticking plaster over a deep gash which called for expert surgery.

We would be glad if you would acknowledge receipt of this communication.

**Confirm Number 22016449**

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

**From:** [REDACTED]  
**Sent:** 07 March 2010 21:40  
**To:** Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; Councillor Samantha George; Councillor Richard Chelley; Councillor John Bowcott; Ged Curran  
**Subject:** Council's Statutory Consultation on the Wimbledon Area Traffic Study.

Dear Sirs,

I would like to add my household's voice of protest at the most recent proposals to solve the traffic crisis in the ~Belvederes and beyond. The traffic scourge in my road has become progressively worse over the years, and the overwhelming impression given by the various proposals set out in successive documents is that other parts of the area merit more effective and permanent solutions rather than my own road, Belvedere Grove, which in fact sits in the epicentre of this crisis.

I fail to see how the various measures suggested will even dent the increasing flow of traffic that come down Belvedere Grove. Indeed, the idea of putting lights at the end might even serve to suggest that the road is a main thoroughfare. The proposals add up to token responses rather than a more robust solution for a road such as ours.

Specifically allow me to comment on the following as, I understand, the procedures require the correct references:

**ES/SGE/WATS/PA**  
**Option 8 – No 4**

We disagree with the idea of converting the parking bays.

**ES/SGE/WATS/TC**  
**Option 8 – No 2**

The speed table will have limited effect. We do not agree to this idea.

**Option 8 – No 3**

The speed cushion will do nothing whatsoever to deter traffic down our road. We disagree with this idea also. Please come up with some more enduring and effective measures.

**Option 8 – No 6**

This will not have much effect- raised entry treatments are ineffective.

**Option 8 – No 7**

As above, this is not a useful suggestion

**ES/SGE/WATS/LB**

**Option 8 – No 8**

It is vital to prevent lorries from entering our roads. Signage will not stop them

Belvedere Grove, where we live, is not and its layout will never make it suitable to being a local distributor road. We oppose anything that might lead people to suppose that it is indeed an access/ distributor road.

Current traffic and motorist behaviour strongly suggests that many people already regard Belvedere Grove as a distributor road. It has to be the Council's responsibility to ensure that this is not the case and effective measures must be clearly adopted to put an end to the extraordinary volumes of traffic and aggressive driving that characterise the flow along our road. Traffic lights are not an answer.

Regards

**Confirm Number 22016528**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 12:21

**To:** Waheed Alam

**Cc:** Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; Councillor Samantha George; Councillor Richard Chellew; Councillor John Bowcott; Ged Curran; Redirector for Stephen Hammond MP

**Subject:** Statutory Consultation - Wimbledon Area Traffic Study

Dear Sirs/Madam,

I am writing as a long term resident of Belvedere Grove to express my views on the proposals.

- General

The proposals, taken as a whole, do NOT address the fundamental problem of HIGH VOLUMES of traffic using the Belvedere roads as a rat run. Proposals to attempt to limit the speed of vehicles may be appropriate but it is mistaken to believe that these will have any material effect on volumes. A more radical solution is required. I urge concillors to be brave in seeking a solution to the current problem of VOLUME. Please do not think that efforts to reduce speed will have the benefit of materially reducing volumes. They will not.

Other areas within the Borough have benefitted from closures, limited access, banned turns etc. This should be tried for the Belvederes.

ES/SGE/WATS/PA

Option 8 - No 4 -I do not agree with the proposal to convert Resident parking bays into Pay and Display/Shared Use bays. P&D bays are normally available to those who

wish to use them and the proposal will have no deterrent effect on rat running volumes of traffic.

Option 8 - No 5 - I do not agree. See above for reasons.

ES/SGE/WATS/TC

Option 8 - No 2 - Church Road speed tables will simply encourage more traffic to use Belvedere Grove and other Belvedere roads instead. This should only be implemented as part of a programme to reduce traffic volumes throughout the area with particular reference to the Belvederes.

Option 8 - No 3 - Traffic speed cushions in Belvedere Grove will NOT reduce the volumes of rat running traffic through Belvedere Grove. More radical measures need to be introduced to address this issue. Speed restrictions are a sop but they will not work to reduce volumes materially.

Option 8 - Nos 6 and 7

Raised entry treatments do NOT reduce traffic volumes. It has not worked in Belvedere Grove. This is not addressing the main issue of REDUCING TRAFFIC VOLUMES.

ES/SGE/WATS/LB

Option 8 - No 8 - I agree with any measure to secure compliance with the 7.5 tonne lorry ban but this ban needs to be enforced.

Future Proposals

Traffic lights at the junction of Belvedere Grove and Ridgway will simply formalize Belvedere Grove as a rat run. Belvedere Grove will in effect become a de facto local distributor road. It is a residential road and more radical steps need to be taken to REDUCE TRAFFIC VOLUMES for the benefit of all local residents.

Thank you for reading this response to the proposals. I should be grateful if Mr Alam could acknowledge receipt and confirm that these representations will be formally considered in the consultation process.

Yours faithfully

**Confirm Number 22016522**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 12:56

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew

**Subject:** Traffic Consultation Document -Wimbledon Area

I attended the recent meeting on March 4th when Councillor Brierly talked through the Traffic Consultation Document. It was very useful to hear his views and also encouraging to hear that his mind is not yet made up on the way forward. As a





resident of Belvedere Grove ( no. 10 ) with two small children, the issue of rat-running through the Belvederes is of the utmost importance. It is clear that a great deal of traffic through the Belvederes is from outside the area, and very disappointing that the current proposals do not deal with this. There is no desire on my part to disperse traffic to neighbouring roads but rather to discourage it from coming at all.

I do not support the introduction of road humps in Belvedere Grove, shared parking within the VoN area, nor the removal of the mini-roundabouts at the junction of of Alan Road and St. Mary's Road. These measures will not reduce the huge rat-running in the Belvederes even with the complete package under consideration in this Consultation document.

Your sincerely,

**Confirm Number 22016333**

Ref: ES/SGE/WATS/PA - Highbury Road

12 March 2010

Dear Sirs

**Statutory Consultation - Wimbledon Area Traffic Study  
Reference - ES/SGE/WATS/PA- Highbury Road**

**Responses to Merton Council's Formal Consultation on Wimbledon Area Traffic Study**

**General**

I understand that the Wimbledon Area Traffic Study was set up to solve the huge volumes of rat running traffic using the Belvedere Roads. However, the measures which are proposed in the consultation document will not solve this problem.

Merton Council is aware that over two million vehicles use Belvedere Grove every year, and that a very high percentage of these vehicles comprise of through traffic which have no origin or destination in the North Wimbledon Area. Despite this, in comparison with its past practices, the Council continues to act in an extremely prejudicial and discriminatory manner against the residents of the Belvedere Roads, both in terms in the measures necessary to remove the rush hour traffic from the Belvedere Roads and the streets which should be consulted about such measures.

I request that the Council immediately produce a plan of measures, which can be introduced on a temporary basis, which will stop the rat running traffic in the Belvedere Roads. Such measures may include closures and/or banned turns, similar to those which have been introduced all over the London Borough of Merton, and which there are no plans to remove.

**ES/SGE/WATS/P A****Option 8 - No 4**

I do not agree with the proposal to convert existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use bays.

This proposal directly contravenes the commitment made by the Council in its consultation document dated 7 July 1998 on the introduction of the CPZ to our area. The key points made by the Council in this consultation document included a statement that the Council intended "that residents can normally park within 50m of their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level".

The conversion of residents bays to pay and display will not reduce the volume of rush hour traffic using the Belvedere Roads. For those people visiting the village most of the shops and restaurants in the do not open until after 10.00am and these visitors can, and do, use the Pay and Display bays available in Belvedere Avenue and St Mary's Road.

**Option 8 - No 5**

I do not agree with the proposal to provide additional parking (Shared Use) bays in the [above roads]. As noted previously, there are already Pay and Display bays available in Belvedere Avenue and St Mary's Road where visitors will always find a space. The introduction of these additional bays will not stop the use of the Belvedere Roads by rush hour traffic.

**ES/SGE/WATS/TC****Option 8 - No 2**

I do not agree with the proposal to introduce a speed table in Church Road in the absence of appropriate measures to remove the rat running traffic from the Belvedere Roads. Measures to limit the traffic in Church Road will encourage traffic to continue to use the Belvedere Roads. Any required traffic calming measures for Church Road should only be implemented after the introduction of a comprehensive and effective scheme to remove the huge volumes of rush hour traffic currently using the Belvedere Roads.

**Option 8 - No 3**

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. As widely demonstrated where such cushions are already in place, these will do nothing to discourage rush hour traffic and significantly increase noise and air pollution. As previously stated the Council should instead introduce, on a temporary basis, a range of measures in the Belvedere Roads, similar to those which have been implemented throughout the rest of the Borough.

**Option 8 - No 6 & 7**

I do not agree with the proposal for a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road or in Belvedere Avenue at its junction with Church Road. Such a measure will not moderate either the speed or the volumes of traffic using Belvedere Drive or Belvedere Avenue, as demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.

**New Proposals Added to Option 8 - No 1**

While the removal of the two existing mini-roundabouts at the junctions of Alan Road and St Mary's Road might have some limited effect on traffic volumes using the Belvedere Roads, this measure, together with others included in this consultation document falls far short of what is required to fully address the problem of the huge volumes of rush hour traffic in the Belvedere Roads. The funding should instead be spent on measures which will effectively address the problem.

**ES/SGE/WATS/LB****Option 8 - No 8**

I support any measures which will ensure compliance with the existing 7.5 tonne Lorry Ban. However, as neither the Council nor the Police will give any details on how this ban will be effectively policed, added signage is likely to have very little effect.

**Future Proposals to be investigated - replacement of existing roundabout at junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with Traffic signals**

I do not support these future proposals as they will simply attract further rat running traffic. The proposal effectively formalises Belvedere Grove as a local distributor road. If traffic lights are to be introduced, they should be installed at the junction of Church Road and the High Street, if required **AFTER** appropriate measures have been introduced to remove the huge volumes of rat running traffic using the Belvedere Roads.

I look forward to receiving your response to the issues raised in this letter at your earliest convenience.

Yours faithfully

## Burghley Road

### Confirm Number 22016229

Dear Sirs,  
Re:ES/SGE/WATS/PA

I am writing concerning the proposed parking bay in front of our house, number [REDACTED] Burghley Road.

My children all sail at a national level. My middle child is particularly gifted and has received several Sport for England grants in recognition of her achievements, perhaps the most notable being ladies youth 420 (two-person sailing dinghy) European champion last year, and world junior mirror champion 3 years ago. My point is that we are endlessly towing boats around the country for my children to attend training, national and international events. The starting point is [REDACTED] Burghley Road, where the boats are stored in the garage. During the Winter (September to May) when the RYA coaching takes place, I am moving boats every weekend.

The 420-laden trailer is over 5m long and I find it heavy even with one boat and especially when I have 2 boats double stacked. The trailers are 7 feet wide or a bit over. On leaving Burghley Road, I attach the boat to the car in the driveway and drive into the road a short distance from our house facing whichever direction I am planning to travel. I then return to lock the garage and house (the car and trailer being too long for the driveway). A car parked in the parking place by our house will mean that I will always have to tow the boat through the village, as I do not think I will easily get through the gap between the 2 new proposed parking spaces marked on the plan to turn Northwards out towards Tibbets Corner. I presume that the new mini roundabout at the top of Burghley Road/Church road will allow for access round to Church Road without the new ramps damaging the boats?

However of greater concern to me is returning back with the boats. I return so that I am facing alongside our property with the car facing up hill, with the car in front of [REDACTED] Burghley road's entrance and the boat in front of our driveway. This means that I have to start to pull into the side of the road just before our house to align car and trailer in the correct position, before I park and then unhook and swing the boat around into our garage. I have done this many times now and know a lot of the pitfalls of doing it incorrectly - eg the boat and trailer can easily slide downhill - and to avoid these I have always used the space downhill of our upper entrance to be able to manoeuvre the boat safely.

You kindly mentioned in our phone call last week that you would be able to look into this for me.

Yours faithfully,

**Confirm Number 22016220****Statutory Consultation - Wimbledon Area Traffic Study: Ref EG/SGE/WATS**

Dear Sirs

We are writing following the release of the traffic management measures to be introduced in respect of Burghley Road, as part of the broader changes recently published in the above booklet.

We appreciate that these proposals are the result of an already lengthy period of consultation with local residents. The purpose of this letter is to suggest a minor change to the proposed relocation of parking bays in Burghley Road. Upon close inspection of the maps indicating the new bays to be demarcated, we believe that it would be advisable to reduce the bay area opposite our house in order to reduce the risk of traffic disruption and to make it safer to enter and exit our drive. We are concerned that the proposed arrangements will make it materially more difficult for us to reverse out of our driveway safely.

If there was scope to adjust the proposed locations of the bay slightly further down the road or to reduce the bay space overall so that it was not almost directly opposite our entrance, that would be much appreciated.

Thank you in advance for giving due consideration to our request.

Yours faithfully

**Confirm Number 22016223**

Your ref: ES/SGE/WATS

Dear Sirs

**Statutory Consultation -Wimbledon Area Traffic Study**

As a resident I write to say that I am sure the scheme will make the roads in this area safer for both pedestrians and car drivers and will also help to reduce the volume of through traffic.

I therefore confirm my support of the scheme and look forward to it being implemented as soon as practicable.

Yours faithfully

**Confirm Number 22016299**

RE: Statutory Consultation  
Wimbledon Area Traffic Study  
Ref: EG/SGE/WATS

Dear Sirs

I am writing to express my full support for all the proposals outlined in the above Traffic Study.

Yours faithfully

**Confirm Number 22016301**

REF: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

I have copied a letter below which has been written to the council by [REDACTED] with which I totally agree. However I also have other specific points which I feel are not addressed by the current proposals. These are:

There is no question that the volume of traffic in Burghley Road has increased markedly over the last 5 years. I profoundly disagree with the PRA notion, that traffic has not increased. The increase comes for many reasons; an increase in Satellite Navigation equipment sends non local traffic down the road; the new lights on the High Street introduced to help horses cross safely onto the main road causes impatient drivers to peel off the High Street and onto Marryat Road and then Burghley.

I have raised 3 children while living in Burghley Road and been awake from 5.30 am for large periods over 9 years. Traffic NEVER used to travel on the road before 7 am or after 10 pm. Now there is a constant stream from well before 6 am and it continues after 10 pm. At these times Parkside is totally clear of traffic. An evening curfew on traffic would allow us to sleep in our residential road. This would cut down on the most annoying aspect of the increase in volume of traffic.

I am also concerned about the width restrictions and speed cushions. They are simply not tight enough to slow traffic. The problem with our section of Burghley Road is that cars turn the corner off Church Road and 'expect' to be able to put their foot down. This is a mental attitude and lined up cushions, with a pinch point that is not tight enough, will simply achieve nothing, other than giving a target for speeding cars to aim at. It is a waste of money. The restrictions need to FORCE the cars to slow down, or need to move the traffic from one side of the road to another and be single file. Only then will the desired aim of reducing the speed of traffic be achieved.

Since Merton has had the mobile speed cameras they have been in Burghley Road only once. How about three speed cameras, set for 20 mph to enforce the 20mph new

speeds? I hope that these points are taken into consideration before a fatal accident occurs. None of us is willing to offer a child's life for sensible changes.

ES/SGE/WATS/PA Re: Burghley Road.

With reference to the parking arrangements on Burghley Road there should, at some point be cars parked on both sides of the road. This also acts as a barrier to flow of traffic and hence speed. If the parking bay outside No. 11, were to be retained, and the new road markings placed on the middle of the road, cars would again be forced to slow down and respectfully allow other vehicles to pass.

Car parking on both sides of the street acts as a natural speed restrictor and costs much less. This has been done on Marryat Road near the junction of the High Street an on the Belvederes.

**Confirm Number 22016469**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 09:36

**To:** Waheed Alam

**Subject:** Statutory Consultation Wimbledon Area Traffic Study

Dear Waheed Alam,

I am responding to the above traffic Study.

I have referenced two sections of the report that deal with the Burghley Road Area.

Regards

**ATTACHMENT**

REF: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

I have copied a letter below which has been written to the council by [REDACTED] [REDACTED] with which I totally agree. However I also have other specific points which I feel are not addressed by the current proposals. These are:

I am concerned about the width restrictions and speed cushions. They are simply not tight enough to slow traffic. The problem with this section of Burghley Road is that cars turn the corner off Church Road and 'expect' to be able to put their foot down. This is a mental attitude and lined up cushions, with a pinch point that is not tight enough, will simply achieve nothing, other than giving a target for speeding cars to aim at. It is a waste of money. The restrictions need to FORCE the cars to slow down, or need to move the traffic from one side of the road to another and be single file. Only then will the desired aim of reducing the speed of traffic be achieved. Private conversations with police lead to the comment that 20mph is unenforceable.

There is no question that the volume of traffic in Burghley Road has increased markedly over the last 5 years. I profoundly disagree with the PRA notion, that traffic has not increased. The increase comes for many reasons; an increase in Satellite Navigation equipment sends non local traffic down the road; the new lights on the High Street introduced to help horses cross safely onto the main road causes impatient drivers to peel off the High Street and onto Marryat Road and then Burghley.

I have raised 3 children while living in Burghley Road and been awake from 5.30 am for large periods over 9 years. Traffic NEVER used to travel on the road before 7 am or after 10 pm. Weekends were quiet. Now there is a constant stream from well before 6 am and it continues after 10 pm. At these times Parkside is totally clear of traffic. An evening curfew on traffic would allow us to sleep in our residential road. This would cut down on the most annoying aspect of the increase in volume of traffic. Barriers would force traffic to change it's route. One ways, no right turns, these have an effect.

Since Merton has had the mobile speed cameras I have seen them in Burghley Road only once. How about three speed cameras, set for 20 mph to enforce the 20mph new speeds? I hope that these points are taken into consideration before a fatal accident occurs. None of us is willing to offer a child's life for sensible changes.

ES/SGE/WATS/PA  
Re: Burghley Road

With reference to the parking arrangements on Burghley Road there should, at some point, be cars parked on both sides of the road. This also acts as a barrier to the flow of traffic and hence to speed. If the parking bay outside No. 11, were to be retained, and the new road markings placed in the middle of the road, cars would again be forced to slow down, and respectfully allow other vehicles to pass.

Car parking on both sides of the street acts as a natural speed restrictor and costs much less to implement. This has been achieved on Marryat Road near the junction with the High Street and on Bevedere Drive.

Perhaps traffic lights, with penalty cameras attached, on each junction would slow the traffic down so much that they might as well stay on the High Street!

Yours faithfully

**LETTER REFERRED TO IN ABOVE CORRESPONDENCE**

Letter from [REDACTED]

Councillor Brierly has publically acknowledged that there are genuine issues of rat running in the Parkside area. The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.



Marryat is also increasingly becoming a rat run for traffic trying to avoid the Village (12,000 cars a week) and again speed is becoming ever greater an issue, 15% of cars were measured travelling above 35mph. Cars travel even faster near the Burghley Road junction. Given the volume and speeds in both directions this junction is lethal and witnesses many accidents, a number of which are very serious - cars full of children being shunted across the whole junction.

The proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding.

Marryat's solution is equally inadequate with just has a series of raised speed tables. These will only reduce speed marginally, but crucially again will create noise and other pollution and will not discourage the volume of cars rat running their way through.

Finally, the significant issues at the junction at Marryat and Burghley are not going to be addressed by a simple raised speed table

The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed.

What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short cuts and thus are likely to speed as they try to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps) are the real solutions to these problems.

### **Confirm Number 22016466**

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

**From:** [REDACTED]

**Sent:** 03 March 2010 11:40

**To:** Councillor John Bowcott; Councillor Richard Chellew; Councillor Samantha George

**Subject:** Wimbledon area traffic proposals

We have lived at No. [REDACTED] Burghley Road which, is in the section between Church Road and Marryat Road, for the last nine years. We are responding to the leaflet regarding the Consultation on the 'Wimbledon Area Traffic Study, Option 8 Scheme' which was posted to us recently. We believe that these proposals are a genuine attempt to deal with the problems of traffic volume and speeding in the area. We support these proposals and believe that the sooner they are implemented the better as our roads will be safer as a consequence.

**Confirm Number 22016467**

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

From: [REDACTED]

Sent: 11 March 2010 15:14

To: Waheed Alam

Subject: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

Dear Mr Alam,

While we welcome the fact that the Council is finally looking to address the traffic problems in the Parkside area, we believe **the proposed measures are insufficient to a) effectively reduce speed (let alone down to the proposed level of 20 mph) and b) reduce traffic volumes to any significant degree.**

The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes in the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.

Marryat is also increasingly becoming a rat run for traffic trying to avoid the Village (12,000 cars a week) and again speed is becoming ever greater an issue, 15% of cars were measured travelling above 35mph. Cars travel even faster near the Burghley Road junction. Given the volume and speeds in both directions this junction is lethal and witnesses many accidents, a number of which are very serious - cars full of children being shunted across the whole junction.

However, the proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding. Marryat's solution is equally inadequate with just has a series of raised speed tables. These will only reduce speed marginally, but crucially again will create noise and other pollution and will not discourage the volume of cars rat running their way through. Finally, the significant issues at the junction at Marryat and Burghley are not going to be addressed by a simple raised speed table.

The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed. What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short

cuts and thus are likely to speed as they try to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps alone) are the real solutions to these problems.

Yours sincerely,

**Confirm Number 22016468**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 15:52

**To:** Waheed Alam; Councillor Samantha George; Councillor William Brierly; Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Richard Chellew; [REDACTED]

**Subject:** Traffic Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

We very much welcome the fact that Councillor Brierly has publically acknowledged that there are genuine issues of rat running in the Parkside area, and is looking to address them. The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes in the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.

Marryat is also increasingly becoming a rat run for traffic trying to avoid the Village (12,000 cars a week) and again speed is becoming ever greater an issue, 15% of cars were measured travelling above 35mph. Cars travel even faster near the Burghley Road junction. Given the volume and speeds in both directions this junction is lethal and witnesses many accidents, a number of which are very serious - cars full of children being shunted across the whole junction.

However, the proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding.

Marryat's solution is equally inadequate with just a series of raised speed tables. These will only reduce speed marginally, but crucially again will create noise and other pollution and will not discourage the volume of cars rat running their way through.

Finally, the significant issues at the junction at Marryat and Burghley are not going to be addressed by a simple raised speed table

The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed.

What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short cuts and thus are likely to speed as they try

to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps) are the real solutions to these problems.

**Confirm Number 22016608**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 19:03

**To:** Waheed Alam; Councillor Samantha George; Councillor William Brierly; Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Richard Chellew

**Cc:** [REDACTED]

**Subject:** Consultation response

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

We very much welcome the fact that Councillor Brierly has publically acknowledged that there are genuine issues of rat running in the Parkside area, and is looking to address them. The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes in the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.

Marryat is also increasingly becoming a rat run for traffic trying to avoid the Village (12,000 cars a week) and again speed is becoming ever greater an issue, 15% of cars were measured travelling above 35mph. Cars travel even faster near the Burghley Road junction. Given the volume and speeds in both directions this junction is lethal and witnesses many accidents, a number of which are very serious - cars full of children being shunted across the whole junction.

However, the proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding.

Marryat's solution is equally inadequate with just has a series of raised speed tables. These will only reduce speed marginally, but crucially again will create noise and other pollution and will not discourage the volume of cars rat running their way through.

Finally, the significant issues at the junction at Marryat and Burghley are not going to be addressed by a simple raised speed table

The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed.

What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short cuts and thus are likely to speed as they try to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps) are the real solutions to these problems.

### 22016470

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

**From:** [REDACTED]

**Sent:** 12 March 2010 20:14

**To:** Waheed Alam; Councillor Samantha George; Councillor William Brierly; Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Richard Chellew

REF: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

We very much welcome the fact that Councillor Brierly has publicly acknowledged that there are genuine issues of rat running in the Parkside area, and is looking to address them. The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes in the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.

Marryat is also increasingly becoming a rat run for traffic trying to avoid the Village (12,000 cars a week) and again speed is becoming ever greater an issue, 15% of cars were measured travelling above 35mph. Cars travel even faster near the Burghley Road junction. Given the volume and speeds in both directions this junction is lethal and witnesses many accidents, a number of which are very serious - cars full of children being shunted across the whole junction.

However, the proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on

volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding.

Marryat's solution is equally inadequate with just a series of raised speed tables. These will only reduce speed marginally, but crucially again will create noise and other pollution and will not discourage the volume of cars rat running their way through.

Finally, the significant issues at the junction at Marryat and Burghley are not going to be addressed by a simple raised speed table. The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed.

What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short cuts and thus are likely to speed as they try to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps) are the real solutions to these problems.

Signatories to this response are:

<b>LIST REPRODUCED AND 3rd COLUMN ADDED FOR ANALYSIS</b>		
<b>Road Name</b>	<b>Listed as Signatory to this response</b>	<b>Has the Signatory also responded to the consultation individually. If so relevant Confirm Number</b>
Burghley Road	1	22016470 & 22016529
	2	NO
Burghley Road	1	22016608
	2	22016608
Burghley Road	1	22016301 & 22016469
	2	NO
Burghley Road	1	NO
Burghley Road	1	NO
	2	NO
Burghley Road	1	NO
	2	22016220
Burghley Road	1	22016229
	2	NO
Burghley Road	1	22016467
	2	22016467
Burghley Road	1	NO
	2	NO
Burghley Road	1	NO
	2	NO
Burghley Road	1	22016468
	2	22016468
Somerset Road	1	NO

Somerset Road	1	NO
Somerset Road	1	NO
Somerset Road	1	NO
	2	NO
Somerset Road	1	NO
Somerset Road	1	NO
Somerset Road	1	NO
	2	NO
Somerset Road	1	NO
	2	NO
Somerset Road	1	NO
	2	NO
Somerset Road	1	NO
	2	NO
Somerset Road	1	NO
	2	NO
Somerset Road	1	NO
	2	NO

**Confirm Number 22016529**

**From:** [REDACTED]  
**Sent:** 11 March 2010 19:31  
**To:** waheed.alam@merton.gov.uk; Samantha.George@merton.gov.uk;  
 William.Brierly@merton.gov.uk; HAMMOND, Stephen; john.bowcott@merton.gov.uk;  
 richard.chellew@merton.gov.uk  
**Cc:** [REDACTED]  
**Subject:** Village Traffic: Temporary Measures

Dear All,

We would like to add some further thoughts to the attached letter from New BERA on temporary measures. We both represent people living in the two roads most effected along with the Belvederes by the current traffic situation.

We have all been debating the many issues surrounding the traffic in the Village for some time, and it is pretty clear that so were all of our predecessors. This has been an issue for years.

The situation can be summarised as follows:

Those living in effected roads are becoming increasingly frustrated with the ever growing speed and traffic in their roads that are fundamentally rat runs.

A concern by other residents (in the other roads) that a change to existing traffic flows will potentially have significant impact on them, either directly through diverted traffic on to their roads or through greater difficulty in moving around the area eg the High Street becomes grid locked etc.

So in simple terms, very real actual suffering versus the fear of possible suffering.

This situation has been in a stalemate for the better part of 20 years, and to date it has been impossible to reconcile the two. But this should be no surprise as it is always going to be impossible to reconcile a known actual problem versus the fear of a possible problem.

It is this fundamental paradox that needs to be resolved if this situation is going to move ahead. The Council has tried to do this through modelling traffic flows, creating simulations, surveys etc at considerable expense. But each attempt has exposed how difficult it is predict what a possible outcome is when dealing with traffic flows. Each specific detail is hotly debated by either side and since the effects of change are uncertain, there is not resolution.

This is why after the better part of three years it seems to us that a different approach has to be taken. The only way this is going to be resolved is to actually see the real impact of measures that cut off the rat runs. Only then can it be seen whether these measures really cause all the chaos that those who oppose them predict or not. The Council then can make a decision based on fact (rather than theory) and all residents will be able take an informed view as to whether this was an acceptable solution to the community or not.

The current process has just delivered inadequate solutions for the effected due to fear of the unknown by the uneffected. By its very nature, until the facts can be set out, no one is going to accept either argument. This will ultimately lead to those effected being increasingly frustrated as they at best get compromise solutions that fail to address the situation.

The Council has the ability to implement temporary measures. These rat runs could be shut off at minimal expense with signage in a small number of key points. For example in the Parkside area this can be done in just two spots. The experiments can then be easily reversed if necessary and everyone will have a factual basis on which to assess such measures, rather than a theoretical one.

This really is the only way out of the current stalemate and we urge you to do it, and so end possibly another 20 years of misery.

Yours sincerely,

[Redacted] Burghley Road Action Group

[Redacted] Somerset Road Residents Association

NEW BERA  
 [Redacted] Belvedere Avenue SW19 7PP [Redacted] email:

Councillor Samantha George  
 Councillor John Bowcott  
 Councillor Richard Chellew  
 London Borough of Merton  
 March 2010

By email only

Dear Councillors



Traffic in the Belvedere Roads

Formal Consultation

Firstly, as I said in my email, thank you all very much for attending the NEW BERA meeting on Friday evening and for listening so carefully and for staying on to talk to residents at the end of a long meeting at the end of a long week.

I hope you agree that during the course of the meeting we were mutually able to clarify certain key areas and perhaps I can summarise those here. More detailed notes of the meeting will be forwarded to you when these are finalized.

Points from the meeting

- as you saw, there was a very high representation of residents of the Belvedere Roads present at at least one of the meetings on the traffic held on Thursday (your public meeting) and Friday (the NEW BERA meeting). As was noted on Friday evening a number of members were not able to attend either meeting, but I can assure you that their views concur with the unanimous views which you heard on Thursday and Friday
- - you all confirmed that as our ward councillors you will represent our views, with the strength with which they are expressed, to the Cabinet Member
- - it was agreed by all present that Councillor Brierly has confirmed that his own views are very heavily influenced by the views of Ward Councillors
- - as you saw at the meeting, residents are expecting ward councillors to ensure that the protection afforded to local access roads in the UDP is properly afforded to the Belvedere Roads
- - as you saw at the meeting, residents are putting heavy reliance on the unequivocal manifesto commitment given to individual residents by Conservative Councillors before the Borough elections in 2006 to remove rat running traffic from the local access roads
- - as you saw at the meeting, the residents of the Belvedere Roads want to be afforded the same protection against rat running traffic which the Council has made available to residents of many roads in both Village and Hillside wards and throughout the Borough
- - you saw at the meetings, and will see in your correspondence that the residents of the Belvedere Roads wholeheartedly reject the package of measures included in the formal consultation which are meant to address the traffic volumes in the Belvederes. As you heard, we believe they will have only very limited impact
- - The meeting unanimously rejected speed humps. The Council's own statistics showed that the speed humps introduced in Ridgway Place had had only very limited impact
- - Stephen Hammond MP said that he agreed that that the measures currently being proposed do not address the problem. Stephen has already worked on

an alternative and effective compromise solution with Councillors Brierly and George which could well form the basis of potential solution.

- - equally we are very keen to explore Councillor Chellew's initial suggestions made on Friday regarding possible measures which could form the backbone to an effective scheme
- - the residents of the Belvedere Roads want the immediate implementation on a temporary basis of a new package of integrated measures which will do the job - stop the rat running through traffic in the local access roads in the Belvedere area, the area of Woodside between Leopold Road and St Mary's Road and in Burghley/Somerset Roads
- - and for the avoidance of doubt, may I add that the residents of the Belvedere Roads
- Cllr Chellew said that the residents of the Belvedere Roads 'just want road closures'. This is totally incorrect - the residents of the Belvedere Roads for years now have said through endless correspondence, meetings and presentations at SMAC meetings that they want whatever measures are effective to stop the huge volumes of rat running through traffic
- do not want to dump traffic onto other local access roads - we are very aware that Burghley and Somerset Roads equally suffer from huge volumes of rat running traffic exacerbated by speed and although we do not believe that effective measures in the Belvedere Roads will displace traffic to Marryat Road, the installation of measures to remove the through traffic in Burghley and Somerset Roads will address any concerns regarding displacement
- do not want Church Road to carry traffic for which it is not designated and will support any measures considered appropriate by the residents of Church Road and the Council, provided appropriate measures to remove the rat running traffic from the Belvedere Roads have already been introduced/are introduced contemporaneously

#### The way forward

The residents of the Belvedere Roads want all the measures included in the Consultation document which relate to the Belvedere Roads to be taken completely out of play.

Councillor Chellew told us that he is now nominated to drive this matter forward to a swift resolution. We have already followed up with responding to Councillor Chellew's invitation to meet immediately measures which will be effective in removing the rat running traffic from the wider Wimbledon Village area.

We believe it is of paramount importance that senior and experienced officers from the Environment and Regeneration Department are present at all future planning meetings.

We believe an integrated scheme should be introduced on a temporary basis, as the Council is lawfully entitled to do, as stated in the Consultation Document. Fairness,

consistency, and the absence of discrimination will provide a robust defence to any threatened potential litigation.

Please do let me know if you do not agree with any of the above points

Yours sincerely

 Chairman NEW BERA

Cc Stephen Hammond MP  
Councillor William Brierly, Cabinet Member for Planning and Traffic Management

**Confirm Number 22016264****LETTER 1**

Dear Sir/Madam

Reference: ES/SGE/WATS/TC

I would like to object to the proposed speed tables and raised entry in Marryat Road and speed cushions in Belvedere Grove.

The reasons for my objection are as follows:

- There is not a speeding problem in these roads as there are usually many parked cars on these roads which prevent excessive speeds and these are straight roads with clear visibility of oncoming traffic, but there is a speeding problem in Calonne Road which most of the time has relatively few cars parked on the road, is relatively wide and has a bend on a hill, which a minority of drivers excessively speed around, and the presence of speed tables/humps in Marryat and Belvedere Grove will deter traffic from using these roads, encouraging more traffic into Calonne Road, therefore resulting in an even greater safety risk in Calonne Road.
- For safety reasons therefore it makes sense to have several speed tables in Calonne Road rather than in Belvedere Grove and Marryat Road.
- It appears a major reason why residents of these roads want speed cushions/tables is to deter traffic from entering their roads rather than due to a safety issue.
- By introducing speed tables/humps into Belvedere Grove and Marryat Road this will deter traffic from using these roads, more traffic will then use the Cannizaro Road/Parkside/Calonne Road route across the Village, meaning more traffic will speed in Calonne Road, with no traffic tables to deter them.
- There is a history of accidents at the bend in Calonne Road, the most recent being when two council employees (I think road sweepers) were struck by a car. I returned home after the accident when I was told by the driver of the car that he swerved to avoid an oncoming car speeding towards him and hit the two men, one only slightly but the other apparently went into his windshield. The driver had been told by the paramedics attending that this man had been lucky not to have serious injuries (the injured person was on a stretcher by the ambulance when I arrived).
- If speed tables were introduced say at three points in Calonne Road I would then have no objection to their introduction in Belvedere Grove and Marryat Road as then their effect on traffic volumes into Calonne Road would be neutral and therefore would not increase the safety risk in Calonne Road.

It would also be helpful to have parking spaces inserted between 34 and 36 Calonne Road and 38 and 40, as any cars occasionally parked there would also slow down traffic. An extra space could also possibly be inserted between 26 and 28, if the measurements allow.

The bend on Calonne Road is a serious accident waiting to happen at the moment and I fully support proposals to slow down traffic in Calonne Road through kerb build-outs and speed tables at appropriate points, and would like to see further steps taken to ensure this happens.

I would also like to object to the raised table at Alan Road/St Mary's Road and the removal of the two mini-roundabouts along St Mary's Road/Arthur Road. I frequently use these roads (about 20 to 25 times a week particularly the St Mary's Road Western/SE junction, and believe these changes could increase the safety risk at these junctions with cars attempting to turn right off St Mary's Road W and with cars attempting to gain access from St Mary's Road SE and Alan Road onto St Mary's road W. As the traffic along St Mary's Road W is practically continuous in both directions at busy times, some traffic trying to get out of Alan Road and St Mary's Road SE will take risks to "beat" oncoming traffic and accidents will be more likely. Traffic is also likely to back up along St Mary's Road, waiting for traffic to turn right into Alan Road and St Mary's Rd SE.

At the moment these junctions work well with traffic flowing freely and I have never seen an accident there. The speed tables and cushions and road narrowing in St Mary's Road SE and Belvedere Grove currently deter traffic along these routes. To introduce a further deterrent by removing the mini roundabouts in St Mary's Road may gain little but would present greater safety risks and delays to the smooth running of traffic at these junctions.

I hope the above comments are helpful.

Yours faithfully

**Confirm Number 22016351**

**EMAIL 1**

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

**From:** [REDACTED]  
**Sent:** 19 March 2010 08:37  
**To:** Waheed Alam  
**Cc:** Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew  
**Subject:** Calonne Road Consultation

Dear Mr Alam

Thank you for your time yesterday and I have written the attached letter, a hard copy of which my wife will deliver to the Civic Centre today.

For the reasons set out in detail in the letter, an average speed of 22 to 23 mph at the road monitoring site at number 34 (which is near to the junction with Burghley and has

had (unusually) vehicles parked outside on the road for many months due to extensive building works), would support a significantly higher average speed at the blind bend at numbers 24/26, and also for the reasons set out in the letter (e.g. the volume of slow moving traffic visiting the Temple pulling down the average speed) would support the fact that a minority of motorists speed excessively and dangerously at the bend (also supported by the series of dangerous incidents at the bend which I describe in the letter).

I have not covered the subject of the parking spaces as from our conversation this does not appear to be an issue for the Council as there is a surplus of parking spaces in this area of the road.

I hope you and the Cabinet Member are able to support the proposed traffic narrowing at number 32 in Calonne Road, which I had understood from the consultation document was a definite decision over which there now seems to be a possible doubt, which I believe as we discussed will be very effective in improving safety at the bend in slowing down traffic speeding into the bend from the Parkside direction, as drivers will know that they may have to stop to give way to oncoming traffic as they come out of the bend.

Yours sincerely

**ATTACHMENT**

Dear Mr Alam

ES/SGE/WATS/TC

Thank you for sparing the time to explain the current situation to me and allowing me to elaborate on some important matters which I set out below.

I had believed that the road narrowing was definite from the consultation document and that the consultation related only to the parking spaces. I am very concerned to hear that the decision to narrow Calonne Road at number 32 could possibly be reversed.

A number of residents in the road who support traffic calming measures may be under the impression, as I was, that the road narrowing was definite, and consequently may not have responded to the consultation.

I understand the recent speed monitoring was done outside of number 34 and showed average speeds of about 22 to 23 mph.

I do not find this surprising and indeed I might have expected a lower average speed than 22 mph at this point in the road for the following reasons:

1. Number 34 is near to the junction with Burghley Road (numbers 36 and 38 are semis and number 40 is on the corner with Burghley Road), and cars coming out of the bend at numbers 24/26 are braking and/or slowing down at this point in front of number 34, and cars coming up the hill are ascending the hill after entering Calonne from the junction with Burghley Road.

2. A further factor affecting the speed monitoring is the extensive building work that has been carried out at number 34 for about the last six months or so (and is now drawing to a close I think). This has resulted in vehicles being frequently parked almost every day in the parking spaces on the road in front of number 34. These spaces historically have only been rarely used. These vehicles will have resulted in most drivers being more careful and traffic being generally slower than usual in front of numbers 34 and 32.
3. In addition to neighbours pulling in and out of the drives close to number 34 who will consequently be travelling slowly at that point (as my wife and I do many times during a typical day), many cars visit the Temple and these will generally be travelling slowly at number 34, having either pulled out from the Temple and anticipating stopping at the junction with Burghley, or travelling slowly up the hill in anticipation of stopping at the Temple. Given the relatively low usage of Calonne Road, these drivers will also pull down the average speed.

It is also not the majority of drivers who travel at or about the speed limit in the bend but the small minority often encouraged by an empty quiet wide road who "rocket" into the bend, an example of which is as described in 3 below.

The point of maximum speed is at about number 24/26 on the bend, with a minority of cars aggressively accelerating into the blind bend having entered Calonne from Parkside, and reaching 50mph + at the blind bend, before braking as they come out of the bend in order to stop at the junction with Burghley Road.

The fact that the road monitoring at number 34 showed an average speed of about 23 mph would I believe, for the reasons set out in 1 and 2 above support the view that the average speed at the bend is significantly higher, and given that many vehicles will be travelling slowly at the bend as described in 3 above, the road monitoring also supports the view that a minority of vehicles travel at very excessive speeds into the bend.

You also mentioned that the building comprising numbers 28 to 32 Calonne Road is grade II listed. However it is set well back from the road and if road alterations were not allowed because of the listing then by the same token there should be no parking spaces allowed in front of the building as parked vehicles are more unsightly than what is proposed.

At the informal consultation stage I received some extreme views emailed to me on traffic calming by several residents in the road all located towards the Parkside end of the road, who are totally unaffected by the safety risks posed by the minority who speed at the blind bend. For example they wanted the removal of existing signage and road markings, which I think in most people's view would be regarded as dangerous.

Although probably most residents dislike road humps and other traffic calming measures because of the perceived inconvenience and potential damage to their vehicles, for those residents like myself who are concerned by the safety risk and have experienced the reckless driving that occurs, they are a very necessary feature in preventing serious accidents.

I have talked to several neighbours living at or near to the bend and all have been supportive of traffic calming measures to slow down traffic at the bend, although one

neighbour believes the speeding at the bend would be better addressed by speed cushions in order to retain parking spaces in the road.

There is clear evidence of the dangerous speeding at the bend e.g.:

1. The accident I described in my letter of 5 March 2010 where two road sweepers were hit by a car which according to what the driver of the car told me at the scene had swerved suddenly to avoid an oncoming speeding car. One road sweeper was apparently only slightly hit but the other apparently was lucky not to have sustained serious injuries, according to the ambulance crew. (Please note that the traffic report of this incident by the police is very brief and only refers to a road sweeper possibly stepping into the road and does not contain the detail I was told by the driver of the car.)
2. Some years ago the offside side of our own car was severely damaged when it was parked on the road overnight in front of our house. As the offending driver did not leave any details we do not know exactly what happened but a likely scenario is that the damage resulted from somebody driving recklessly at the bend and skidding into our car (the road conditions were wet that night).
3. I reversed out of our drive some years ago to be suddenly confronted by a transit van speeding around the blind bend at I would estimate in excess of 50mph. The van mounted the kerb outside of number 25 and narrowly missed me. At the time I was convinced I was going to be hit side-on at an angle and I still wonder at how the driver managed to avert potentially a very serious accident. As you can imagine this was a frightening experience and I was grateful that none of my children were in the car at the time.

The consultation document advises that the quality of respondents' comments is more important than the quantity.

I hope therefore that the views of the households at numbers [REDACTED] who are most affected by this speeding traffic are given more weight than those of residents who live away from the bend and who typically are able to enter and exit their drives without reversing, thereby reducing any safety risks from speeding vehicles (whereas the residents of numbers [REDACTED] are on the blind bend and reverse into or out of their drives).

I also hope that the serious safety risks at the blind bend presented by a minority of drivers who speed at the bend are considered more important than the inconvenience perceived by objectors to the road narrowing, some of whom as described above hold extreme views such as objecting to any road markings and signage.

Yours sincerely

**Confirm Number 22016359**

Dear Mr Alam



I am very concerned to hear that the decision to introduce road narrowing within Calonne Road may be reversed, especially as from the consultation document I believed this decision to have been made following the extensive informal consultation, and was not being consulted upon.

I understand the Parkside Residents' Association believes that this narrowing should go ahead together with the proposals in the consultation, and those residents in Calonne Road who are particularly concerned by the safety issue of excessive speeding at the bend in Calonne Road support this decision.

There is a serious safety issue and a history of accidents and near misses at the bend due to vehicles excessively speeding, with some vehicles speeding along Calonne Road (which is often empty of parked vehicles) from the Parkside direction and reaching excessive speeds at the bend, where they cannot see oncoming traffic or cars reversing into the road. This minority of vehicles then brake hard as they come out of the bend as they approach the junction with Burghley.

Road narrowing at number 32 will solve this problem as drivers from the Parkside direction will know that they might have to stop to give way to oncoming traffic as they rounded the bend and therefore they cannot assume the road ahead will be clear, whereas at the moment they can assume the road on the other side of the bend will be clear and some consequently speed excessively into the bend.

Alternatively road narrowing before the bend near the Temple or number 12 would also deter traffic from the Parkside direction from speeding as again they will not be able to see oncoming traffic, and would not be tempted to speed into the bend in case they have to give way at the road narrowing. They would also not be tempted to speed and brake just before the bend as they would be able to see the road narrowing soon after entering Calonne from Parkside.

I hope the Cabinet Member will regard safety at the bend as the paramount consideration as the excessive speeding if allowed to continue at the bend will eventually lead to a very serious accident, and that he will not reverse the decision to introduce road narrowing within Calonne Road to solve this issue.

Yours sincerely

**Confirm Number 22016237**

Dear Sirs,

**Statutory Consultation – Wimbledon Area Traffic Study**  
**Ref: ES/SGE/WATS**

Whilst I do not see the need for the pinch point in Calonne Road and the consequent relocation of parking bays, overall I am supportive of the proposed traffic management measures.

Yours faithfully

**Confirm Number 22016297**

Dear Sirs

**Wimbledon Area Traffic Study - ES/SGE/WATS/PA**

The matter of the necessity for the restrictions proposed to be implemented in Burghley and Calonne Roads was raised at the local meeting but I would like to object to the nature of these restrictions.

Whilst some limitation to speed is considered desirable in these roads, despite any evidence of there being great danger, according to the Traffic for London accident figures, pinch points with the accompanying build-outs, are not the best option, taking into consideration the fact that heavy lorries (including those en route to the AELTC) travel down these roads, frequently at night, their being outside the 7.5 lorry limit. If no opposing traffic is proceeding, vehicles will not slow down and if there is traffic, heavy braking and then accelerating, will produce unacceptable noise and diesel particulate emissions. Simple speed tables would suffice to limit speed and still allow traffic to proceed both ways simultaneously in safety.

Even allowing for the topography of Burghley Road, three pinch points cannot be required to slow traffic. The signage required for these restrictions is very unsightly. and, in a conservation area, excessively obtrusive.

It might be worthwhile in these straightened times to consider the introduction of the 20 mph limit, suitably enforced, prior to undertaking the expensive and unsightly road works proposed. A trial period would give the council sufficient evidence of the necessity, or lack of same, of further action.

Yours faithfully

**Confirm Number 22016298**

Dear Sirs

**Wimbledon Area Traffic Study - ES/SGE/WATS/20**

The evidence received from Traffic for London shows that in the year 2008/9 there was only one accident in the whole of the consultation area, and this in no way involved speed.

There can be no good reason to introduce a blanket cover of 20 mph throughout this whole area. Residents complain of traffic density, slowing the traffic will only make the problem last longer each day. The council has failed to show any sensible rationale for this alteration in speed and should, therefore, consider its introduction only in such roads where speed has particularly been demonstrated a problem.

The expense in monitoring an unnecessary imposition could well be better utilised. It can in no way contribute to safety or sensible traffic management in this area.

Yours faithfully

**Confirm Number 22016360**

Dear Sir/Madam

Reference ES/SGE/WATS/PA

I am writing with regard to the proposal to relocate existing parking arrangements on Calonne Road to outside 27 Calonne Road. May I first apologise for the fact that my representation is late. With 2 young children it is hard to look at my mail on a regular basis!

As you will see from my addresss, we live at [REDACTED] Calonne Road. I am concerned about the impact that these parked cars will have on our ability to safely exit our driveway.

If the parking is moved as shown on your map, it appears to be immediately outside our gate, preventing us from turning out of our driveway on to the right side of the road. It is already quite difficult to exit our driveway because of the camber of the road, this will make it much harder. It appears that it will force us on to the opposite side of the road. You may not appreciate the fact that to exit our driveway it is necessary to pull out slightly into the road just to see the cars that are coming around the corner from the top of Calonne Road. For us, the corner in Calonne Road around Number 25 is 'blind' so to contend with this and to then also have to contend with cars immediately to our left makes me very concerned. With 2 young children to get to nursery school and back every day, I would like to be sure that exiting my own driveway is as safe as possible.

In addition, it looks as if the parking will force all cars onto the opposite side of the road just before the T junction with Burghley Road which does not appear to be a very safe option.

Can I ask that you carefully consider whether this is the best place to relocate the parking in light of my concerns mentioned above.

In respect of your overall proposals, I support the decision to keep all Wimbledon Roads open to all.

Yours faithfully

**Confirm Number 22016475**

Dear Mr Brierley,

**Re: Proposed Pinch Point Outside 32 Calonne Road**

We are writing to make an objection to the above pinch point.

There is no need for traffic calming at this part of Calonne Road, the traffic is slowing down for the junction with Burghley Road or it has just joined Calonne

Road. I am regularly at the front of the house and the most regular drivers are the learner drivers doing their hill start.

Calonne Road is not normally used as a cut through and it seems illogical and ineffective to have a fourth traffic calming measure within 100 yards of the two in Burghley Road and at a narrow part of Calonne Road and the rest of Calonne Road with nothing.

The four parking bays which will be removed are in constant use by numbers 30, 32, 34, 36 and 40 Calonne Road who mostly have off street parking for one car. Also those of us with young children need parking bays on the same side of the road and near our houses for safety.

We and our neighbours in Calonne Road are strongly against traffic calming, they would spoil the character and appearance of this Conservation area. Pinch points are a substantial structure with bollards and lights and signs, their positioning outside No 32 would negate the conservation of Merton's heritage that we and the Council have worked so hard to preserve. The pinch points would also add to the vehicle and noise pollution levels with cars and lorries stopping and then accelerating to get up the hill.

We enjoy living in Calonne Road because of the quietness of the area it would be a real shame and disappointment if this were to change.

Yours faithfully,

**Confirm Number 22016474**

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

**From:** [REDACTED]  
**Sent:** 01 March 2010 08:38  
**To:** Waheed Alam  
**Subject:** Statutory Consultation Wimbledon Area Traffic Study

Dear Mr. Waheed Alam,

Ref: ES/SGE/WATS/PA  
ES/SGE/WATS/TC

We have received details of the proposed traffic calming measures being suggested for Calonne Road which we understand are still the subject of consultation.

Firstly may we say that we cannot understand why all of these measures for Calonne Road are being proposed. We accept the narrowing at the junction of Calonne Road/Burghley Road which seems to be quite sensible and would be of benefit. However, we strongly object to the removal of parking bays outside No. 32, for the construction of "pinch points", as this would be a massive loss of amenity. Bearing in mind that this is a Conservation Area and our building is Grade II listed, the pinch points would most certainly detract from the Conservation aspect of this road. Prior to moving to Calonne Road we lived in Burghley Road for many years and there is no comparison with the volume of traffic which goes through Burghley Road to that which goes through Calonne Road – this is a much quieter road with regard to traffic. We feel that if there

is any need to slow the traffic, a speed cushion would be more than adequate and this would not interfere with existing parking and would not necessarily detract too much from the area.

**Confirm Number 22016473**

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

**From:** [REDACTED]  
**Sent:** 07 March 2010 08:24  
**To:** Waheed Alam  
**Cc:** Councillor John Bowcott; Councillor Richard Chellew; Councillor Samantha George  
**Subject:** Wimbledon Area Traffic Study

Dear Mr Alam

I am writing from [REDACTED] Calonne Rd SW19 5HJ and attended the consultation meeting held on 4 March.

I wish to make one general comment and one specific representation.

The general comment is that I believe that Merton officials and councillors have arrived at a good compromise given the objectives set. Not everybody will be content, but overall I believe the scheme has merit and should be adopted without substantive change.

On the specific comment - ref ES/SGE/WATS/TC - at the consultation meeting there was comment on the speed restriction half way along Calonne Rd. It was noticeable that objectors lived up the hill from the proposed restriction and not down hill. As one who as seen accidents on the corner, had to call paramedics to the scene and who hears the screeching of brakes most frequently, I believe that the speed restriction should stay.

Thank you for your time and effort and I look forward to the scheme's implementation in full.

**Confirm Number 22016472**

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

**From:** [REDACTED]  
**Sent:** 11 March 2010 22:22  
**To:** Councillor William Brierly  
**Cc:** Councillor John Bowcott; Councillor Richard Chellew; Councillor Samantha George; Waheed Alam  
**Subject:** ES/SGE/WATS/PA - Objections to Pinch Points outside No 32 Calonne Road

Dear Sir,

I am writing again to object against the proposed Pinch Points planned for construction outside No 32 Calonne Road, SW19 5HH.

My reasons for objecting are:

1. The planned construction will result in the loss of parking bays outside No. 32 Calonne Road
2. A recent council traffic study has found that this part of Calonne Road experiences slower speeds than further up the hill so the construction will not impact the area experiencing higher speeds in any case.
3. Traffic calming at this point of the road will cause increased noise and atmospheric pollution due to the braking and accelerating so caused.
4. Construction and maintenance of the traffic calming measures will inevitably be polluting, expensive, and ugly and a waste of valuable taxpayer money.

Yours sincerely,

**Confirm Number 22016471**

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

**From:** [REDACTED]  
**Sent:** 11 March 2010 17:28  
**To:** Waheed Alam  
**Cc:** [REDACTED]  
**Subject:** Ref ES/SGE/WATS/PA : Pinch Point - 32 Calonne Road  
**Importance:** High

Dear Mr Alam,

I refer to our previous letter to you on the above matter. Having given this matter further consideration I write to say that we would prefer that the pinch point be taken out altogether and that there be no traffic calming measure at this particular point in Calonne Road. The substantive reason for this is the very considerable loss of amenity arising from the removal of the parking bays in that there would simply not be sufficient available parking for the relevant adjacent properties at this point. We have found this amenity in this particular stretch of the road an absolutely vital element and the resultant loss of available parking would amount to a very significant loss in that respect.

However, if contrary to the above, it were felt that traffic calming was to go ahead then we would ask that in any event, the measure provided for was a speed table rather than a pinch point.

I would be grateful if you would give the above due consideration.

Kind regards.

Yours sincerely

**Confirm Number 22016270**

Ref: SGE/WATS/Parking

Dear Mr Alam.

Having studied the proposals in the new Wimbledon Area Traffic Survey, I wish to protest most strongly against the proposal to convert all the existing Resident Permit parking bays into Pay & Display bays. Living as I do in Church Road, it is already quite difficult to find a parking space nearby. The spaces in Belvedere Square & Old House Close are very few. At the present I am always grateful to find a residents bay in Lancaster Road. If these are made to be Pay & Display, they will be filled in no time & life for residents will be very difficult.

I also think it very unfair on residents & tax payers.

The area is marked on the drawing number Z36-24-09.

Yours faithfully

**Confirm Number 22016213**

Dear Sir,

ES/SGE/WATS/PA

Option 8 (1) I write again to object to the waiting restrictions in Church Road (7-10am) & (4-7pm). I notice this will also apply to the Disabled Bay which was put there originally for me by L.B. Merton. I have not noticed any bad traffic jam because of all day parking. If you really must take it away, then I suggest you put two disabled bays at the end of Courthope Road.

(4) I also object to the conversion of all the Resident & Permit holder bays in Courthope Road. This is not a road with heavy traffic and residents should be given some priority.

I have written before about my disabled parking problems and received no reply. At my age (79) you cannot expect me to house for this reason.

Yours sincerely

**Confirm Number 22016292**

Dear Mr Lecordier,

New Parking scheme for Church Road

I am glad that as a disabled resident, I find that you are keeping the disabled bay outside my house between 10-4pm.

However, I was hoping that you would keep it there full time. It was put there for me originally when I first moved here and Merton were just introducing yellow lines. I often have to use the disabled bay opposite in Courthope Road but it is frequently occupied.

I do not see all these traffic jams which LB Merton refers to in Church Road. The Council often seems to forget that a lot of people live in Church Road.

For the same reason I do not think that parking spaces in Courthope Road should be for joint use i.e not just for residents.

I am registered disabled and am going to find life very difficult when these measures come into force.

Yours sincerely

### **Confirm Number 22016502**

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

**From:** [REDACTED]

**Sent:** 27 February 2010 13:13

**To:** Waheed Alam

**Subject:** Re Statutory Consultation Wimbledon Area Traffic Survey

Dear Mr Alam

### **REF ES/SGE/WATS/PA**

I have studied the proposals in connection with the Wimbledon Area Traffic Survey and have one area of great concern. My cottage is the Village end of Church Road and has no off-road parking space nor is it possible to park for other than very short periods in Church Road. I am therefore obliged to park my car in adjacent roads. On the whole the current arrangements make life just about tolerable but not easy.

It is already quite challenging to find a space in which to leave the car. The spaces in Belvedere Square (my closest option) are far fewer in number than are the cars belonging to residents so that many of us have to look elsewhere. The nearest alternatives are Lancaster Road or Gardens. I have found recently that I have had to travel further and further to find a space when the Square is full (as is frequently the case, made worse by the almost permanent parking of a skip; it has been there for many, many months on one side of the road or the other). Last week in the middle of the day there was only one vacant space in the whole of the Lancaster complex, and that was in a resident's only bay. Had this been converted, as is proposed, to a general use bay it would quite certainly not have been free.

Whilst I do not challenge the proposal to increase the overall number of parking spaces in the area, to leave residents competing with visitors in the already very limited number of residents only spaces is unreasonable and unacceptable. If you take into account residents without off-street parking in Walnut Tree Cottages, Belvedere Square and Church Road itself it must be clear that some provision must be made for them. I have never yet succeeded in finding a space in Old House Close whatever time of day or night I have looked for one, so that is clearly already fully occupied.

I have been to look at the large copies of the plans in the library as it is very difficult to see the colours on the small plans you sent to me. It is clear from the large plans that in Lancaster Road and Gardens there are to be something in the region of 8



additional shared places while about 30 residents only places are to become shared; this will leave residents in competition with shoppers and diners with only the few spaces in Belvedere Square and Old House Close reserved for them.

I read in the accompanying documents that the purpose of these changes is to "maximise potential usage of the bays in the area and in turn to ensure they are occupied for most of the time. This in turn will .....discourage the movement of through traffic in the roads affected".

If bays are filled most of the time by visitors, as is almost certain to be the case, every time a resident moves his or her car it will be very unlikely that he or she will be able to find a space on return. What are we supposed to do if there is no space? I already know from experience that even with the present arrangements I frequently have to drive round for quite a long time trying to find somewhere to leave my car. I know my pass does not guarantee me a space, but I think I should at least have a reasonable chance of finding one.

There is no through traffic in Lancaster Gardens as it is a cul de sac so the argument regarding the discouragement of through traffic does not stand. And yet all the residents' parking is to become shared. It would appear therefore that the only reason for the change of use here is to raise money. At the very least all the residents' only bays in Lancaster Gardens should be retained, and indeed some of those already shared should be reserved for residents to compensate in some measure for those lost elsewhere.

**Confirm Number 22016500**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 12:14

**To:** Waheed Alam; ES Enquiries

**Subject:** WATM Formal Consultation

Dear Sirs

Please find written representations attached.

I would be grateful if you would acknowledge receipt of this e-mail.

Yours sincerely

**ATTACHMENT**

Dear Sirs

**WATM Formal Consultation**

**ES/SGE/WATS/PA.**

I strongly object to the introduction of parking restrictions. It is already difficult for residents to park, particularly in Lancaster Road, and the proposed measures would make matters much worse.

I have a family with school age children and, due to the location of their school, there is no practical alternative but to drive to school. The introduction of the proposed measures, and the greater difficulty of finding parking spaces, would affect us badly. There are many other families with small children in the area who would be similarly affected.

**ES/SGE/WATS/TC.**

I support the proposal to introduce raised speed cushions on Church Road.

I would ask that the speed of vehicles is monitored after the introduction of these measures, as speeding vehicles may remain a problem.

**ES/SGE/WATS/20.**

I support the proposal to introduce the 20mph zone.

In Church Road, excessive speed is a real problem. There are many families with young children, and the pavements are well used by pedestrians.

**ES/SGE/WATS/WL.**

I object to the proposal to introduce waiting and loading restrictions on Church Road. The shops on Church Road rely on the availability of parking spaces, particularly during the busy morning and afternoon times, when people are likely to be passing in their cars. The introduction of these measures would adversely affect the local businesses.

In addition, the parking spaces have the effect of slowing down traffic and keeping it away from the pavements. The timing of the proposed waiting and loading is exactly when children will be walking to school. The increased speed of the traffic caused by the removal of restrictions during this period would be a retrograde step.

Yours faithfully

**Confirm Number 22016499**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 14:18

**To:** Waheed Alam

**Cc:** Councillor William Brierly; Councillor John Bowcott; Councillor Richard Chellew; Councillor Samantha George

**Subject:** Traffic Consultation

Dear Waheed,

I attach my submission.

Regards,

**ATTACHMENT**

Dear Mr. Alam,

**Wimbledon Area Traffic Study  
Statutory Consultation**

This is my submission to the consultation.

First I would like to congratulate Cllr. Brierly and all who contributed to the development of Option 8 which I see as a generally sensible approach to alleviating a problem which has cost the Council much time and money over the past 5 years. I earnestly hope that this will bring an end to this divisive matter; the only solution to reducing traffic flows across this residential area would entail a reduction in the traffic entering Copse Hill and Ridgway.

**Ref ES/SGE/WATS/PA**

Whilst it does not affect this household, I am conscious of a large number of local residents who are extremely concerned at the proposal to convert all Residents' only parking bays to "shared use". I wish to add my voice to these objections which, if implemented, will seriously prejudice those living at the Village end of Church Road.

**Ref ES/GE/WATS/WL**

I object to the proposal to introduce "waiting/loading" restrictions between 7am and 10am and between 4pm and 7pm within the existing Pay and Display bays and the Disabled bay at the southern end of Church Road. Several of the businesses at this end of Church Road do a great deal of business in these, especially the morning, hours.

Yours sincerely,

**Confirm Number 22016498**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 17:51  
**To:** Waheed Alam; Traffic and Highway Enquiries  
**Cc:** Councillor Richard Chellew; Councillor Samantha George; [REDACTED]; [REDACTED]; Councillor John Bowcott  
**Subject:** Wimbledon Area Traffic Consultation

Dear Mr. Alam,

I and my family live at [REDACTED] Church Road and I wish to make the following representations in response to the formal consultation. My numbering follows the numbering used on pages 2, 3 and 4 in the leaflet distributed by Merton.

**Waiting/Loading restrictions ES/SGE/WATS/WL**

1. I oppose the introduction of parking restrictions between the hours of 7 - 10am and 4 - 7pm at the Village end of Church Road. Many of the shops along this stretch of Church Road and on the High Street depend on customers stopping on their way to and from work i.e. Newsagents, Dry cleaners, coffee shops etc. Restrictions already exist on the High Street and any further restrictions could result in the failure of several of these small businesses, many of which are unique to Wimbledon Village. In addition, the presence of vehicles in these spaces serves to slow down the traffic using Church Road; an aim which some of the other some of the other measures seek to achieve. Introducing this restriction is counter-intuitive.

**Vertical deflections ES/SGE/WATS/TC**

2. I support the introduction of a raised entry treatment at both ends of Church Road and outside 42 Church Road. This will help to reduce the speed of vehicles on this stretch of road.

3. I do not support the introduction of speed cushions in Belvedere Grove as I do not believe there is an issue with speeding in this road. Speed cushions merely irritate those who drive normal cars and favour those who drive 4x4 vehicles and vans. They are also unsightly.

6. I support the introduction of a raised entry treatment at the junction of Belvedere Drive and Wimbledon Hill Road. This is a dangerous junction and I believe the proposed raised entry treatment will benefit pedestrians crossing here.

10. I support the introduction of a raised junction at Burghley Road/Church Road/St Mary's Road. This is a dreadful intersection and can only be improved by this measure.

**Parking arrangements ES/SGE/WATS/PA**

4. I am strongly opposed to the conversion of any existing residents' parking bays to Pay and Display Shared Use. This makes absolutely no sense, as residents' only bays are well used and this measure will have no effect on the number of residents seeking to park in the Village. It will merely make parking for local people more difficult. I have no parking outside my house and use local roads on which to park. I also have two young children, so the ability to be able to park somewhere nearby is very important. On Sundays, when the existing parking restrictions are not enforced, it can often be very difficult to find a parking place, let alone one near my house. If this proposal is implemented, that situation will exist every day. The residents' only parking bays should remain.

5. Additional parking should be created where possible, and I have no difficulty in that being shared use.

**20mph Speed Limit ES/SGE/WATS/20**

9. I fully support the proposals to introduce a 20 mph speed limit throughout the area.

Yours sincerely,

**Confirm Number 22016609**

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

**From:** [REDACTED]**Sent:** 13 March 2010 10:27**To:** Waheed Alam**Subject:** STATUTORY CONSULTATION WIMBLEDON AREA TRAFFICE SURVEY**REFERENCE: ES/SGE/S/WATS/PA**

I write in connection with the latest Wimbledon area traffic survey.

I protest most strongly against your proposal of car parking bay changes at Courtthorpe Road SW19.

I live at No. [REDACTED] Church Road. As a permit holder for car parking I would point out to you that parking facilities are already very limited. Your proposal to change the parking facilities to include meters for non residents to park, what are now, resident parking bays, would make parking for residents like myself untenable!

In your documentation there is the proposal to increase the overall number of parking spaces in the area! Well why not make these parking spaces meter sites, as well as being available for permit holders? Such as the parking facilities now at Lancaster Road!.

You have stated in your documentation that the purpose of these changes is quote 'to maximise potential usage of the bays in the area and in turn to ensure they are occupied for most of the time' Are you aware that the parking bays are already occupied most of the time be it first thing in the morning, i.e. 7am, right through the day - into the evening when you can find cars parked on yellow lines - right though the night until about 8am in the morning when the restaurant/pub revellers who have left their cars because of too many drink remove their cars in order not to receive a parking ticket!!! My experiences are such that when I come home in the evening be it 8pm 10pm mid-night I cannot get a legal parking bay. I have to park on a yellow line - then ensure that I move my car round about 8am in the morning when I can find a parking bay.

I really do think permit hoders should be considered in this matter, and definitely receive priority as we pay a premium for this privilege. I repeat myself - I object most strongly to your proposal regarding changing the parking bay system.

**Confirm Number 22016497**

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

**From:** [REDACTED]**Sent:** 12 March 2010 17:27**To:** Waheed Alam**Subject:** Representation regarding traffic proposals - Wimbledon Village

Dear Sirs

Please find attached letter regarding traffic proposals for Wimbledon Village

Yours faithfully

**ATTACHED LETTER**

Dear Sirs

**Ref ES/SGE/WATS/PA**

I would like to express my concern at the proposed introduction of shared parking in current resident bays.

Living in Walnut Tree Cottages, I am totally reliant on resident parking. I already regularly experience difficulty in finding parking within a reasonable distance of my property, my favoured location being Courthorpe Road.

I rarely move my car on weekends, favouring public transport due to the fact that if I do so I am unlikely to be able to re-park nearby, particularly during lunchtime hours.

I understand that this change is being proposed due to the loss of pay and display bays on Church Road to allow for easier traffic flow during certain hours. But it only involves eleven pay and display bays during six hours of the day. It is during lunchtime hours that these bays are most useful for visitors and they would be available during these hours.

It would seem that you are putting the needs of outsiders i.e. through traffic and visitors to the village, above the needs of the residents.

I would ask that you please consider the residents who have no alternative other than on street parking.

Yours faithfully

**Confirm Number 22016493**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 16:50

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor David Williams; Councillor David Simpson; Councillor Jeremy Bruce; Councillor Samantha George; Councillor Richard Chellew; Councillor John Bowcott; Ged Curran

**Subject:** Statutory Consultation Wimbledon Area Traffic Study

Dear Mr Alam,

My response to the detailed proposals contained in this formal consultation is the same as my response to the informal consultation - I disagree with everything you propose concerning parking and traffic calming in the Belvederes, since these measures will do nothing to solve the real problem, which you and all your colleagues very well know is the massive and dangerous rat running through our local roads.

When will you stop pretending to deal with the problem and start listening to what the residents actually want?

Finally, I might add that I find it quite extraordinary to see so many Conservative Councillors fighting so hard to preserve the rights of rat runners from miles away to use Wimbledon Village as a short cut to and from London. The Council's continued inaction is absolutely indefensible.

Yours sincerely,

**Confirm Number 22016492**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 16:34

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor Samantha George; Councillor Richard Chellew; Ged Curran; Councillor David Williams; Councillor David Simpson; jeremy bruce; Councillor John Bowcott

**Subject:** Statutory Consultation: Wimbledon Area Traffic Study

Dear Mr Alam,

My response to the above is that the Council's proposals do not deal with the rat running problem in the Belvedere Roads [nor indeed Burghley and Somerset roads]. I consider that the Council should now produce a proper plan for stopping completely, or reducing very substantially, the rat running traffic.

You and we now know that some 2.2 million vehicles per annum use Belvedere Grove, an extraordinary and obviously unacceptable number for this wholly residential local access road which is quite unsuitable for that volume of traffic.

In the face of this massive problem, the matters on which the Council have yet again chosen to consult the residents are trivial and irrelevant to the main problem, but since you ask I list my responses below:

**ES/SGE/WATS/PA**

option 8 no4 disagree - residents' parking should give priority to residents, there are usually empty p and d spaces within easy walking distance of the shops.

option 8 no 5 disagree - as above; also if you really want to provide extra parking very close to the shops, then stop the rat running in the Belvederes which would give the opportunity to provide many additional bays without increasing the already high level of danger to the users of these roads, both drivers and pedestrians.

**ES/SGE/WATS/TC**

option 8 no 2 disagree - the rat running problem exists on the Belvedere roads and until it is dealt with nothing should be done to discourage vehicles from using Church Road which is rightly a distributor road and always has been.

option 8 no 3 disagree - we already have five pinch points and raised speed cushions in the Belvederes. Clearly they have not had any noticeable effect on the rat running! Does anyone seriously argue that adding a few more would solve the problem, if so what is your evidence for that view?

option 8 no 6 disagree - proper measures are needed to stop the rat running, raised entry treatments have little or no effect as we can see in Belvedere Grove and elsewhere.

option 8 no 7 disagree - as above.

option 8 no 1, mini-roundabouts - I would be guided by those most directly affected i.e. the residents of Alan Road. Removing the mini-roundabouts might cause Northbound traffic to form queues in Alan Road at rush hour, and might therefore have a slight effect in discouraging a few rat runners from using that route. However, my own feeling is that the inconvenience to rat runners will be so slight that there will be no reduction in the number of vehicles, and Alan Road will simply suffer the additional inconvenience of traffic queuing up at the junction with St Mary's Road at certain times of day.

**ES/SGE/WATS/LB**

option 8 no 8 I would love to see the 7.5 tonne lorry ban properly enforced.

Future proposals to be investigated eg traffic lights disagree strongly with traffic lights at the junction of Belvedere Grove and the High St/Ridgeway, both the latter are distributor roads while Belvedere Grove is a local access road and not suitable or appropriate in any way as a distributor road. The Council should stop the rat running through local access roads as the Village Councillors promised in their election manifesto.



I would be grateful if you would acknowledge receipt and confirm that these views, despite being sent to you by email, will be considered as part of the consultation exercise.

Yours sincerely,

**Confirm Number 22016203**

Dear Sirs,

I have received your ordnance survey maps of the Wimbledon (Merton) area. Obviously someone has spent quite a lot of time working on them.

It's always easy to spend other peoples' (i.e. taxpayers) money but it isn't too clear why you wish to do what you feel needs doing. I am not against the 20 mph speed limit in the area stipulated as long as you are not thinking of installing speed cameras there to stop cars zooming along.

I would however suggest that you do not distinguish between 'residents only' and 'pay' parking bays. The initial idea behind this distinction was of course to confuse the putative parker which presumably brought in more funds for the council.

Yours faithfully

**Confirm Number 22016242**

Dear Sir / Madam

RE: ES/SGE/WATS/20

I wish to confirm our delight in the proposal for a 20mph speed limit in our area. There are thousands of school children and commuters on foot and cycles that use this area and a 20mph limit will encourage more pedestrians and cyclists to abandon their cars.

Good luck with this consultation. You have our full support.

**Confirm Number 22016491**

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

**From:** [REDACTED]

**Sent:** 21 February 2010 16:14

**To:** Waheed Alam

**Subject:** Wimbledon Area Traffic Study

Gentlemen,

Thank you for the consultation and for providing residents with the opportunity to provide feedback. My response is set out below.

**Re: ES/SGE/WATS/PA**

Whilst I am very much in favour of supporting local businesses and their parking requirements (both for employees and customers) I am very much opposed to increasing the number of pay and display bays on Courthope Road if done at the expense of reducing residents' bays, through the conversion of residents' bays to shared use bays. Parking is already heavily over-subscribed on Courthope Road by residents' cars and as such there are many occasions on which as a resident I am unable to find a residents' bay on Courthope Road. Increasing demand on these bays would be most unwelcome. Given the price of residents' permits, I do expect to be able to find a parking bay on the street on which I live, whilst I accept it may not always be possible to find one close to my own home. Having to park on a neighbouring road is an inconvenience not only for me but for the residents of neighbouring roads as well. (It also severely reduces the ability to keep watch on my car and respond, for example, to any alarm soundings.)

If the council were willing to allow residents to have their cross-overs available for parking (similar to the arrangements that exist on Vineyard Hill Road, SW19) this could increase residents' parking and make the proposal more acceptable, though the entire proposal would have to go through another consultation to understand the proposal in its totality.

**Re: ES/SGE/WATS/TC**

Whilst I favour measures to control speed, my preferred choice would be for the implementation of average speed cameras, rather than speed cushions and speed tables. If the physical measures were implemented, I would not want to see increased signage as it is not necessary and only serves to clutter the street.

**FURTHER PROPOSALS TO BE INVESTIGATED**

I am totally opposed to the proposed replacement of the existing roundabout at the junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with traffic signals. The current system operates extremely efficiently and signals would not only reduce efficiency but also add clutter and detract from the environmental standard. There are already three sets of lights in the village along the high street and an additional set would be most unwelcome. The village is quite distinct from the town centre and the street scene makes an important contribution to that distinct character.

If I am not mistaken, this proposal was put forward a number of years ago and was at that time also met with great opposition and not progressed.

Kind regards,

**Confirm Number 22016188**

Dear Sirs,

TRAFFIC

STATUTORY CONSULTATION 18<sup>TH</sup> FEBRUARY 2010

Your Ref: **ES/SGE/WATS/TC.**

I wish to register a strong protest against both existing and proposed traffic calming measures in the form of speed bumps and raised cushions.

There are a number of ways to ensure that vehicles travelling within the Borough do so within statutory speed limits. Speed bumps and raised areas however are the only ones which cause both damage to constituent voters' vehicles, their own personal property in many cases, and also makes travelling irritating and uncomfortable.

I have no objections to speed cameras, or policemen with cameras or their own eyes, or even allowing traffic wardens to report speeding vehicles, or any other method you may see fit to ensure compliance with the law. Further aggravation is caused because we all know that traffic calming tends not to affect commercial vehicles, often the worst offenders in my experience, because their wheels are large which minimises discomfort over the bumps, and also the wheels can straddle most speed bumps with impunity. And of course, the drivers don't care about the vehicle as they're not usually their own property.

By contrast, privately owned vehicles, often driven only in a personal capacity at weekends, suffer wheel alignment and tyre damage and force drivers to use constantly brakes and steering to reduce the bumps' impact on them and their cars. Most bumps require a maximum speed of well under the limit, and I find that many are negotiated comfortably only at around 10 mph. At worst, it encourages local people to use large wheeled, wide 4 x 4 vehicles rather than small appropriate urban area cars. Traffic calming of all types causes genuine frustration to those who live in the Borough and has an adverse impact on the quality of life to many of us in our valuable leisure time.

Can we not use the police more aggressively, not just to issue speeding tickets but to bring prosecutions for dangerous driving, which is what excessive speed often is?

Yours faithfully

**Confirm Number 22016198**

## **Statutory Consultation - Wimbledon Area Traffic Study**

### **Reference - ES/SGE/WATS/PA - Highbury Road**

I live at [REDACTED] Highbury Road, SW19 7PR and wish to object, in the strongest terms, to the Council's proposals to convert existing Resident Permit and Permit Holder bays to Shared Use parking and to the creation of additional parking bays in Highbury Road.

My reasons are as follows:

- (i) the current proposals will not, in any way, meet the aims set out in the Council's Statement of Reasons;
- (ii) the proposals will have the effect of increasing traffic volume in Highbury Road and also give rise to serious safety issues, which have also been highlighted by the Police. Please also note that there is a particular issue here for Highbury Road which was recognised in the Cabinet Member's decision dated 28 October 2008; and
- (iii) to implement these proposals would disregard the overwhelming opposition from affected residents as evidenced from the earlier consultation and the Street Management Advisory Committee's report dated 30 September 2009 (the "SMAC Report").

### **Statement of Reasons**

The aims set out in the Statement of Reasons are to:

1. *maximise potential usage of the bays in the area and in turn ensure they are occupied for most of the time. This in turn will make it difficult and discourage the movement of through-traffic in the roads affected.*
2. *increase parking provision within the area and compensate for that lost during peak hours in Church Road as a result of the Council's traffic calming proposals for Church Road.*

With regard to 1.above, the bays are intended to have a two hour limit of use for non-residents/ non-permit holders. Clearly, a two hour limit will not ensure occupation for "most of the time". Instead, it will lead to a continual movement of traffic in and out of Highbury Road every two hours. Far from discouraging movement, it will attract non-residents to drive into the area and lead to a constant merry-go-round of parking. If the intention is, in fact, for the bays only to be used by residents/permit-holders and so occupied for longer periods (to which I also object, see further below) then why are they intended to be for shared use?

With regard to 2.above, Church Road is a very significant distance from the proposed bays in Highbury Road near the junction with St. Mary's Road. There is absolutely no logic in assuming that those wishing to park in Church Road will now wish to do so in Highbury Road. Whilst this may have some validity for roads closer to Church Road, it

has no relevance to this particular area. Furthermore, there are already ample parking bays in and around Highbury Road and so further bays are entirely unnecessary and would be a flagrant waste of Council resources. In this respect, please note that even the shared bays in Highbury Road near the junction with Belvedere Avenue, and on Belvedere Avenue itself, which are far closer to the Village are very rarely occupied.

## **Increase in Traffic and Road Safety**

As I have said above, to offer additional parking to those currently not entitled can only serve to increase traffic volume by encouraging those drivers into Highbury Road who would not otherwise choose to drive there. From a safety perspective, there are very serious issues which I have raised before, and set out again below. I now understand that it is not just my worry, but the Police have voiced similar concerns in the course of the earlier consultation. I quote from Confirm number 22015485 as follows:

***"Police would have some concerns about the introduction of parking in existing gaps. If there was a recognised need for a gap which is now to be removed, this could have an adverse effect in emergency service response times. It is also possible that vehicles will increase their speed to try to get through these tighter sections first rather than wait as the existing gaps permit. It may also reduce crossing opportunities for pedestrians or reduce their intervisibility with traffic as they have to cross between parked cars rather than in existing gaps. Whilst we understand the use of parked vehicles to prevent a straight line through, which can slow traffic, we would be concerned if the proposal led to one straight route through the middle and cars possibly playing "chicken" and leaving restricted crossing for pedestrians. "***

This echoes the very points I made in my email to you on 17 August 2009:

***"(i) there are serious safety issues with creating a new parking space in this location (which may account for why there is no bay currently). In December, when we applied to the Council to reserve a space on the yellow line outside our house for certain deliveries, we were told by [REDACTED] of Parking Services that we could only do this if we paid an extra £90 also to reserve the residents' bays on the other side of the road. The reason given was that these bays would need to remain empty in order that traffic may safely pass. It was considered a safety risk, on that stretch of the road, to allow both sides to be occupied at the same time. I cannot see that anything has changed since then from a road safety perspective;***

***(ii) the proposed bay is very close to the main St Mary's Road (significantly busier than Belvedere Avenue at the other end, even with the recent traffic calming measures). Traffic turning in will not be aware of cars coming up Highbury Road and vehicles on both roads will have very little time to take evasive action if they meet head-on. They need passing areas outside my house and no. [REDACTED] to avoid colliding and also to avoid "stacking up" along St Mary's;***

***(iii) again, because of the proximity to St Mary's Road, it is already very difficult for us to reverse cars out of our drive-way without incoming traffic potentially hitting us after they turn in. By adding further parked cars, there will be virtually no visibility and the chance of a traffic accident will be extremely high, I fear.***

*Even now, visibility is impaired - as evidenced by our neighbour [REDACTED] recently reversing into our car parked on the opposite side of the road;*

*(iv) by adding this extra parking, it will also significantly reduce areas where we can cross the road free of parked cars - which is very dangerous, especially for small children, prams, etc. This, coupled with the proximity with St Mary's, increases the risk of someone being run over. As I demonstrated on Saturday, with cars parked all the way from no.16 and across no.18, drivers turning in from St Mary's will not see pedestrians wishing to cross;"*

Put simply, the proposal to add further parking bays in Highbury Road will have just the adverse effect that both the Police and I have warned about. **For the Council to proceed in Highbury Road would show a complete disregard for resident and road-user safety.**

I would also add that the curved profile of Highbury Road creates additional structural and safety issues which has been recognised in the Cabinet Member's decision dated 28 October 2009 - see paragraph 6.(32) of that report. **I am very concerned that this, and the other safety issues identified above both by me and the Police are being wilfully ignored.**

## **SMAC Report**

The Council has already gone through a detailed, expensive and lengthy process designed to canvass the views of those most affected by the proposals. These clearly show overwhelming opposition to the parking scheme.

With regard to the conversion of Resident Permit and Permit Holder bays to Shared Use parking, I draw your attention to paragraph 4.5 of the SMAC Report which shows that not only did almost twice as many residents overall reject this, but of those most affected almost nine times as many people objected to the proposal. Quoting from paragraph 4.5.2 of the SMAC Report **"To proceed with this proposal would be against the wishes of the majority who are directly affected and it is likely to be met with strong opposition during the formal consultation"**. I do not understand how, in light of this, the Council thinks it is a sensible use of its time, and our money, to keep trying to force this onto unwilling residents.

As to the addition of further parking bays, again, with regard to those residents most affected there is enormous opposition with almost twice as many people against this proposal. At best, even taking the less affected residents into account, the issue is evenly balanced with absolutely no mandate forthcoming on which the Council may act.

When the informal consultation was conducted, we were told that if those residents most affected were opposed to the proposals they would not be implemented. This assurance from the Council has proved to be entirely worthless.

In summary, the parking proposals which the Council is trying to force through are ill-conceived and entirely against the wishes of residents. Any attempt to proceed with these will clearly be open to review by the Local Government Ombudsman as well as legal challenge including judicial review.



I should be most grateful for a direct response to the issues I have raised in this letter at your earliest convenience.

Kind regards.

Yours sincerely

**Confirm Number 22016198**

Dear Sirs

## **Statutory Consultation - Wimbledon Area Traffic Study**

### **Reference - ES/SGE/WATS/PA - Highbury Road**

Since my letter to you of 22 February 2010, I have received further information which provides additional grounds for my strong opposition to the parking proposals which are currently subject to the present formal consultation. Please see below:

#### **"ES/SGE/WATS/PA**

##### **Option 8 - No 4**

*I do not agree with the proposal to convert existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use Bays.*

*This proposal directly contravenes the commitment made by the Council in its consultation document dated 7 July 1998, on the introduction of the CPZ to our area, the key points made by the Council included 'We intend that residents can normally park within 50m of their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level'.*

*There are always Pay and Display bays available in Belvedere Avenue and St Mary's Road for visitors to the Village. The conversion of resident's bays to pay and display will not reduce the volume of rat running traffic using the Belvedere Roads. Most of the shops and restaurants in the Village are not open until after 10am and this is reflected in the current use of the pay and display bays.*

##### **Option 8 - No 5**

*I do not agree with the proposal to provide additional parking (Shared Use) bays in the above roads. As noted above, there is already always unused Pay and Display bays. The introduction of these additional bays will not inhibit the use of the Belvedere Roads by rat running traffic. "*

The above information was provided to me by the New BERA Residents' Association who, needless to say, are similarly opposed to these proposals.

Yours sincerely

**Confirm Number 22016489**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 14:47

**To:** Councillor Samantha George; Councillor John Bowcott; Councillor Richard Chellew; stephen.hammond@wimbledonconservatives.org.uk

**Cc:** [REDACTED] Mitra Dubet; Mario Lecordier; Waheed Alam

**Subject:** RE: Wimbledon Traffic Consultation - Reference ES/SGE/WATS/PA - Highbury Road

Dear Councillors and Mr Hammond,

Firstly, thank you all for attending the New BERA AGM last Friday. I know it may have been a rough ride at times, but your presence was greatly appreciated.

I'm sorry I could not stay long afterwards, but I did just want to reiterate one point. Whilst most of the debate focused on what particular measures residents would prefer to see introduced, equally there is very strong opposition to the majority of those measures which are under consultation - in particular, the proposals for shared use and additional parking.

I just didn't want sight of this to be lost - ie it is not that implementing what is proposed does not go far enough, it is that what is proposed is specifically rejected (for the reasons set out in my previous letter). This was also clear, of course, from the results of the informal consultation.

Kind regards.

**Confirm Number 22016317**

Dear Sirs

**Wimbledon Area Traffic Study**  
**Formal Consultation**

I write to make some comments on the various proposals set out for Formal Consultation.

In general I must state my objection that these proposals do nothing to reduce the insupportable volumes of traffic using the Belvedere Estate roads, in particular Alan Road and Belvedere Grove, as through routes. This usage, amounting, according to the Council's surveys, to over 2 million cars annually, makes a mockery of the designation of these roads as Local Access Roads.

I request that the Council, instead of spending money on cosmetic features to reinforce its policies on speed restriction, immediately implement measures, even on an experimental basis (as permitted according to page 7 of the Consultation booklet), to effect a substantial reduction, if not a complete cessation, of this traffic. These measures might include elements that have been introduced in quantity elsewhere in

the Borough and even in Wimbledon Village, such as prohibition of certain turns, road closures and one-way traffic flows.

**ES/SGE/WATS/20**

I support the introduction of a 20 mph speed limit throughout the area shown on drawing Z36-24-12, provided that it is monitored and enforced by police action rather than by speed cushions, raised entry features and the like.

**ES/SGE/WAT/LB**

I support the proposed amendment to the 7.5 tonne Lorry Ban in the area shown on drawing Z36-24-13 provided that it is monitored and enforced by police action rather than by entry and exit signage.

**ES/SGE/WATS/TC****Option 8 – 2**

I object to the proposal to introduce “traffic calming” measures into Church Road. These will do little or nothing to reduce traffic volume using this or any of the other roads in the area. Any action to impede traffic flows in Church Road must not be taken before or outside a comprehensive scheme to effect a substantial reduction, if not a complete cessation, of the traffic using all the roads in the area, especially the Belvedere Roads (Belvedere Avenue, Drive and Grove, Alan Road and Highbury Road).

**Option 8 – 3**

I object to the proposed introduction of tarmac speed cushions in Belvedere Grove. This proposal was overwhelmingly rejected by the residents of the immediate area in the informal consultation. There is ample evidence that speed cushions are not effective in reducing traffic volume, nor will they greatly affect traffic speed in this road, which already averages about 20 mph. The main effect of these cushions will be an increase in noise and air pollution in what should be a quiet residential road.

The Council, instead of spending money on cosmetic features to reinforce its policies on speed restriction, should immediately implement measures, even on an experimental basis (as permitted according to page 7 of the Consultation booklet), to effect a substantial reduction, if not a complete cessation, of the traffic using Belvedere Grove..

**Option 8 – 6, 7 and 8**

I object to the proposed “raised entry treatments” at the Belvedere Drive/Wimbledon Hill Road junction, at the Belvedere Avenue/Church Road junction and at the Burghley Road/Church Road/St Mary’s Road junction. These will have little or no effect on either the speed or the volume of traffic using any of the roads in the area, in particular Belvedere Drive and Belvedere Avenue. Raised entry treatments have been in place in these roads for nearly 20 years during which the traffic volume has grown inexorably.

The Council, instead of spending money on cosmetic features to reinforce its policies on speed restriction, should immediately implement measures, even on an experimental basis (as permitted according to page 7 of the Consultation booklet), to effect a substantial reduction, if not a complete cessation, of the traffic using the Belvedere Roads.

### **Option 8 – New Proposal 1**

I object to the proposed removal of the mini-roundabouts at the Alan Road/St Mary's Road junction. While this might have a limited effect on the northward traffic flows (heading down Arthur Road or St Mary's Road), this will be achieved by re-directing them to roads other than Alan Road. It will have no effect on southbound flows. It will make the junction considerably more difficult for local users, especially those entering and leaving St Mary's Church.

The Council should immediately implement measures, even on an experimental basis (as permitted according to page 7 of the Consultation booklet), to effect a substantial reduction, if not a complete cessation, of the traffic using the Belvedere Roads.

### **ES/SEG/WATS/PA**

#### **Option 8 – 4 and 5**

I object to the proposals to convert Resident Permit and Permit holder parking bays to Pay & Display Shared Use Bays in the Belvedere Roads (as defined earlier together with Clement Road and Courthope Road) and to introduce additional shared used bays in these roads.

My objection is based on 3 elements:

- this conversion of these bays will do nothing to reduce the volume of traffic using the Belvedere Roads. Parking volumes do not build up until after 9.30 am by when the peak morning traffic flows have ceased.
- there are already sufficient Pay & Display bays available in the area, especially in Belvedere Avenue and St Mary's Road. Local business permit holders already use Highbury Road
- the proposal directly contravenes the Council's commitment of 7 July 1998 that "residents can normally park within 50 metres of their home. Shared P&D spaces will be converted to bays for permit holders only so as to achieve this performance level.

The majority of the proposals covered by this Formal Consultation will entail the expenditure of significant sums of residents' money, will reduce the amenity value of the area, and will have no effect on the principal adverse characteristic of the area, which is the inordinate volume of traffic using roads that are not intended to carry such traffic, which has not business in the area but is using it as a convenient through route.

Yours sincerely

**Confirm Number 22016249**

Dear Sir,

**Area February 2010 Wimbledon Area Traffic Proposals Obiection****Your Reference: ES/SGE/WATS/PA****Obiection regarding Highbury Road Proposals**

We write to register our objections to the proposals in this, the latest version of traffic proposals. We wrote to you (copy enclosed) in September 2009 voicing the same objections primarily on the grounds of safety.

In particular we objected to i) the creation of new parking bays in general and a parking bay outside 18 Highbury Road which would be highly dangerous to pedestrians and traffic alike as it is right on a busy junction and ii) adding new parking bays and converting permit holder bays (for which we pay for a residents parking permit) to shared use bays thereby attracting commuter and shopping traffic and turning a quiet residential road into a parking lot.

We are perplexed that none of our objections - and those of many of our co-residents - were listened to and the fact that the same **dangerous** and **counter-productive** parking proposals are being re-tabled by the Council.

Yours truly

**ATTACHMENT TO LETTER**

To [Waheed.Alam@merton.gov.uk](mailto:Waheed.Alam@merton.gov.uk)

Cc. [Samantha.george@merton.co.uk](mailto:Samantha.george@merton.co.uk); [john.bowcott@merton.gov.uk](mailto:john.bowcott@merton.gov.uk);

[richard.chellew@merton.gov.uk](mailto:richard.chellew@merton.gov.uk)

Dear Waheed,

Whilst we are in favour in part of the overall intentions of the proposals, we – as residents of [REDACTED] Highbury Road -object strongly to certain elements which we feel would have the opposite result to those intended, increasing traffic in the area and increasing the danger to pedestrians.

**1. We object to creation of new parking: bays in general and a Parking: Bay Outside 18 Highbury Road in particular would be Highly Dangerous to Pedestrians and Traffic Alike as it is Right on a Busv Junction**

We live in [REDACTED] Highbury Road on the busy (and dangerous) junction of St. Marys Road and Highbury Road. Traffic still has the tendency of crossing from St. Marys Road into Highbury Road at high speed as the hump recently introduced has little or no effect since it is not really a hump at all. The fact that a hump was installed at all reflects the fact that this is a dangerous comer.

This junction is heavily used by school-children walking from the Belvedere area down the hill to schools further down the hill. We have 3 young children and have had worrying moments regularly as cars come screeching around this comer. We are in

favour of traffic-calming in Highbury Road, however putting a parking bay right outside Number 18 (in addition to the existing bay opposite) will make any road crossing hazardous as it will make the crossing a "blind" spot to pedestrians (particularly smaller children) for traffic exiting Highbury Road into St. Marys Road (and vice-versa).

In addition the effect of an additional parking bay is to narrow the road to the point that two cars would have difficulty passing each other. While this is an issue for the road in general it is particularly serious at the St Marys road junction due to the speed with which cars come around this blind corner.

Our off-road parking is right on the junction of Highbury & St. Marys. It is already not easy or terribly safe exiting onto Highbury Road. Adding a parking bay right next to the exit would make the off-road parking virtually inoperable because there would be "no" visibility on exit. As a result we would stop using the off-road regularly and park on the road. Surely this is not the intention of the measure?

**2. We object to adding :New Parking: Bays and converting Permit Holder Bays to Shared Use Bays. Doing :this to Highbury Road would attract Commuting and Shopping: traffic from both Wimbledon Town Centre and the Village which would otherwise not be in the area – turning a quiet residential road into a parking lot**

We feel strongly that additional bays are entirely unnecessary and create serious safety issues (including reduced visibility for crossing pedestrians as well as vehicles), whilst the conversion of existing bays would significantly inconvenience residents wishing to park in their own road and encourage non-residents to use the area as a car park- especially for Wimbledon town shopping and station. This is currently a residential street in designated conservation area, which would be irreparably harmed by these arrangements.

**3. We request that Highbury Road should be narrowed at its junction with Belvedere Ave in the same way as Alan Road in order to put the two roads on a comparable basis.**

In light of the Council's proposal to impose width restrictions at the junction of Belvedere Grove and Belvedere Avenue, and the existing width restrictions on Alan Road, we would request similar width restriction measures at the junction of Highbury Road and Belvedere Avenue on the grounds of safety and parity with Alan Road. Currently, traffic using this route speeds dangerously round this corner and is a threat to the many small children living in this road. In addition, we believe this would remove the need for at least one of the proposed speed cushions in the road at a saving to the Council.

On the basis of the above, we would be prepared to accept the imposition of a 20mph speed restriction and a trial period for the remaining speed cushion(s).

Kind regards,

**Confirm Number 22016488**

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

**From:** [REDACTED]

**Sent:** 07 March 2010 16:29

**To:** Waheed Alam

**Cc:** Stephen HAMMOND

**Subject:** Wimbkedon Area Traffic Study-Statutory Consultation

Dear Sir,

We are grateful, yet again, to participate in another consultation exercise. At a New Bera meeting on Friday 5th March attended by our local M.P. and three Village Ward Councillors some scepticism was voiced about the deluge of consultations over the last five years; their number acknowledges the enormity of the problem but the views of the residents most affected by the root difficulty of non-local traffic "rat running" through local access roads (as defined by the Council) have been consistently disregarded. Hardly "Merton Council Putting You First"!

Suddenly a Damascene conversion! Do impending elections concentrate the mind? The Councillors suggested, or so it certainly seemed in a somewhat confused exchange of claims, denials and counter claims, that a direction of traffic right and left off the Ridgway with corresponding signage for traffic entering the area from the other end was a viable proposal which could be introduced on an experimental basis. Intriguingly this appears to coincide with the views of Stephen Hammond when he was a Councillor. The proposal was immediately and, it seemed, unanimously supported by the sixty or so people present at the meeting.

We are delighted that the outcome of the formal consultation will be reported to the Ward Councillors and that they in turn will give their advice to Councillor William Brierly which must surely incorporate their proposal. We also note from your document that "your (our) reasons are very important to us (the Council)": by this we believe we are entitled to assume that appropriate weighting will be given to the areas from which the responses come.

Our comments on the specified proposals under the codes in your document are given below, although the use of such coding raises the fear that responses may be treated without differentiation for the addresses from which they emanate;

**ES/SGE/WATS/PA** we oppose the proposal to convert existing Resident Permit and Permit Holder Parking Bays in the Belvederes Alan, Highbury and Clement Roads to Pay and Displayed Shared Use Bays which reneges on the Council's commitment in its Consultation

Document of 7th July 1998. We do not believe this will have any significant effect on the volume of rat running;

**ES/SGE/WATS/TC** although we have no strong objections to the removal of the mini-roundabouts at the junctions of Alan and St. Mary's Road we do not believe that the introduction of a speed table in Church Road or the "raised entry treatments" in Belvedere Drive or Belvedere Ave would reduce volumes of traffic as clearly shown by past experience of such "raised entry" treatments. We particularly disagree with the introduction of the tarmac speed cushions in Belvedere Grove, importantly because of their adverse effect of noise and air pollution but also because of the introduction of

such speed cushions has notoriously failed to reduced rat-running traffic in other areas;

**ES/SGE/WATS/LB** we support this proposal but trust it will be tightly policed;

**ES/SGE/WATS/20** we support this proposal but, as with the proposal immediately above, trust the Council will ensure that the restrictions are strictly enforced;

**ES/SGE/WATS/WL** again we applaud this measure but ask that the Council will ensure its enforcement.

**Confirm Number 22016487**

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

**From:** [REDACTED]  
**Sent:** 11 March 2010 23:52  
**To:** Waheed Alam  
**Subject:** Wimbledon Traffic Consultation Response

Dear Mr Alam

Please find enclosed a letter responding to the proposed traffic changes

Would you confirm receipt and also indicate that you will accept letters by email

regards

**ATTACHED LETTER**

Dear Sir,

**Response to Statutory Consultation, Wimbledon Area Traffic Survey**

**General**

Despite the fact that the Wimbledon Area Traffic Study was set up to produce a solution to remove the huge volumes of rat running traffic using the Belvedere Roads, the measures which are proposed in this consultation document fall far short of the absolute minimum which would be required to resolve the situation.

Merton Council knows that over two million vehicles use Belvedere Grove every year, and that a very high percentage of these volumes comprise through traffic which has no origin or destination in the North Wimbledon Area.

Despite this, in comparison with its past practices over a long period of time, the Council continues to act in an extremely prejudiced and extremely discriminatory way against the residents of the Belvedere Roads, both in terms in the measures necessary to remove the rat running traffic from the Belvedere Roads and the streets which should be consulted about such measures.

I want the Council immediately to produce a plan, which can be introduced on a temporary basis, which will stop the rat running traffic in the Belvedere Roads. It may well need to include closures and or banned turns, similarly to measures which have



been introduced all over the London Borough of Merton, and which there are no plans to remove.

**ES/SGE/WATS/PA**

**Option 8 – No 4**

I do not agree with the proposal to convert existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use bays.

This proposal directly contravenes the commitment made by the Council in its consultation document dated 7 July 1998 on the introduction of the CPZ to our area, the key points made by the Council included ‘ We intend that residents can normally park within 50m of their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level’. There are always Pay and Display bays available in Belvedere Avenue and St Mary’s Road for visitors to the Village.

The conversion of residents bays to pay and display will not reduce the volume of rat running traffic using the Belvedere Roads. Most of the shops and restaurants in the Village are not open until after 10am and this is reflected in the current use of the pay and display bays.

**Option 8 – No 5**

I do not agree with the proposal to provide additional parking (Shared Use) bays in the above roads. As noted above, there is already always unused Pay and Display bays. The introduction of these additional bays will not inhibit the use of the Belvedere Roads by rat running traffic

**ES/SGE/WATS/TC**

**Option 8 – No 2**

I do not agree with the proposal to introduce a speed table in Church Road in the absence of appropriate measures to remove the rat running traffic from the Belvedere Roads. Impediments to traffic in Church Road will encourage traffic to continue to use the local access roads which comprise the Belvedere Roads. Any required traffic calming measures in Church Road should only be implemented after the introduction of a comprehensive and effective scheme to remove the huge volumes of rat running traffic which use the Belvedere Roads.

**Option 8 – No 3**

I do not agree with the introduction of tarmac speed cushions in Belvedere Grove. As widely demonstrated where such cushions are already in place, these will do nothing to discourage rat running traffic but will significantly increase noise and air pollution. The Council should immediately introduce on a temporary basis a range of measures in the Belvedere Roads, in line with others which have been implemented throughout the rest of the Borough, which are effective in removing the huge volumes of rat running traffic from the Belvedere Roads.

**Option 8 – No 6**

I do not agree with the proposal for a ‘raised entry treatment’ in Belvedere Drive at its junction with Wimbledon Hill Road. It will not moderate either the speed or the volumes of traffic using Belvedere Drive This has already been demonstrated by the

range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years. .

**Option 8 – No 7**

I do not agree with the proposal for a 'raised entry treatment' in Belvedere Avenue at its junction with Church Road. It will not moderate either the speed or the volumes of traffic using Belvedere Avenue. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years. .

**New Proposals Added to Option 8 – no 1**

While the removal of the two existing mini-roundabouts at the junctions of Alan Road and St Mary's Road, might have some limited effect on traffic volumes using the Belvedere Roads, this measure, together with others included in this consultation document falls far short of what is required to address the problem of the huge volumes of rat running traffic in the Belvedere Roads.. The funding should be being spent on measures which will effectively address the problem.

**Ref ES/SGE/WATS/LB****Option 8 – No 8**

I support any measures which will ensure compliance with the existing 7.5 tonne Lorry Ban. However, while neither the Council nor the Police will give any undertakings on how this ban will be effectively policed, added signage is likely to have very little effect.

**Future Proposals to be investigated – replacement of existing roundabout at junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with Traffic signals**

Measures such as this simply formalize a rat-run, which will attract further traffic to it. I completely disagree with this proposal which effectively formalises Belvedere Grove as a local distributor road. If traffic lights are to be introduced, they should be installed at the junction of Church Road and the High Street, if required AFTER appropriate measures have been introduced to remove the huge volumes of rat running traffic using the Belvedere Roads.

Yours faithfully

**Confirm Number 22016485**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 23:32

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chelley

**Subject:** Response to Consultation Document issued on 18 February 2010

Dear Sir

I write in response to the above Consultation. I do not support the introduction of road humps in Belvedere Grove, nor the shared parking within the VoN area, nor the removal of the mini-roundabouts at the junction of Alan Road and St Mary's Road. These measures will not reduce the huge rat-running in the Belvederes even with the complete package under consideration in this Consultation.

Yours faithfully

**Confirm Number 22016483**

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

**From:** [REDACTED]  
**Sent:** 07 March 2010 10:45  
**To:** Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew  
**Subject:** Ref: ES/SGE/WATS/IPA

We wish to object to the proposed conversion of residents parking bays to shared use bays as this is against what the Council stated when they introduced the scheme in 1998. It will mean that fewer bays are available to the actual residents resulting in us being forced to park a much further distance from our house. When the scheme was originally introduced it was stated that residents would be able to park within 50 metres of the property. It would appear that the council is now proposing to alter the rules to suit visitors rather than residents. We are now being forced to pay higher charges for permits year by year.

Please acknowledge receipt.

**Confirm Number 22016482**

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

**From:** [REDACTED]  
**Sent:** 07 March 2010 10:48  
**To:** [REDACTED] Waheed Alam  
**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Samantha George; Councillor Richard Chellew  
**Subject:** RE: Ref: ES/SGE/WATS/TC

We wish to object to the proposed speed cushions in Belvedere Grove as it will not discourage rat running but will increase noise and air pollution to the residents of Belvedere Grove.

Please acknowledge receipt.

**Confirm Number 22016211**

Reference ES/SGE/WATS/20

Dear Sirs,

I support the proposal to introduce a maximum speed limit of 20 mph. However, in the case of Home Park Road this will only ever work if effective speed calming measures are installed as well.

The first two hundred yards entering Home Park Road from Arthur Road is sloping downhill which inevitable leads to increased speed, currently often exceeding 40 -50 mph.

Yours sincerely

**Confirm Number 22016239**

Thank you for sending us the detailed Wimbledon Area Traffic Study.

I live [REDACTED] on Home Park Road and with my children at school at King's College (Clifton Road) and the Rowans (Drax Avenue), I drive through the Belvederes everyday as part of my school run. I am one of the people whose behaviour you are trying to change with this consultation and I fully understand the concerns of the residents in the Belvederes (many of whom are my friends) with regards to the traffic in their streets.

**Re: ES/SGE/WATS/TC**

As I understand it the aim is to decrease traffic in the Belvederes. I also understand Church Road to be designated as more of a "main" road than Belvedere Grove and Belvedere Avenue. I do not therefore understand why you are also putting traffic calming measures (raised speed tables) on Church Road between St Mary's Road and the High St as well as on the roundabouts at the entrances to this stretch of road. Surely the aim should be to encourage people to take Church Rd rather than Belvedere Grove and calming Church Road will lessen the differentiation between the two roads.

I am also very concerned about the safety of the removal of the two mini roundabouts outside St Mary's Church / Alan Road / St Mary's Road. If these are to be removed, could you not put a zebra crossing there rather than simply traffic islands? The children from the nursery as well as church goers are always crossing the road there and with cars just continuing straight on Arthur Rd without needing to slow down for the roundabouts, despite the new 20mph limit there are likely to be accidents involving pedestrians there.

**Re: Future Consultation on Traffic Lights at intersection of Ridgway / Belvedere Grove / Wimbledon Hill Road**

Putting lights there to discourage traffic entering the Belvederes will only cause increased traffic on Wimbledon Hill Rd, the Ridgway and the High St.

The largest problem in this area is outside the Tesco metro with the combination of a loading bay and a bus stop. The Tesco lorries are regularly there throughout the day, but more specifically there are always lorries between 8 and 9 in the morning when traffic is highest during the school run. As I understand it, these are consistent violations of their loading/delivery regulations. There are often two lorries simultaneously parked forcing one to block the bus stop. Additionally there are often cars parked in the loading bay, again forcing the lorries to block the bus stop. When a bus arrives it needs to stop very close to the roundabout which blocks traffic in all directions as it is impossible to get around the bus due to the traffic island on the Ridgway.

Can this area please be more heavily monitored for parking violations in the loading bay or fines increased on Tesco to discourage their delivery practices.

Thank you for your consideration. Additionally, in future, can comments such as these please be able to be sent by email rather than letter.

Best regards,

**Confirm Number 22016200**

ES/SGE/WATS/TC

Dear Sirs,

Wimbledon Area Traffic Study

Thank you for your booklet & drawings outlining the scope of the above study.

The 20mph speed limit area seems to be a good idea, but within all 20mph areas we believe all speed humps, traffic calming devices etc should be removed. This should be helpful to ambulances, fire engines etc and would avoid the slowing down and braking before the hump and speeding up after. This way of driving increases noise and emissions. If there were no calming devices, one could drive at a steady 20mph and do less damage to car springs, inside of tyres etc.

In summary please remove all humps and traffic calming devices in all 20 mph areas.

Thanks

Yours Sincerely

**Confirm Number 22016215**

Dear Waheed Alam

**Wimbledon area static traffic consultation**

I am responding to the recent consultation following the Wimbledon area traffic study, for which thanks.

I welcome the expansion of the 20 mph speed restriction and the night time restriction on HGV vehicles, refs **es/sge/wats/20** and **es/sge/wats/lb**.

Regarding **ES/SGE/ASTS/TC** the I hope the speed tables can be dispensed with. Evidence suggests that they have no additional effect if there is already a 20mph speed limit, and that it is more effective to remind people of the speed limit (with plenty of signs, including possibly an flashing light reminder). Speed bumps and cushions add to the danger for cyclists and are bad for cars; I was also shocked recently at how awkward it made it to travel with an injured person in the car.

Further, they are expensive and disruptive to put in. The money could be better spent on core maintenance of many roads in the area. If there is doubt, the money should not be spent on this kind of thing.

Buildouts generally also add danger for cyclists, unless a well-designed cycle lane is added, along the kerb. This would pose a particular problem in Burghley road, for example, given the steep gradient. If you insist on road narrowings with posts, please ensure that there are well-designed cycle lanes. This might be achieved by having a single post, and making sure priority is given to traffic going uphill, but in general it is not clear that they add anything to the 20 mph speed limits.

I wonder whether any thought has been given to adding a contra-flow Cycle lane in Courthope road? This would improve safety for cyclists who otherwise have to negotiate the High Street or St Mary's road where bikes are often squeezed between

motor vehicle sand the narrow kerb. Improved cycle parking around the village would be very desirable too, including near Sta Mary's Church and the High Stree shops. Perhaps some of the kerb space on St Mary's road and on Belvedere gGrove could be used for this purpose?

Overall it is essential both for road safety and to encourage more sustainable transport systems, that priority is given to pedestrians and to cyclists, and to making it safe and comfortable for passenger vehicles travelling at low speeds, including if they have fragile or elderly passengers who find bumps painful. This would be to the benefit of local residents too.

Yours sincerely,

**Confirm Number 22016212**

To Whom It May Concern:

**RE: Wimbledon Area Traffic Study. Reference ES/SGE/WATS/TC.**

I am writing in response to your Wimbledon Area Traffic Study.

I would like to make known my disappointment at the lack of cycling infrastructure included in this proposal. This clearly goes against your stated aim of promoting cycling. This traffic management proposal was the perfect opportunity to include various cycling measure that would make cycling in Wimbledon much safer. But instead, all you have appeared to succeed in doing is created more barriers for cyclists.

I object to the traffic calming measures (Reference ES/SGE/WATS/TC) you are proposing on St Mary's Rd and Burghley Rd. They are a huge deterrent to cyclists. In particular I have objections with:

- brining the kerb-line further in and placing bollards on St Mary's Rd/Arthur Rd junction
- the three proposed build-outs on Burghley Rd

These traffic measurements do nothing other than funnel cars and cyclists into a small space, putting the safety of cyclist at huge risk. I also can not understand how they actually improve traffic flow or reduce speeds.

I also object with the all the speed cushions you are proposing to install. As a highly experience cyclist, I know the dangers present when riding on the roads and one of my biggest issues is with driver behaviour around speed cushions. Vehicles tend to divert around the actual cushions (i.e. by keeping their wheels either side of the cushion). But this tends to force the cars either into the middle of the road or the far side of the road.

Therefore a cyclist approaching a set of speed cushions with a car approaching from in front can find the car swerving into their path. And when a car is approaching from behind (and so obviously out of sight to the cyclist), they can swerve within inches, and thus forcing the cyclist off the road.

I have three young children who have the opportunity to ride to school. Not only would this improve their health, but it would take another car off the road during one of the busiest periods of the day. But I will refuse to allow them to travel such way until cycling is safe in this borough.

I propose the following;

- Cycling lanes through the centre of the build-outs that allow cyclists to travel safely without being pushed into a small space and forced to fight for space with large vehicles.
- The removal of all speed cushions and either replace them with full-width speed humps or strategically placed speed cameras.
- Cycling lanes placed on minor roads near the schools (for example, Ridgway and surrounding roads).

Regards,



**Confirm Number 22016480**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 17:03  
**To:** Waheed Alam  
**Subject:** Fwd: Ref ES/SGE/WATS/PA

**ATTACHMENT**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 15:01  
**To:** waheed/alam@merton.gov.uk  
**Subject:** Ref ES/SGE/WATS/PA

Dear Mr Waheed Alam

May I make a brief comment on the proposed changes to parking and traffic control in the Village

1. Shared Parking bays in Lancaster Road will cause great difficulties to residents who depend on their resident only parking bays
2. Speed cushions are not very effective in controlling speed particularly for commercial vehicles. Would not very clear and conspicuous Speed Restriction notices be better.

Yours sincerely

**Confirm Number 22016199**

**Dear Sirs,**

1. With reference to ES/SGE/WATS/PA I strongly object to all of these proposals. I have several reasons for my objection. In the current economic climate this is a waste of council tax payer's money. There is nothing wrong with the existing parking arrangements. There is already too much disruption in this village caused by CHANGE. You should leave well alone. I particularly object to your proposal to interfere with my enjoyment of my home in Lancaster Road. We already have enough traffic in this road. My children play quite safely in this road. Your stupid ideas would only encourage yet more traffic and expose them to danger. Leave us alone.

2. With reference to ES/SGE/WATS/TC I strongly object to yet more of these stupid speed tables which have already been show to be dangerous. Your proposals will turn this village into a crazy golf course of traps, tables, bumps and God knows what. Driving in this area is already like driving through an obstacle course. But this is also a tremendous waste of money. My money. You should spend the money on something we need. We certainly do not need this.

3. With reference to ES/SGE/ WATS/LB. Lately Lancaster Road has been blighted by several huge lorries, much larger than 7.5 tonnes. The ban on heavy lorries should be extended to cover the whole village. I object to these proposals. I would like to see this ban extended.

4. With reference to ES/SGE/WATS/20 I strongly object to these proposals. Thirty is a sensible speed in the village. A lower speed limit will merely make it easier for bloody-minded police to penalize law-abiding citizens. It is my opinion that the lunatics who churn out these proposals will not be happy until we are all driving at 10 mph. In horse drawn carriages. When will you people learn? If it isn't broke, don't fix it. If the council votes this through I for one will never vote again.

5. With reference to ES/SGE/WATS/WL, I strongly object to these proposals. Your foolish idea to introduce loading restrictions in Church Road will drive these lorries into Lancaster Road where there are no such restrictions. There are occasions when there are several lorries parked here illegally delivering beer to public houses in the village, or huge piles of floor tiles to Fired Earth.

In conclusion, you have wasted time and money carrying out a traffic study that was not needed, and is hugely wasteful. Instead of frittering away money on these cloddish proposals the council should be working out ways of CUTTING expenditure. However, even as I write this letter I am almost certain that as usual, you will ignore those people who actually PAY for services in this village in the interest of placating those who have a vested interest in spending other people's money, such as Mister Waheed Alam. Instead of paying scheme engineers good money to carry out this study might I recommend that you reduce the council tax. We need Waheed Alam and his ideas like we need a war in Afghanistan. Moreover, your consultation document seems to me to be deliberately obfuscatory and, in the event of your riding roughshod over the feelings of those people who live in this village, your decision to initiate said proposals may indeed be ultra vires. This village needs no regeneration. It needs protection from town hall hooligans.

yours sincerely,

**Confirm Number 22016233**

Dear Sir/Madam, RE: ES/SGE/WATS/PA. Drawing no Z36-24-09

We are writing to state our objections, once again as we did in August when the first proposals came in, with no apparent effect, to the proposal now made in the statutory consultation of 18<sup>th</sup> February, 2010, to change the parking regulations in Lancaster Road, from residents parking to shared use of pay and display.

As we said before, we have terrible trouble parking our car in front of our house, which we think is something we have paid for and not an unreasonable request. On many days, if we take the car out to take one of our children to her school which sadly is not in walking distance or on a bus route, we find that the parking bays outside our house are taken for the whole day and we have to park a long way from the house, often with shopping etc to carry in. There are not enough bays even for the residents in the road, so to propose changing this to pay and display fills all of us with horror. Apart from the obvious benefit to the council of getting more money, as we have of course already paid for our resident permits, even if we can't actually park in the road, what benefit would this bring to the residents of the road? On Sundays, the situation is horrific with cars parked all the way down on our road and on yellow lines too. If you would like some photos of this, we would be happy to supply you with them.

We have already said that our drive with its iron gates is very tight to park our estate car and we like the charming period aspect of the house which would be ruined if we had to tarmac across our front garden, just to allow us to park in front of our house. Again what benefit is this to the council if all the period houses in the village had to resort to doing this and lose the period look of the village?

We understand that in some roads around the common the use of shared bays has been changed back to residents only eg off the Ridgway, most of Lauriston and Murray road parking bays are residents only and barely any meters for pay and display, so why are Lancaster and the other key roads in the village being singled out for this change? If parking is such an issue in the village, why don't you consider more radical ideas, like underground parking or more charged parking bays around the actual common rather than exacerbating the problems of the actual residents in the village?

We trust that this time our objections will have an effect and look forward to hearing from you. We are copying in our local MP Stephen Hammond as well on this correspondence.

Yours sincerely,

**Confirm Number 22016246**

Dear Sirs,

**Objection to Proposed Parking Changes ref ES/SGE/WATS/PA**

I am writing to object strongly to the proposed changes to parking restrictions in Lancaster Road which will permit non residents to use the parking bays on a Pay & Display basis.

My reasons are as follows:

- The residents of Lancaster Road already have a relatively small residents' parking zone (VOn) within which they are permitted to park, and most of this zone is some distance from Lancaster Road itself. If non-residents are permitted to park in Lancaster Road it will become much more difficult for residents to park near their properties. At various times there is already a shortage of Residents Parking in Lancaster Road, with several residents forced to park some distance from their properties.
- The proposed change of use will also most likely have the effect of considerably increasing traffic levels in the road due to: a) non residents seeking parking, and b) residents themselves driving back and forth looking for parking (as opposed to the present situation where non residents do not use the street much and residents don't have to drive around much looking for a space because they can usually easily find one). Such an increase in traffic volume in the road would fundamentally alter the character of the road, and most detrimentally. It is currently a very child and neighbour-friendly street, greatly enhanced by the low traffic volumes. With an increase in traffic levels, and with much of this traffic being non local, it will become more dangerous for children and less neighbourly. Changes to traffic flow, especially increasing traffic volumes, always have a serious impact on the quality of life of those who live / work / walk / cycle / stop to chat in the affected streets, and the proposed changes fall into this category.
- I have not seen any justification or arguments as to why non residents should be permitted to park in Lancaster Road. Why is this change being proposed at all; what are the motives behind such a change; who expects to benefit and why; who has asked for these changes and why?

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Whilst writing I also wish to object strongly to the potential introduction of traffic lights to replace the existing roundabout at the junction of Ridgway, Wimbledon Hill Road, Belvedere Road, and High Street.

The reason quoted for investigating such a change is to reduce the volume of traffic entering Belvedere Grove. However, why would the introduction of traffic lights have any effect on how many vehicles choose to drive down Belvedere Grove? And in any case, why should Belvedere Grove need to reduce the current levels of traffic using the road? Could it be that the residents of Belvedere Grove intuitively understand my objections cited above, and are seeking to improve their quality of life in their street? Such a combination of these two changes would suggest that the Council is quite happy to reduce the quality of life of residents in Lancaster Road but favour those who live in Belvedere Grove. I'm left wondering whether some of the Councillors happen to live in Belvedere Grove?

What the introduction of traffic lights would most certainly bring about are increased traffic queues along each and every approach road to the proposed new traffic lights

(it has been very clearly shown that roundabouts enable traffic to flow more freely than traffic lights ever can). The High Street in particular could expect to become very clogged up with vehicles, all stationary and pumping out unhealthy fumes into the air. Many drivers will become frustrated and, in their eagerness to clear the lights as soon as possible, they will probably a) try to accelerate at unsafe speeds so as to get through the lights, b) drive through amber and red lights in their efforts to avoid having to wait through another complete cycle of changes. This will lead to more accidents at the junction and, thus, even more delays.

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And finally, in a time of cash shortages, impending budget cuts, and a general need to 'tighten belts' why is the Council even considering spending money on any changes to traffic and road schemes, other than those which could be deemed absolutely essential on safety or other grounds? Surely the Council should be concentrating on how to preserve its service levels over the next few years, with diminishing funds, rather than spending on anything new.

Yours faithfully,

**22016255**

Dear Sirs,

**Re: WATM Parking Proposals Ref: ES/SGE/WATS/PA: OBJECTION**

I am writing to record my objection to the addition of P&D Shared Use parking bays opposite my drive at [REDACTED] Lancaster Road, SW19 5DD.

Reasons for my objection are:

- Reversing out of our drive is extremely difficult when cars are parked opposite. We know this because the parking is unrestricted on Sundays and the road is filled with cars. The road is rendered much narrower with a single track passable by one car in the middle of the road. We already have bays on our side of the road adjacent to our drive which restrict our angle of entry and exit.
- The proposed additional four bays opposite our drive return us to the bad old days before residents parking when cars were parked opposite our drive due to lack of restrictions. When residents parking was introduced, bays were not placed opposite us to facilitate access.
- Our drives do not allow us to turn our cars inside the gates so either entry to the drive or exit must be done in reverse. Risk of damage to nearby vehicles is significant.
- Access is easier when parking is only permitted on one side of the road.
- If we cannot park in our drive safely we might park in the road, removing benefit of more spaces.
- The road looks ugly when it is packed with cars on both sides. Not consistent with a "Conservation Area".

Yours sincerely,

**Confirm Number 22016267**

Dear Sir/Madam

**Re: Wimbledon area traffic study and consultation**

We wish to object to the proposal to increase the volume of parking in the streets surrounding Wimbledon Village. We object for the following reasons: .

- increasing the number of parked cars in the streets will result in roads lined with parked cars. Lancaster Road already suffers with large numbers of cars using it as a cut through. Restricting the width of the road with lines of parked cars is hazardous for pedestrian road users. There are no traffic calming measures proposed for Lancaster Road and therefore no proposals for reducing the speed of through traffic
- as residents, we already pay a considerable sum for our parking rights. As the council has issued a large number of business parking permits, parking in Lancaster Road is already difficult and it can be difficult to find a space. Lancaster Road leads straight into Wimbledon Village. If you introduce shared use parking bays, it will be impossible for residents to park close to their homes. We therefore strongly object to your proposal to introduce shared usage bays in Lancaster Road.
- the proposal undermines the character of the Village. Your analysis, no doubt, included a review of parking on Sundays. On these days, unrestricted parking means that Lancaster Road, and others, are completely full of cars. Why is the number of parking bays being increased? Why are existing bays being converted to shared usage? You will appreciate, the 10 of the 12 measures proposed under Option 8 as outlined in your consultation documents cover various traffic calming measures. Why then are points 4 and 5 included in the proposed measures? What objective are these measures attempting to address? We can only believe that it is yet another attempt to generate revenues at residents' expense.
- furthermore we object to your proposal to put a parking bay on the corner of St Mary's Road and Highbury Road. There is a blind spot there and, as local police have already identified, a parking bay would represent a hazard.

Yours faithfully

**Confirm Number 22016268**

Dear Sir/ Madam, Re : ES/SGE/WATS/P A. Drawing No Z36-24-09

We are writing to object in the strongest possible terms to the above proposal to change the parking in Lancaster Rd.

I think that there are a number of clear reasons why such changes are utterly detrimental to the residents of Lancaster Rd. We have lived here for many years. One of the great attractions of the location to us has always been that it is a quiet, peaceful

and attractive road. In recent years however there has already been a noticeable increase in traffic through the road with associated rubbish etc.

With regard to parking, we already pay over and above our council tax for parking permits. However as there has been a continual increase in the number of these being granted to local businesses, it is already a rare event that allows us to find a space in the road to park anyway. The idea that these will now become shared use can only exacerbate that issue further.

In addition the suggestion to increase the number of bays will cause further problems for driving and manoeuvring in the road. On a Sunday when the road becomes chocked full of parked cars, we are regularly unable to actually get into our own drive, due to the number of cars parked in the vicinity. Having looked at your plans in detail, with the new bays you are suggesting, this will become a regular occurrence.

Finally I would point out that it seems to me that what is happening here is that you are simply shifting an ongoing problem around the village. I believe that in some roads around the village such as Lauriston and Murray Road, previously shared bays have been returned to residents only. So, if this type of parking has not worked in those roads, why have you now simply moved the problem on to Lancaster Road? Surely it is time to take a more radical solution to the issue of parking in the village, rather than just moving the problem around.

I trust that you will listen to these objections. While I am all in favour of progress there are practical reasons, as opposed to simply aesthetic ones why this proposal is a step in the wrong direction. We are copying in Stephen Hammond on this correspondence- after all he is our MP and while we vote for him, we do not expect him to support this.

Yours faithfully

**Confirm Number 22016479**

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

**From:** [REDACTED]  
**Sent:** 10 March 2010 09:30  
**To:** Waheed Alam  
**Subject:** Wimbledon Area Traffic Study:ES/SGE/WATS/PA

Dear Mr Alam,

I am concerned by the impact on residents of Option 8.4. Converting all existing Resident Permit and Permit Holder parking bays to Pay and Display Shared Use bays will make life very difficult for residents of Lancaster Road. Its close proximity to the village shopping and business area will result in large numbers of non-residents using the bays: the existing Pay and Display bays in Lancaster Road are always full. Many houses have limited or no off-street parking and rely on the resident bays. This is particularly true for families with several children, including adult children who still live at home and have their own car. More generally and from an environmental point of view, I believe that LBM should be encouraging visitors to Wimbledon to use public transport rather than making it easier for them to bring their cars here.

Yours sincerely,

**Confirm Number 22016478**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 06:24  
**To:** Waheed Alam  
**Cc:** [REDACTED]  
**Subject:** FW: Wimbledon Area Traffic Study:ES/SGE/WATS/PA

Dear Mr Alam,

I would like to object to the proposals to increase the volume of parking in the streets surrounding Wimbledon Village and in particular to Option 8.4

Converting all existing Resident Permit and Permit Holder parking bays to Pay and Display Shared Use bays will make life very difficult for residents of Lancaster Road. Its close proximity to the village shopping and business area will result in large numbers of non-residents using the bays: the existing Pay and Display bays in Lancaster Road are always full.

Many houses have limited or no off-street parking and rely on the resident bays. This is particularly true for families with several children, including adult children who still live at home and have their own car.

The proposal discriminates against residents and large families in the area, by specifically denying them the ability to park outside their houses. They are contrary to common practice in most other parts of London, where bays designated for "resident only parking" is a long established tradition/right.

More generally and from an environmental point of view, I believe that LBM should be encouraging visitors to Wimbledon to use public transport rather than making it easier for them to bring their cars here.

Yours sincerely,

**Confirm Number 22016477**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 13:57  
**To:** Waheed Alam  
**Subject:** Representation against proposals for shared use parking bays on Lancaster Road

Ref: ES/SGE/WATS/PA

Dear Mr. Alam:

Attached please find our representation against the above proposed changes to parking in Lancaster Road SW19.

Many thanks,

**ATTACHED LETTER**



Re: Your reference ES/SGE/WATS/PA

Dear Mr Alam:

As residents of Lancaster Road we do not agree with the proposal to convert all parking bays to shared use and to create more parking bays in Lancaster Road for the following reasons:

1. Currently it is a struggle for residents to find parking on Lancaster Road in the existing parking bays. Many of us have limited or no parking on our properties. Particularly during the school year there is competition with business permit holders for the spaces close to our homes. When you have small children a space close to your house is essential. We pay a large sum to have residents' parking permits and shared use bays would discriminate against those who have paid a considerable amount to have residents' parking. And what about the guest permits that we have paid for? Those would become almost useless with the pay and display spaces being taken up by others.
2. An influx of cars into our road is a cause for concern because of the large number of families with young children and the existence of two care homes for the elderly in the area. The addition of pay and display parking bays would increase the number of cars using the road. Impatient drivers late for appointments in the village would turn the road into a cut through which would threaten the safety of the children. The elderly residents of the two care homes on the road use their Zimmer frames to walk into the village to shop or have coffee. They have to cross Lancaster Road to get to the village and are moving at a very slow pace which makes them easy targets for cars. The most dangerous point on Lancaster Road is where it bears left (a right turn brings cars into Lancaster Gardens). It is here that cars travelling from Church Road turn very quickly into the road which is a blind spot and an accident waiting to happen. An increase in traffic will increase that risk of an accident.
3. Late night noise and nuisance would increase with shared use parking and additional parking. Currently there is a problem on the road with patrons of Village bars and pubs parking on the single yellow lines and returning to their cars late at night when residents are already asleep. These bar and pub patrons return to their cars noisily, yelling and loudly banging car doors without any consideration for the residents who have young children sleeping and jobs to go to in the morning.
4. Currently the recycling lorry and rubbish disposal lorry park on a yellow line on Lancaster Road about half an hour before commencing collecting recycling and then rubbish. Should you turn that into additional parking there will be no place for the lorry to park and wait. It would be forced to park in the middle of the street thus holding up traffic on the road.
5. Additional parking on the road would also affect our ability to get in and out of our drives. This is clear on Sunday when the road is full of cars parking on the single yellow line. Negotiating the way in and out of our drives becomes extremely difficult when there are cars parked on either side of the entrance and across the street as well.

6. Lancaster Avenue is a private road where Lee house, a care home for elderly women, is located. The care home has regular food service deliveries by large trucks. These trucks have to carefully negotiate turning through automated gates in and out of Lancaster Avenue from Lancaster Road. Additional parking on Lancaster Road would limit the trucks' ability to turn safely into the road.
7. There are a number of Council-run homes for the elderly at the top of Lancaster Road on the Wimbledon High Street end. Many of the residents of these houses have hot meals delivered. The vans have to have a place to stop and park so that they can unload the hot meals and deliver them to the residents. Replacing the residents parking with shared use would mean that those spaces providing a safe place for the van to stop and deliver would no longer be guaranteed.

For all of these reasons we feel that replacing the current parking with pay and display shared use would create major problems for the residents of the road as well as for the services that should be able to access them without delay.

Many thanks for your consideration of our opinions.

Yours sincerely,

**Confirm Number 22016527**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 15:27  
**To:** Waheed Alam  
**Subject:** Dual use parking bays in Lancaster Road

Dear Sir,

I am concerned that the altering of residents bays in Lancaster Road/ Gardens, to enable more pay and display parking, will be detrimental to this residential area. During peak times, the residents bays are full (of residents!), and the nearby pay and display bays are also full.

Therefore, it follows that residents will not be able to park near their homes (and, as these are mostly family homes, there are frequently small children, or large grocery shops to unload). As the permits are very restricted in the area of use, there is a very strong chance that it will be impossible to park near one's home.

Also, it will lead to more people converting their front gardens to 'off street parking', this being far less attractive for the area, the environment, and restricts parking flexibility even more. Please leave the residents bays as they are.

Yours faithfully,

**Confirm Number 22016224**

Dear Sirs,

Ref: ES/SGE/WATS/PA

I am a little confused by the Parking Proposals form (Z36-24-09 WATM) relating to Lancaster Road. The key to proposals states that 'purple' means 'existing permit holder bay unaffected by proposals' yet the 'proposed sign' states that these spaces will now be 'permit holders OR pay at machine'. How is this 'unaffected'?

We live in Lancaster Gardens where the majority of spaces are for mixed use, making it constantly impossible to park. Not only are the spaces taken by village workers with permit holder badges who arrive at 8.30 a.m. but also by builders who are able to occupy the spaces for the majority of the day. Our one hope is a space in Lancaster Road.

Anyone caring to visit Lancaster Gardens over the past couple of years will realise it has become a continual building site and will be for the foreseeable future. Has anyone taken into account that whenever a house is knocked down another two or three replace it therefore placing even more cars on the street.

If the bays in Lancaster Road cannot remain for residents only perhaps the time limit could be lessened in Lancaster Gardens to give those of us who pay for our off-street parking a chance to actually use it. Better still, refrain from doing anything until the entire road has been rebuilt!!

Lastly, will you be resending a correct version of the parking changes stating the mistake to the original so that those who took the 'key' at face value will also have a chance to write in with their opinions or perhaps we could receive a refund on our residents parking permits if I make a note of all the times we are unable to park?!!

Yours faithfully

**Confirm Number 22016476**

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

**From:** [REDACTED]  
**Sent:** 11 March 2010 18:02  
**To:** Waheed Alam  
**Subject:** Wimbledon Area Traffic Study - consultation

Please see attached letter.

Many thanks

**ATTACHED LETTER**

To the Environment and Regeneration Department

**ES/SGE/WATS/20**

I would like to support the proposal to introduce a maximum speed of 20 mph in Wimbledon Village. I would like to see this speed enforced by the police.

Yours sincerely

**Confirm Number 22016238**

Dear Sir

**WIMBLEDON AREA TRAFFIC STUDY  
Z36-24-10-2 ST MARY'S RD/ARTHUR RD JUNCTION TABLE**

As a Leeward Gardens resident I frequently use the junction of St Mary's Road and Arthur Road. I have used this junction for many years and am aware of its unusual and challenging nature.

The current double mini roundabout arrangement actually works. In my view traffic flows well in a slow and in a relatively safe manner.

The proposed removal of the double mini roundabout configuration will in my view

1. Encourage increased vehicle speeds travelling along Arthur Road and St Mary's Road (Western Arm).
2. With these increased speeds, cars turning right out of Alan Road or St Mary's Road (South Easter Arm) into Arthur Road / St Mary's Road (Western Arm) will become much harder and with increased danger.
3. Blockages will occur when cars wish to turn right from Arthur Road / St Mary's (Western Arm) into either Alan Road or St Mary's Road (South Eastern Arm)

In conclusion I oppose the changes to this junction as I can not see it as an improvement. I believe that as a rates payer this is not giving good value. I would propose to leave the junction as is. I believe the money saved should either be better spent on other road maintenance works or saved given the current economic climate.

I look forward to being kept informed of the decisions made regarding this junction.

Thank you

Yours faithfully,

**Confirm Number 22016509**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 14:09

**To:** Waheed Alam

**Cc:** Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Richard Chellew; samatha.george@merton.gov.uk; Councillor Tariq Ahmad; Councillor Stephen Kerin; Councillor Oonagh Moulton; Councillor Jeremy Bruce; Councillor David Simpson; Councillor David Williams

**Subject:** 20 mph limit is OK; Bumps are not OK ES/SGE/WATS/20. ES/SGE/WATS/TC.

kind regards

**ATTACHMENT**

*For representations regarding the proposal to introduce a maximum speed limit of 20mph please quote reference **ES/SGE/WATS/20**.*

**I agree with this proposal. It is low cost. It is easily reversed if it proves to have a negative cost benefit.**

**From a cost benefit point of view, this should raise extra revenue in the short term until people start to obey the new law.**

*For representations regarding the proposal to implement vertical deflections (speed cushions, speed tables, raised entry treatment, junction table) in the carriageway, in any of the roads affected, please quote reference **ES/SGE/WATS/TC**.*

**I strongly disagree with all of these proposals. Reasons:**

- 1. Cost. This is discretionary expenditure. At this tough economic time, such costs should be not incurred, or at least deferred.**
- 2. Cost Benefit. I think the costs benefit equation is unproven. The incremental cost of vertical deflections over and above the 20mph is not explained. It must be many times the costs of just doing the 20mph signs.**
- 3. As a local resident who often walks or cycles in the village, I note however that the current 30mph speed limited is rarely policed. If it were, then the changes might not be necessary. This would save a lot of money and be cost positive for the state coffers.**
- 4. The pot holes slow down the traffic. Money would be better spent mending the potholes.**
- 5. Health and Safety. The bumps and in particularly the raised corners are going to cause some bicyclists to have accidents. I cycle to Wimbledon**

**Rail Station on most days, so am aware of this danger. Have you collected data on this issue?**

- 6. The shape of the bumps means that large “Chelsea Tanks” (Landrovers, Range Rovers etc) and big wheelbase expensive BMWs etc can go over the bumps at 40 to 50 mph quite easily, but small electric cars cannot. I recently drove through Drigg (in Cumbria) where the bump design allows small cars to proceed without having to slow down, but big cars are inconvenienced by the bumps.**
  
- 7. The cost of removal and upkeep of the bumps is not mentioned. This is a future liability and therefore an off balance sheet risk.**

**Confirm Number 22016207**

Reference: ES-SGE-WATS-20

Dear Mr. Alam,

Thank you for your recent letter regarding the improvements in Wimbledon Area traffic.

I have studied your material and I am overall in favour of your proposal which means that a large part of Wimbledon residential areas will have a speed limit of 20 mph as well as other improvements.

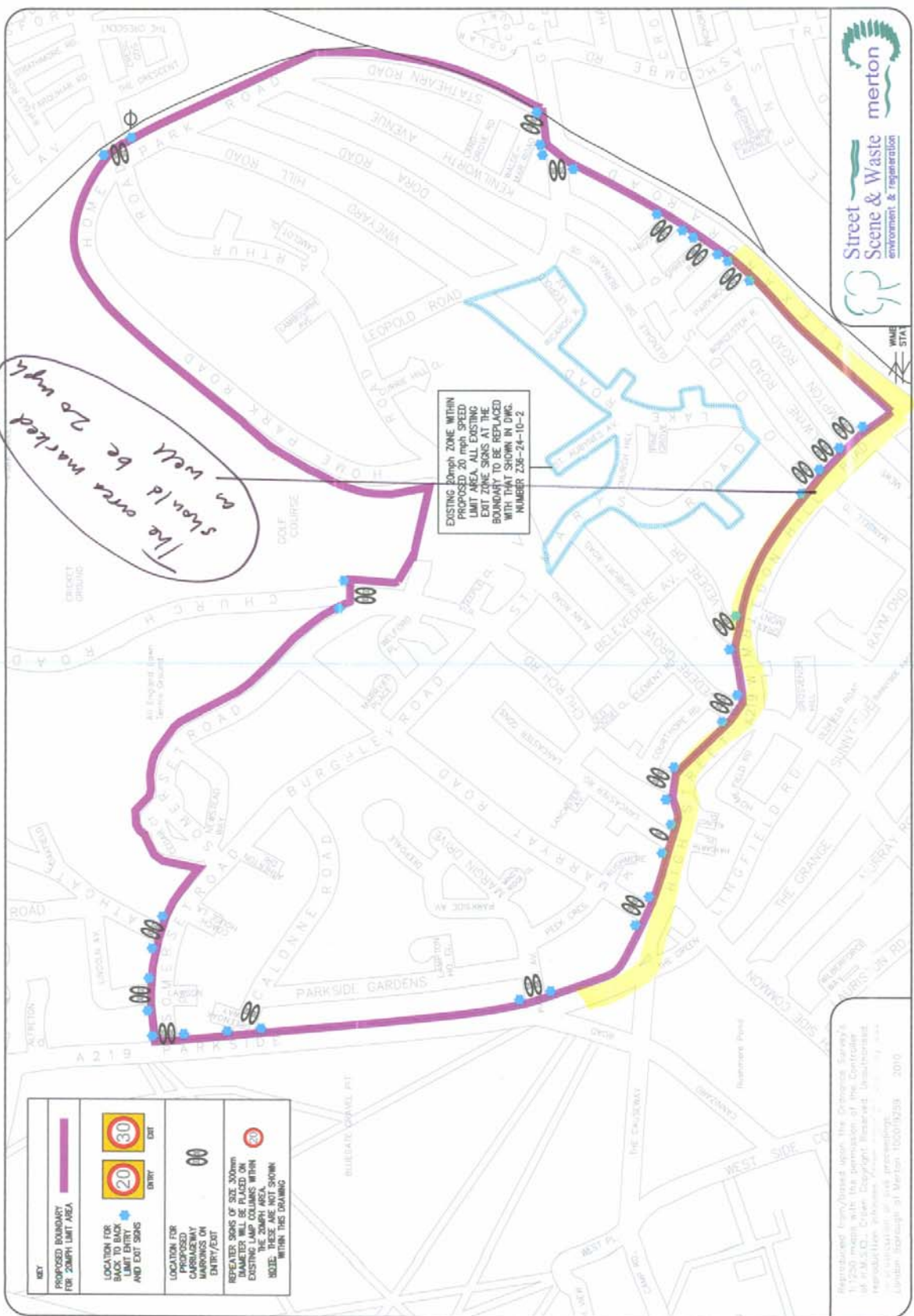
However, I have noticed that you will keep a 30 mph speed limit on Wimbledon High Street. I think this would be a mistake. Wimbledon is a quaint village with shops and restaurants and should have a 20 mph limit. This would be in line with the existing limit in Wimbledon itself which already has a 20 mph limit. Over the last five years living in Marryat Road I have constantly been astonished at the speeds cars travel through the village. During The Championships, this is even a bigger problem with more people in circulation. (We have had, among others, Wimbledon Champions staying at our house for this period and they cannot believe that there are not better speed controls in place).

Please, consider this proposal and take this great opportunity to implement a 20 mph in Wimbledon Village, when you are doing all the other changes. I have enclosed the map that you sent me and have indicated what I think should be the appropriate boundary

I look forward to hearing from you.

Yours sincerely,

**Attachment**





**Confirm Number 22016232****To Whom It May Concern****Statutory Consultation - Wimbledon Area Traffic Study –Ref EG/SGE/WATS**

Based on our review of the "Traffic Report" summarising the background and the views of our Village Ward Councillors, we believe this scheme is both a comprehensive and credible response to the Village area traffic issues; it clearly sets out the benefits of the scheme as an integrated solution for the whole area - it is not merely a collection of piecemeal proposals.

We therefore wholeheartedly support this scheme and urge the Council to endorse it, rejecting objections in this regard. We look forward to a positive outcome!

Yours faithfully,

**Confirm Number 22016291**

Dear Sirs,

**Wimbledon Area Traffic Study: Reference ES/SGE/WATS/TC**

We refer to the proposals referred to in your Statutory Consultation booklet dated 18 February, 2010, and we would like to make the following representations in relation to the traffic calming proposals for Marryat Road.

The Statutory Consultation booklet was attached to the Village Ward Newsletter of March 2010, which stated on page 4 that:

"there is no doubt that current calming measures have several drawbacks but they do represent the current 'standard practice' in this situation. In the near future more creative methods are likely to be available to us and we shall continue to seek more appropriate measures."

We do not believe that there is any need for speed tables in Marryat Road between Burghley Road junction and the High Street and would strongly urge you not to install them at this stage. If it transpires that there is such a need in the future, they could be brought in then, and that may enable you to bring in whatever may be the more appropriate measures that may be available in the near future.

Our reasons are as follows:

1 Marryat Road specific:

- (a) There is no evidence that traffic calming measures are necessary in Marryat Road. Indeed, there were no such proposals in the original scheme. As is stated on page 5 of the Statutory Consultation booklet these new proposals are a result of requests made at the public meeting and were clearly not supported by any of the research carried out

previously. It is unlikely, therefore, that the requests represent a majority view or have been properly considered by the majority of Marryat Road residents.

- (b) The proposed speed table outside Number 14 Marryat Road is by the corner with Peek Crescent. The Study School is in Peek Crescent and, at the beginning and end of the school day, parents park their cars around this area as they drop, go to collect or wait to pick up, their children. The congestion will be made worse by the addition of a speed table and we believe will likely increase the possibility of accidents. Drivers trying to negotiate a speed table are likely to be paying less attention to young children running around.
- (c) There seems no need for a table at the Southern end of Marryat Road, at the junction with the High Street, since traffic here is always stopped or almost at a standstill as it enters or leaves the High Street.
- (d) We suspect that the requests for speed tables come from residents at the more northern end of Marryat Road, as the road slopes down towards the Burghley Road junction and that you have proposed the speed ramps outside number 14 and at the junction with the High Street, simply to prepare drivers travelling north for the speed ramps to come. We do not believe, and suspect that your initial research supported this view, that these are necessary and would strongly urge you not to proceed with these new proposals. Between number 14 and the table proposed for outside number 34 there will be quite enough distance for drivers to increase speed if that is the concern, and the real concern is likely only to be after number 32 where there is then a sudden slope downwards. The tables outside number 14 and at the junction with the High Street will not alleviate speeding at the part of Marryat Road approaching the Burghley Road junction.

## 2 General:

- (a) Speed ramps do not necessarily slow speed. Indeed, it has been proven that negotiating a ramp can be easier at a faster speed.
- (b) The environmental impact is significant. Emissions of drivers braking and accelerating, as they negotiate the tables, are very significantly raised (see UK Transport Research Laboratory research).
- (c) Braking and accelerating (and going over a table at too high a speed) causes significant noise and vibration - especially with the large vehicles which use Marryat Road, and indeed buses during Wimbledon fortnight.
- (d) Traversing the table may cause items in the vehicle to fall or rattle generating noise (milk floats in residential areas early in the morning have proved to be a particular problem).
- (e) The emergency services have all expressed concern at the impact of speed tables on their cars and their speed of response.
- (f) The impact of vehicles traversing speed tables sends shock waves through the ground, which can cause structural damage to nearby properties (as a result of which UK regulations do not allow speed tables to be installed within 25 metres of bridges, subways or tunnels).

For all these reasons, we would urge you not to proceed with the proposals for the speed tables in Marryat Road and, in particular, those outside number 14 and at the junction with the High Street.

If it transpires (which we doubt) that there is a need for traffic calming measures in the future, they can be pursued then and, hopefully, there will be available alternative measures which mitigate all or most of the disadvantages of speed tables.

Yours faithfully

**Confirm Number 22016307**

Dear Sir

██████████ MARRYAT ROAD, WIMBLEDON, SW19 5BN  
(PARKSIDE RESIDENTS ASSOCIATION AREA)-  
CONSULTATION ON WIMBLEDON VILLAGE TRAFFIC ISSUES

With reference to the recent Statutory Consultation document dated 18 February, in respect of the Wimbledon Area Traffic Study, I am writing to confirm that I broadly welcome these proposals. I feel, however, that they do not go far enough in constraining the extent and speed of traffic movement in the area, and particularly the movement of heavy lorries. My specific concerns are under the following references;

EG/SGE/WATS/TC :

Marryat Road suffers badly from traffic cutting through North/South to avoid Wimbledon Village congestion and vehicles regularly exceed the 30 mph speed limit. I feel that there should be an additional raised speed table at the entrance to Marryat Road from Somerset Road to complement the existing proposals.

I would also like to see some narrowing of Marryat Road at its junction with Burghley Road to provide additional incentives for speed reduction when vehicles are using Marryat Road as a cut-through route.

EG/SGE/WATS/LB :

Marryat Road, Somerset Road and Burghley Road are regularly used by larger lorries to avoid the existing lorry ban area and to access Church Road for Earlsfield. Whilst I welcome the proposed extension consideration should, I feel, be given to extending the full Lorry Ban to cover all of the new area within the 20 mph speed restraint.

Please let me know the outcome of these consultations.

Yours sincerely

**Confirm Number 22016508**

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

**From:** ██████████  
**Sent:** 11 March 2010 21:47  
**To:** Waheed Alam  
**Subject:** FW: Traffic consultation REF: ES/SGE/WATS/TC

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**From:** ██████████  
**Sent:** 11 March 2010 21:44

To: 'Waheed Alam '

Subject: Traffic consultation REF: ES/SGE/WATS/TC

REF: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

Councillor Brierly has publically acknowledged that there are genuine issues of rat running in the Parkside area. The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.

Marryat is also increasingly becoming a rat run for traffic trying to avoid the Village (12,000 cars a week) and again speed is becoming ever greater an issue, 15% of cars were measured travelling above 35mph. Cars travel even faster near the Burghley Road junction. Given the volume and speeds in both directions this junction is lethal and witnesses many accidents, a number of which are very serious - cars full of children being shunted across the whole junction.

The proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding.

Marryat's solution is equally inadequate with just has a series of raised speed tables. These will only reduce speed marginally, but crucially again will create noise and other pollution and will not discourage the volume of cars rat running their way through.

Finally, the significant issues at the junction at Marryat and Burghley are not going to be addressed by a simple raised speed table

The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed.

What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short cuts and thus are likely to speed as they try to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps) are the real solutions to these problems.

We look forward to hearing from you.

Yours sincerely,

**Confirm Number 22016507**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 08:51

**To:** Waheed Alam

**Subject:** Proposals for Burghley, Somerset and Marryat Rd.

REF: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern,

Councillor Brierly has publically acknowledged that there are genuine issues of rat running in the Parkside area. The worst road is Burghley Road extending in to Somerset, which he states has a significant issue of rat running (29,000 cars a week) and an even more serious speeding problem. This road holds the dubious title of recording in your survey the fastest speeds of any road in the whole area (including the A219), with 15% of cars going above 40mph and some a lot faster (this includes the short section between Church and Marryat). The volume also clearly represents a lot more than local residents and defies its categorisation as a local access road.

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The proposals in the consultation simply do not address these issues sufficiently. In Burghley Rd, a few pinch points over such a long road will not be adequate to address the speeding and are likely to have very little to no impact on volume. The design as Councillor Brierly stated at the Thursday 4th March public meeting relies on cars having to line up two sets of bumps. As was pointed out in that meeting unless a car was coming in the other direction at the same time, this in fact gives cars something to "aim at" and is unlikely to impact speed at all as modern larger cars traverse bumps with particular ease. Instead bumps create noise and fumes impacting our environment with no significant benefit to the speeding.

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The proposals in the consultation are insufficient to deal with the volume and speed problems that have been clearly identified by Councillor Brierly and which are only going to get worse until properly addressed.

What is most critically needed is a set of proposals that will genuinely cut off the rat running, thus significantly reducing the scale of the problem. This would remove drivers who are using these roads as short cuts and thus are likely to speed as they try to get to their destination. Such measures combined with some appropriate speed limitations (not relying on humps) are the real solutions to these problems.

**Confirm Number 22016526**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 11:50  
**To:** Waheed Alam; Councillor Samantha George; Councillor William Brierly; Redirector for Stephen Hammond MP; Councillor John Bowcott; Councillor Richard Chelley [REDACTED]  
**Subject:** Feedback - REF: ES/SGE/WATS/TC

Proposals for Burghley, Somerset and Marryat Rd.

To whom it may concern

As I understand it the main purpose of the proposals are to encourage traffic back to the main thoroughfares in Wimbledon to reduce the instances of high speed 'rat-running' along back roads. The intention is to reduce the overall volume of traffic so that the main highways can bear the main traffic, e.g. the high street - away from residential roads where families and schools reside.

The three key points that we wish to make are:

- We strongly feel that the proposals to support belvedere/church road are detrimental to families using Marryat Road - the scheme can be and should be holistically beneficial to all residents
- We are not convinced that the speed restrictions proposed will do enough to prevent accidents in an area of schools and families
- We are very worried about the unnecessary increase in traffic volumes away from the main highway to an already busy Marryat Road

We recognise the issues identified by the report for the area, and support the need for change, but we strongly feel that undue attention is being paid to the proposals for the Church Road / Belvedere end which will significantly increase the road dangers we are already facing in Marryat Road. I have recently had five near misses with an 18 month old baby where multiple cars are not travelling slowly enough and refusing to reduce speed. This will increase if Marryat is perceived to be a replacement cut through. There is no counter plan put in place to prevent traffic from instead 'rat-running' down Marryat Road and right along Burghley up to Church Road.

We are of course supportive of reduced speeds in the area. However, the current proposal is to place speed tables into Marryat Road. Speed tables are deemed effective in calming traffic on streets where the speed limit needs to be maintained rather than slowing cars more significantly. Even if a constant speed of 20 mph is achieved through traffic tables (which is unlikely with 4x4 vehicles and trade traffic),

the overall stopping distance at 20mph is 40 feet - this is simply not enough to prevent accidents with children. We have a very busy school present in Peak Crescent on the corner of Marryat Road that generates significant foot traffic, with small children having to cross the road in several places. Formal traffic studies in Portsmouth show that major accidents are still not prevented by this speed enforcement and our fear is that young lives will be impacted if we do not better control traffic volume. We would strongly request the council to review stronger plans to prevent the overflow of traffic to this area.

Whilst we do support any restriction of speed, these isolated areas of restriction will of course encourage cars to speed away from raised tables. This will increase noise and disturbance, but increase more worryingly increase pollution as increased emissions are emitted at single spots along the road - by an estimated 10-20%. We would therefore request that other options are reviewed - we would even support a one-way road if it would support reduced traffic volume and emissions.

As discussed, Marryat is already becoming dangerous, with cars travelling at high speed, meaning it is difficult to cross the road with small children without fear. An increase in traffic volume will simply exacerbate the problem.

It is absolutely to our mind that the result of the suggested proposals do not have a balanced effect on the neighbouring roads, and the solutions simply shift a problem from one area to another without meeting the intention of the study and proposed works.

Please could you include our strong feedback into your council reviews. We would be happy to be consulted in further revisions.

Kind Regards

**Confirm Number 22016523**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 16:03

**To:** Waheed Alam

**Subject:** Traffic proposals for Marryat Road and Parkside area

Dear Mr Waheed Alam

As residents of Marryat Road [REDACTED] for the last 20 years, we have been increasingly concerned by the volume and speed of traffic in the road, largely caused by rush hour rat running.

Proposals have recently been put forward, ostensibly to deal with this problem. We would like to express our considerable dismay at these proposals as we do not believe they address the issue effectively and will do little to solve the problem.

The speeds in Marryat Road are at times alarming and a considerable safety concern; the proposed speed tables may marginally reduce speeds but will create noise and pollution, however they will do nothing to reduce the volume of traffic. Both the speed

and the volume of traffic need to be decreased substantially and simultaneously. Furthermore a part solution which simply redirects traffic from one part of the problem area eg Church Road and the Belvederes to another eg Marryat/Burghley/Somerset Roads is clearly unacceptable.

We would ask you to reconsider the proposals and seek a solution that will make a much more significant impact on the speed and volume of traffic in this area.

Yours sincerely



**Confirm Number 22016208**

Dear Sir,

Wimbledon Area Traffic Study ,Option 8 Scheme

I wish to make the following representations.

ES/SGE/W ATS/20

While I approve in principle the establishment of this speed restriction it is not clear how this restriction is to be enforced. From my own observations of the restricted area of Somerset Road from its junction with Parkside to its junction with Burghley Road almost all of the traffic ignores the restriction. Are speed monitoring cameras to be erected to ensure enforcement?

ES/SGE/W ATS/TC

The proposals detail extensive, and expensive, traffic calming measures within the proposed 20mph speed limit area. Surely if traffic is restricted to 20mph there is no real need for speed tables ,speed cushions and 'build outs' and all the consequent proliferation of street signage? As indicated above strategically sited speed cameras backed by a system of penalties for non conformers would achieve the necessary calming effect and produce enough income to recoup the capital and running costs. On a point of detail, in view of the configuration of the road I consider the proposed build out in Calonne Road to be unnecessary.

Yours faithfully

**Confirm Number 22016256**

Ref ES/SGE/WATS/TC. Statutory Consultation Wimbledon Traffic Study

Dear Sir

I am very disappointed with the outcome of the Wimbledon Area Traffic study and I do realise it is impossible to satisfy all interests but why does it have to be such a nightmare to drive my car from Newstead Way to the Village? Perhaps you would prefer residents to take their business elsewhere but I am sure this is not the intention.

I am in favour of 20mph speed limits, but must I have to endure even more suspension damage caused from speed cushions (bumps) and cut tyres from the sharp edged granite kerbstones. (may we have rounded edge ones installed in future ?). Unless these speed cushions are continuous across the width of the road commercial vehicles which are able to span them harass smaller vehicles that have to mount them carefully to avoid damage. Other vehicles dodge across the road to find the least resistance to their path which makes their use questionable as a safety measure.

I cannot understand why all this work seems to be going ahead when less than 15% of those residents consulted were concerned enough to reply. What is the reason for all this expense and disruption? Cancellation could mean further reduction in Council Tax.

Thanking you for your attention

**Confirm Number 22016221**

Dear Sirs,

**Statutory Consultation — Wimbledon Area Traffic Study  
Ref. EG/SGE/WATS**

We write to support the Council's scheme.

In particular, we support the decision **not** to close roads in the area.

Yours faithfully,

**Confirm Number 22016282**

Dear Sirs,

**Wimbledon Area Traffic Study**

I support the proposals set out in your Traffic Study dated 18 February 2010. This appears to be a sensible compromise solution to a series of complex issues.

Yours faithfully

**Confirm Number 22016227**

Dear Sirs

**Statutory Consultation - Wimbledon Area Traffic Study Ref EG/SGEIWATS**

I and my wife are writing to you in support of the above proposals. We believe this scheme is a comprehensive and credible response to the Village area traffic issues, rejecting road closures and prioritising safety in residential roads via a widespread 20 mph speed limit supported by strategic traffic calming. It presents the best compromise but integrated solution to the traffic issues of the whole area. This approach has been consistently supported by the majority of local people throughout the process and the Council is to be congratulated on arriving at this pragmatic solution against great odds.

Yours faithfully

**Confirm Number 22016243**

Dear Sir,

**Statutory Consultation - Wimbledon Area Traffic Study Ref EG/SGE/WATS**

Thank you for sending the details and maps for the above Statutory Consultation.

The Study Preparatory School has premises in the area covered by the consultation and supports the proposals for Peek Crescent and the surrounding roads.

Yours sincerely

**Confirm Number 22016204**

Dear Sirs

This is a formal response to your consultation on traffic calming proposals in the area on Wimbledon Hill. Your reference numbers are:

ES/SGE/WATS/PA ES/SGWE/WATS/TC ES/SGE/WATS/20 ES/SGE/WATS/WL.

We are long standing residents of this area, use its shops and other services and think we understand how it operates at a number of different times of day.

We object to principle to three features of the consultation:

- you give no justification for the proposed changes;
- they appear to be unnecessary and would therefore waste public resources, including local taxpayers' funds;
- your consultation period, at less than a month, falls well short of the standard consultation period which the Cabinet Office recommends for all public consultations.

We object in principle to every feature of the proposed changes. We particularly object to the proposed revisions to the junction of Alan Rd and St Mary's Rd. The present layout of the junction may be unusual but it is successful in directing easy traffic flow and avoiding accidents. These used to be common in this area and the present layout has been a distinct improvement.

We are reinforced in our objections to the proposed changes by the clear failure of the recent changes in Wimbledon Hill Rd. These too were never properly justified. Every user of this area complains about them. They cause longer circuitous journeys and the pollution that goes with it. If they are any guide to the likely quality of the current proposals they provide good evidence for no action at all.

**Confirm Number 22016506**

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

**From:** [REDACTED]

**Sent:** 11 March 2010 18:07

**To:** Waheed Alam

**Subject:** Consultation

Attached is my response to the traffic consultation exercise for your attention

Regards

**ATTACHED LETTER**

Dear Mr Alam

**Your refs ES/SGE/WATS/PA  
ES/SGE/WATS/20**

With reference to the statutory consultation I would like to make the following comments.

As will have been expressed by others, I am concerned that our privately maintained road, which is unfortunately a natural continuation of Burghley Road, appears to have been largely ignored in this exercise, even though your consultation informs us that we have 29,000 vehicles per week travelling along it.

I am in favour of any steps to try and slow the speed of traffic in our road and for that reason support the proposed 20mph speed limit and the proposed width restrictions in Burghley Road.

It seems unlikely that this alone will be adequate to produce the desired speed and volume reductions and I therefore hope that further measures will be considered if this proves to be the case.

May I also request that measures are taken to ensure that the speed limit is enforced?

Moreover, Burghley Road/Somerset Road already has a vehicle weight restriction. Unfortunately, from my observation, it is clearly evident that this is not observed nor enforced. If this were done, it would undoubtedly assist the local residents who are plagued with large vehicles trying to avoid travelling through the central areas of Wimbledon.

Yours sincerely

**Confirm Number 22016300**

To whom it may concern:

I am writing because I object to the proposal for the removal of the two mini-roundabouts at the Alan Road/St Mary's Road junction. Drawing numbers Z36-24-10 and Z36-24-10-2. We live at number [REDACTED] St Mary's Road and my objections are as follows:

- Contrary to slowing the traffic at this busy junction this will just serve to speed it up as the roundabouts cause people to slow down and check where the other cars are.
- There is a nursery close by and the children cross at this junction – there needs to be a proper crossing and the traffic needs to be slow – the roundabouts help as the cars are already slowing for the roundabout and the cars currently stop for the children.
- I do not think we will be able to exit our drive-way – it is already difficult, but we are helped by the existence of the roundabout.

I think that by removing them you will create a very dangerous junction.

Yours sincerely

**Confirm Number 22016610**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 14:34

**To:** Waheed Alam

**Subject:** SMAC proposed traffic calming measures in Wimbledon Village

Dear Sir,

Response to the latest proposals from SMAC to traffic calming/disincentive proposals for Greater Wimbledon Village

I can see that respondents to this consultation have been discouraged from making comments other than about specific measures, nevertheless I shall make two:

- I am thankful that the proposed traffic calming/disincentive measures do not include road closures/banned turns despite considerable pressure for very many years from some residents of the Belvederes so to do. Such measures would have been a nightmare for the Village/Church Rd.
- It is a widely held view that the alteration to traffic flows caused by the Woodside/ Mansel Rd scheme has played a significant part in forcing east/west through traffic to take routes through the Village. The undertaking given to residents in this area by the Council not to revisit this scheme has meant that although Councillors have said repeatedly that they want to deal

with traffic holistically rather than in a piecemeal fashion, this commitment has made any Town/Village wide consideration of traffic flows impossible.

ES/SGE/WATS/TC. I agree with the comment from the Chairman of BERA, Charles Sturge viz,- There are reservations about the introduction of speed cushions. These have the tendency to irritate motorists and have little practical effect in a built up area as most drivers, especially white vans, by pointing their vehicle at the centre of the cushion, can take it on at 25 to 30 mph. Further such practice tends to make motorists drive down the centre of the road which is not conducive to safe driving.

Yours faithfully,

**Confirm Number 22016505**

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

**From:** [REDACTED]

**Sent:** 12 March 2010 15:48

**To:** Waheed Alam

**Cc:** Councillor John Bowcott; Councillor Richard Chellew; Councillor Samantha George; [REDACTED]

**Subject:** STATUTORY CONSULTATION Wimbledon Area Traffic Study

Dear Mr. Alam,

Re: Option 8 - Elements Approved by the Cabinet Minister

**ES/SGE/WATS/PA**

1. Ref Z36-24-09 - We disagree totally with the introduction of parking restrictions between the hours of 7 - 10am and 4 - 7pm at the Village end of Church Road. Many of the shops along this stretch of Church Road and on the High Street depend on customers stopping on their way to and from work i.e. Newsagents, Dry cleaners, coffee shops etc. Restrictions already exist on the High Street and any further restrictions could result in the failure of several of these small businesses, many of which are unique to Wimbledon Village. The Council should be championing small local businesses in these cash strapped times not making it impossible for people to park so that they can't frequent such businesses.

**ES/SGE/WATS/TC**

2. Ref Z36-24-10 - As you will know from previous correspondence we are not in favour of speed bumps - they do little to slow down traffic, are unsightly and dangerous for cyclists. Allowing parking at the Village end of Church Road as detailed above will, in itself, slow down the traffic as it does at present and in addition will save a lot of unnecessary expenditure.

**ES/SGE/WATS/PA**

3. Z36-24-10 - Comments as above - keep the Pay & display parking so that the Village shops are not inconvenienced and the traffic will slow down to accommodate that as it does at the moment. The traffic moves very slowly into and out of Belvedere Grove at both ends due to the narrowing at each end - we walk down this road several times a week at different times of the day and speed is not a problem.

**ES/SGE/WATS/TC**

4/5 Z36-24-09 - including additional roads i.e. Lancaster Gardens for shared parking, could result in the residents being unable to find a parking space outside (or any where near) their own home).

**ES/SGE/WATS/LB**

8. Z36-24-13 We would welcome a lorry ban. From the vantage point of my kitchen I watch enormous vehicles at all times of the day (which have most likely come off A3, along rigway, down Wimbledon Hill and turned left in to Belvedere Drive before entering St. Mary's Road and turning right down Church Hill in order to head on towards Wandsworth, Battersea etc.).

**ES/SGE/WATS/20**

9. Z36-24-12 - Introducing a 20 mph speed limit for the whole area - we agree with this. (It was my suggestion at the meeting with the Cabinet Minister). We trust that signage could therefore be reduced as it will only be required at entry and exit points and not throughout the area.

**ES/SGE/WATS/TC**

10. Z36-24-11 This is a very complex junction, particularly when trying to exit from Burghley Road, slightly up and around the mini roundabout to St. Mary's Road or Church Road, especially for manual cars with low horsepower - a raised entry will only make this more difficult and building over such a large area will be exceptionally costly, time consuming and disruptive. The roads and pavements throughout the area are in a dreadful state - the money would be better spent on repairs.

11 Z36-24-11 - as per No 10 above.

**New Proposals added to the Option 8 Scheme**

**1. Z36-24-10 & Z36-24-10-2 ES/SGE/WATS?TC**

We are totally against the removal of the mini roundabout at the St. Mary's Road junction with Arthur Road. This would allow the traffic which is constant at rush hours to travel too quickly up Arthur Road past the end of St. Mary's Road. A large number of pedestrians cross here (especially for the nursery and church, including many toddlers and mums with babies). It would also be impossible for vehicles to exit St. Mary's road and create congestion back towards Highbury Road and beyond. This situation would be further exacerbated by the extra traffic and parking created by the 6 new houses being built at the moment.

Removal of the roundabout at the end of Alan Road may deter vehicles from using that as a cut through but many of the above points apply in addition to making it impossible to exit from the church at busy times of the day. These two roundabouts work extremely well at the present - no need to change a winning formula.

Thank you for taking note of our comments. We have one further point to make in order to reduce the traffic traversing the Wimbledon Village area. (Those who live in an area and pay their council tax to that council should be free to drive, cycle and walk around their area safely). We would propose narrowing treatment at the entrance to Copse Hill so that vehicles are deterred from exiting the A3 at Wimbledon and using the route as described in point 8 above. We realise that this is only one entry point of many for vehicles to pass through Wimbledon but I feel that if the volume can be reduced by any means this would be a positive outcome.



Yours sincerely,

**Confirm Number 22016503**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 23:35  
**To:** Waheed Alam  
**Cc:** Councillor Samantha George; Councillor John Bowcott; Councillor Richard Chellew  
**Subject:** Wimbledon Area Traffic Study

Dear Mr Alam

Please find attached my representations regarding the Wimbledon Area Traffic Study.

**ATTACHED LETTER**

Dear Sirs

**Re: Wimbledon Area Traffic Study**

**1. ES/SGE/WATS/PA - Parking Proposals**

The amount of additional pay and display parking that you are proposing to compensate for loss of parking on Church Road during rush hour only is **wholly excessive and unfair on local residents**. I do not believe this is a 'do this' or 'do nothing' situation as seems to be implied by the Officer comments in the Recommendations Report presented to the SMAC 30 September 2009. Converting 50% of the resident bays to shared use would be generous compensation for the visiting motorist to Wimbledon Village. Surely there are no other areas close to shops that do not allow resident only parking???

In addition, specifically, I object to the three proposed additional parking bays at the Wimbledon Hill end of Belvedere Grove. When driving that bend, it is difficult to see cars coming round the corner in the opposite direction. Removing that ability for motorists to pull in to allow traffic to pass will result in dangerous head on confrontations between motorists.

My ideal proposal would simply be to remove the 4 parking spaces on Church Road opposite Belvedere Square during rush hour and leave the rest as is. Please don't turn Wimbledon Village into a car park!

**2. ES/SGE/WATS/TC – Deflections**

I oppose any proposal to implement kerb build-outs on Calonne Road and Burghley Road. I have found that the implementation of build outs on St. Mary's Road has lead to confrontational driving where traffic is forced onto the same side of the road. I would support speed cushions/parking measures on these roads to slow the traffic.

### **3. ES/SGE/WATS/20 – 20 mph zone**

For the smaller roads, especially those with higher housing density, I believe that 20 mph is appropriate. However, for Burghley Road and Arthur Road/Home Park Road where the houses are set back from the road, I believe that 30 mph is a more appropriate speed. These are wide through roads!

In considering these proposals I have considered 'the big picture', but the proposals can surely be tweaked to accommodate strong concerns from local residents and to remove dangers from head-on collisions and problems maneuvering in and out of driveways due to parked vehicles (high sided vans)?

Yours faithfully

**Confirm Number 22016244**

**Ref: ES/SGE/WATS/TC**

**Drawing number: Z36-24-10**

With reference to the above drawing, we are residents at [REDACTED] and our driveway directly intersects with Belvedere Drive.

Our concern regarding the proposed speed cushion is:

1. whilst the speed cushion is being constructed, we will not have access to our driveway and our house.
2. once the speed cushion is constructed, it will impede access to and from our house.

I would be grateful if you could give us assurance that this will not make access to our property difficult. I would also like your assurance that we will be given sufficient notice should this proposed speed cushion be implemented.

Thank you

**Confirm Number 22016519****BERA****■ Belvedere Grove, Wimbledon, London SW19 7RQ**email: **■**

Environment and Regeneration Dept  
Merton Civic Centre  
London Road  
Morden, Surrey  
SM4 5DX  
2010

11th March

Dear Sirs,

## 1) Your Ref ES/SGE/WATS/PA

I write as Chairman of BERA. A number of my members have asked me to draw your attention to the likely inconvenience which will be caused by the shared parking proposals. Many of the houses in my area have limited or no off street parking and have to rely on resident parking bays for which they pay the annual fee. This is particularly true of those who live in the immediate vicinity of the Village.

## 2) ES/SGE/WATS/TC. There are reservations about the introduction of speed cushions. These have the tendency to irritate motorists and have little practical effect in a built up area as most drivers, especially white vans, by pointing their vehicle at the centre of the cushion, can take it on at 25 to 30 mph. Further such practice tends to make motorists drive down the centre of the road which is not conducive to safe driving.

## 3) ES/SGE/WATS/WL. Residents in Church Road have asked me to draw your attention to the inconvenience that will be caused by the waiting and loading restrictions in the Village end of Church Road.. We are opposed to these restrictions as the shops in Church Road such as the newsagent and dry cleaners are busy from 7am onwards and as are the coffee shops around the corner in the High Street. There is nowhere else in the immediate area for short term parking. Also it is thought by restricting parking it will have the undesirable effect of speeding up traffic at that end of Church Road. It would make more sense to introduce restrictions between 4pm and 6pm. You might also consider changing the restricted hours to the High Street to be more 'shopper friendly'.

I look forward to hearing from you.

Yours faithfully,

**■**

**Confirm Number 22016521**

# *NEW BERA*

Belvedere Avenue

SW19 7PP

Tel: 0

email: [REDACTED]

Environment and Regeneration Department  
Merton Civic Centre  
London Road  
Morden  
Surrey  
SM45DX

12 March 2010

Dear Sirs

## **Statutory Consultation Wimbledon Area Traffic Study**

I am writing on behalf of NEW BERA, the residents association which represents the overwhelming majority of the residents of the Belvedere Roads. As you know the Belvedere Roads are blighted with huge volumes of rat running through traffic – the Council's own statistics show that well over 2 million vehicles use Belvedere Grove annually, and at certain periods of the day over 80% of this traffic has no origin or destination in the wider North Wimbledon Area.

Before dealing with the consultation itself, I would like to make the following points:

1. The residents of the Belvedere Roads are still being accused of 'only wanting road closures'. For example, Councillor Chellew prefaced his remarks with this statement at a meeting last week. We have endlessly told Councillors and Council Officers in correspondence, at meetings and in presentations to the SMAC that the residents of the Belvedere Roads are not trying to create a gated community. They do not want road closures per se. They want measures which will stop the rat running traffic. They also want equivalent treatment to residents in many other parts of the Borough. They currently feel they are being discriminated against.

2. The residents of the Belvedere Roads are being accused of having been offered a host of workable alternatives, and having turned them down. This is totally incorrect. Last year, the Council produced a package of seven alternative proposals to deal with traffic in the area. But at the time, the Cabinet Member and Officers supported only one of these proposals. This proposal effectively made Belvedere Grove and Belvedere Drive into one way streets so that each would bear the same huge volumes of traffic currently being experienced. No mention was even made of Alan Road, a road which currently also endures huge volumes of rat running traffic. These measures did not provide the

protection afforded to local access roads by the UDP, and so residents quite right rejected this proposal.

3. We are also told that the residents of the Belvedere Roads have had a great deal of Council time and money spent on this problem, to the detriment of other more needy areas of the Borough. The residents of the Belvedere Roads have always asked for the implementation of smart, cheap, simple measures on a temporary basis to assess what would happen to any displaced traffic in practice rather than rely on theory. Councillors and council officers decided to use the processes which were put in place, and the consequent cost in time and money..

### **Overall view of current proposals and the way forward**

NEW BERA rejects the current proposals because they will not deal with the major problem in the Belvederes - the huge volumes of rat running through traffic. Further details are given below.

NEW BERA members wish the Council urgently to formulate proposals which will provide the protection afforded to local access roads by the UDP and stop the rat running traffic. These measures should be installed as soon as possible, on a temporary basis, so that the effects of any displaced traffic can be practically measured and dealt with. The plan may well need to include closures and or banned turns, similarly to measures which have been introduced all over the London Borough of Merton, and which neither local residents nor the Council apparently wish to remove.

NEW BERA members are very keen that equivalent measures are introduced to stop the rat running traffic in Burghley and Somerset Roads and in the area of Woodside between Leopold Road and St Mary's Road.

### **Detailed Response to Proposals**

#### **ES/SGE/WATS/PA**

#### **Option 8 - No 4**

NEW BERA does not agree with the proposal to convert existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road and Clement Road to Pay and Display Shared Use bays.

This proposal directly contravenes the commitment made by the Council In its consultation document dated 7 July 1998 on the introduction of the CPZ to our area, the key points made by the Council included' We intend that residents can normally park within 5Dmof their home. If necessary, shared P&D spaces will be converted to bays for permit holders ONLY so as to achieve this performance level'.

There are always Pay and Display bays available in Belvedere Avenue and St Mary's Road for visitors to the Village.

The conversion of residents bays to pay and display will not reduce the volume of rat running traffic using the Belvedere Roads. Most of the shops and restaurants in the Village are not open until after 1Dmand this is reflected in the current use of the pay and display bays.

**Option 8 - No 5**

NEW BERA does not agree with the proposal to provide additional parking (Shared Use) bays in the above roads. As noted above, there is already always unused Pay and Display bays. The introduction of these additional bays will not inhibit the use of the Belvedere Roads by rat running traffic

**ES/SGE/WATS/TC****Option 8 - No 2**

NEW BERA does not agree with the proposal to introduce a speed table in Church Road in the absence of appropriate measures to remove the rat running traffic from the Belvedere Roads. Impediments to traffic in Church Road will encourage traffic to continue to use the local access roads which comprise the Belvedere Roads. Any required traffic calming measures in Church Road should only be implemented after the introduction of a comprehensive and effective scheme to remove the huge volumes of rat running traffic which use the Belvedere Roads.

**Option 8 - No 3**

NEW BERA does not agree with the introduction of tarmac speed cushions in Belvedere Grove. As widely demonstrated where such cushions are already in place, these will do nothing to discourage rat running traffic but will significantly increase noise and air pollution. We understand the Council's own reviews have shown that traffic calming measures in St Mary's Road and Ridgway Place have been ineffective. The Council should immediately introduce on a temporary basis a range of measures in the Belvedere Roads, in line with others which have been implemented throughout the rest of the Borough, which are effective in removing the huge volumes of rat running traffic from the Belvedere Roads.

**Option 8 - No 6**

We do not agree with the proposal for a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road. It will not moderate either the speed or the volumes of traffic using Belvedere Drive. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years.. .

**Option 8 - No 7**

NEW BERA does not agree with the proposal for a 'raised entry treatment' in Belvedere Avenue at its junction with Church Road. It will not moderate either the speed or the volumes of traffic using Belvedere Avenue. This has already been demonstrated by the range of 'raised entry treatments' which have been in place on the Belvedere Roads for almost 20 years. .

**New Proposals Added to Option 8 - no 1**

While the removal of the two existing mini-roundabouts at the junctions of Alan Road and St Mary's Road, might have some limited effect on traffic volumes using the Belvedere Roads, this measure, together with others included in this consultation document falls far short of what is required to address the problem of the huge volumes of rat running traffic in the Belvedere Roads.. The funding should be being spend on measures which will effectively address the problem.

**Ref ES/SGE/WATS/LB**

**Option 8 - No 8**

NEW BERA supports any measures which will ensure compliance with the existing 7.5 tonne Lorry Ban. However, while neither the Council nor the Police will give any undertakings on how this ban will be effectively policed, added signage is likely to have very little effect.

**Future Proposals to be investigated - replacement of existing roundabout at junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with Traffic signals**

Measures such as this simply formalize a rat-run, which will attract further traffic to it. I completely disagree with this proposal which effectively formalises Belvedere Grove as a local distributor road. If traffic lights are to be introduced, they should be installed at the junction of Church Road and the High Street, if required AFTER appropriate measures have been introduced to remove the huge volumes of rat running traffic using the Belvedere Roads.

**Traffic Flows on Wimbledon Hill Road**

While NEW BERA supports measures which will ease traffic flows through the town centre, the measures currently proposed by the Council at the bottom of Wimbledon Hill Road will do nothing to resolve the rat running volumes using the Belvederes. Even given the impact on any 'green wave' of the right turn off Wimbledon Hill Road into Worple Road, traffic which normally cuts through the Belvederes would have to make its way to Gap Road, where the current waiting to go through the lights at the Plough Lane intersection often backs up to Leopold Road.

**Conclusion**

As stated above, NEW BERA believes that the proposals included in the current Statutory Consultation will do nothing to address the rat running through traffic in the Belvedere Roads. We wish the Council and Cabinet Member to reject these proposals and to come forward with practical, effective measures which can be installed immediately on a temporary basis.

Yours faithfully

  
Chairman  
NEW BERA





comprising mostly residents from Somerset Road, have objected to the Burghley Road proposals on the basis that they will be insufficient to tackle Burghley's speeding and traffic volume issues and suggest that additional measures should be installed in Burghley. You should be aware that for the reasons noted above, the majority of residents in Burghley would oppose any such suggestion, preferring to take a pragmatic approach and accept the proposals which have been offered.

### **3. Proposed Traffic Calming in Marryat Road**

It is our understanding that the majority of residents in Marryat Road do not oppose the traffic calming measures proposed for their road. As noted above, the 20mph speed limit needs installations to enforce it. Also, there is concern that without such measures, Marryat would be vulnerable to additional traffic displaced from other roads where traffic calming had been installed.

### **4. Proposed measures in Calonne Road**

Whilst we understand that the majority of residents in Calonne Road support the principle of the 20mph speed limit, supported by strategic traffic calming, we understand that there are concerns from some residents about the choice of a build out rather than, say, a speed table as the appropriate traffic calming measure for this road because of the impact upon parking spaces. No doubt representations will have been made by the residents affected on this point.

We do not propose to offer further comments upon detailed elements of the Scheme proposed in roads outside the PRA area such as Parking Bay conversions in the Belvederes and Lancasters areas as these will be matters for their residents and representative associations to address. However, we would urge the Council when reviewing responses to this Consultation, to recognise the importance of introducing a scheme which is an integrated whole, like the Scheme, which benefits and is supported by the majority and we trust the Council will ignore objections from vocal minority groups.

Yours faithfully



Chairman

cc Cllrs William Brierly, Samantha George, John Bowcott and Richard Chellew  
Stephen Hammond MP

**Confirm Number 22016517**

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

**From:** [REDACTED]**Sent:** 12 March 2010 15:25**To:** Waheed Alam**Cc:** Councillor William Brierly; Councillor Samantha George; Councillor Richard Chellew; Redirector for Stephen Hammond MP**Subject:** RE: Consultation response

Dear Mr Alam

**Your refs ES/SGE/WATS/PA**  
**ES/SGE/WATS/20**

With reference to the statutory consultation I would like to make the following comments.

As I have already mentioned to you in previous correspondence at the end of last year, I am extremely concerned that the fact that the main route from Burghley Road to Parkside is via Somerset Road and not Calonne Road is still being largely ignored. This is despite the fact that your survey tells us that there are 29,000 vehicles per week travelling along this route compared to approximately 6,000 vehicles per week using Calonne Road. The road is simply too narrow and not robust enough to cope with this volume of traffic and with the size of the enormous lorries that seem to favour our road these days. It is also becoming increasingly dangerous due to the excessive speed of the vehicles travelling along this very narrow road.

Having said all of the above, I am of course in favour of any measures to try and slow down the speed of traffic in our road and I therefore support the proposed 20mph speed limit and the proposed width restrictions in Burghley Road. However, as you know, the task of maintaining this part of Somerset Road is entirely down to the residents with no contribution whatsoever from the Council. For example, the 20 mph speed limit is only effective if it can be enforced and I seem to recall that you and I had a telephone conversation about this very issue and whether, as a private road, that speed restriction can be enforced along Somerset Road. Similarly with the weight restriction, there is a clear sign at the Parkside end of Somerset Road with the weight restriction which is being completely ignored at the moment. When the lorry drivers have been asked where their destination is they either say they are going to the All England Club or they refuse to answer. Again, I would ask you how are we to enforce this weight restriction?

I do, however, feel very strongly that the proposed speed and width restrictions in themselves will not adequately deal with the speed and volume problems we are currently experiencing along Somerset and Burghley Road and I therefore urge you to please consider further measures to tackle these issues.

Yours sincerely

[REDACTED]

**Confirm Number 22016235**

**CWARA**  
**Community of Woodside Area Residents' Association**

Chair                      Vice-Chair                      Treasurer                      Secretary                      Membership

Email: [REDACTED]                      Post: c/o [REDACTED] Woodside, London SW19 7AR

Environment & Regeneration Department  
Merton Civic Centre  
London Road  
Morden  
Surrey SM4 5DX

2<sup>nd</sup> March 2010

Dear Sir/Madam ,

**WIMBLEDON AREA TRAFFIC STUDY - RESPONSE TO FORMAL CONSULTATION**

CWARA is pleased to respond as a residents' association on behalf of its members and neighbours who we have consulted regularly about traffic over the past 4 years. The issues remain the same.

Our formal response to the Consultation is as follows:

**1. Parking Arrangements [ Ref: ES/SGE/WATS/PA]**

We approve of the proposal to impose early morning/early evening parking restrictions where Church Road enters Wimbledon Village to take away this perennial bottleneck in high traffic times. Also by limiting the timing we trust that it will not adversely impact the neighbouring shops.

**2. Vertical Deflections [Ref: ES/SGE/WATS/TC]**

- a. Speed tables for Marryat Road:** We note the newly- proposed use of speed tables rather than speed cushions in Marryat Road. We also note that details have "been agreed with the ward councillors". We are pleased for those residents that they were given the special opportunity to meet with their Village ward councillors and were therefore able to request and achieve changes to the Council's original proposed measures for their road. However, we are very disturbed that residents in other Hillside/Village roads have not been afforded this same opportunity to meet with Hillside and Village councillors to achieve

changes to Council proposals for their roads. CWARA has consistently requested practical traffic measures for Woodside and has received no such special consideration from Merton Council or our Hillside Ward Councillors.

**Could the Council confirm why speed tables have been selected?** We presume that speed tables are being proposed because the Council now realises how ineffective the usual speed cushions are that have been installed elsewhere recently [see our comments below under 20 mph Zone].

**b. Raised Entry Junctions:** We remain vehemently opposed to the frequent use by the Council of "raised entry treatment" at junctions. We believe these represent very poor value for money: they are expensive and disruptive to install and don't achieve any more than intensively painted stripes on the road would do. Currently this measure has no visible impact at all on car speeds, which is presumably their intention.

Additional raised junctions proposed are:

- Church Road- Wimbledon Hill/High Street
- Church Road- St Mary's Road
- Wimbledon Hill- Belvedere Drive
- Belvedere Avenue - Church Road
- Burghley Road/Church Road/St Mary's Road
- Burghley/Marryat Road
- Marryat Road - Parkside/High Street

**We would like to know how much each of these Raised Entry treatments cost and what alternative and much cheaper measures have been considered (eg those like painting on road used by some other councils) ?**

### **3. Max 20 mph Speed Limit [Ref: ES/SGE/WATS/20]**

We still assert that traffic volumes on Woodside and adjoining roads remain unacceptably high and should be reduced rather than "managed". However, while our focus remains the reduction of unacceptably high **volumes** of traffic, **we understand and support your desire to reduce traffic speed also.** In Councillor Brierley's letter to the Chair of CWARA 29th May 2009 he said that he did .. "recognise the need in places for strong physical measures to manage speed" and also that "we are aware of the need to ensure the traffic volume in Woodside is managed". Since then the traffic measurements from September 2009 along Woodside have shown what we always said they would, namely that Woodside receives almost as high through traffic volumes as Belvedere Drive.

We still await a response to our email of 15th December 2009 to Mr Waheed Alam noting the registered speeds of vehicles and proposing some minor, inexpensive alterations to the old speed cushions in Woodside. The speed measurements indicated part of Woodside with 15% of traffic driving at greater than 29.5 mph. Given the proposed introduction of a 20 mph zone to include Woodside and adjoining roads it is clear that stronger physical measures are required to make any sense of a 20 mph limit.

**Potential options to enforce 20 mph :**

**c. Re-lay existing tarmac cushions:** We proposed simply re-laying the tarmac speed cushions in existing spots on Woodside, but making them 2 cushions, not 3, to take account of car parking on each side of the road. In that way cars would not be able to straddle them at speed as they do now, but bikes could pass through. This would be a very inexpensive option.

**We would propose a pilot change of even just one of these speed cushion clusters at a place where cars are parked on both sides of road;**

**OR**

**d. Speed tables:** Alternatively we note above that Councillors have agreed speed tables for Marryat Road which we feel sure will be much more effective than speed cushions at enforcing slower speeds. Woodside should receive equal consideration in terms of effective physical traffic measures.

**4. Further proposals advised that will be investigated and consulted on in future:**

**Ridgway Roundabout:** We note the good intention to investigate the use of traffic lights but intuitively this would only block up what is already reasonably free flowing traffic and without any accompanying restriction on access from Ridgway into Belvedere Grove we believe this would achieve nothing and be counter-productive.

We remain concerned about through-traffic volumes on Woodside and adjoining roads but look to the commitment of the Council members to use speed restriction measures to reduce the danger to residents and school children in and around the Woodside and Hillside area.

Yours sincerely



On behalf of the CWARA Traffic Task Group

**Confirm Number 22016518**

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

**From:** [REDACTED]  
**Sent:** 12 March 2010 16:36  
**To:** Simon Edwards  
**Cc:** [REDACTED]  
**Subject:** Formal Consultation ES/SM/SGE/WATS/TC

Dear Director of Environment and Regeneration

Merton Cycling Campaign formally OBJECT to the Establishment of Traffic Calming Features Wimbledon Area SW19.

Chisel-edged Speed cushions are not best practise; the London Borough of Merton has established in Sheridan Road that sinusoidal cushions:

- do not horizontally deflect traffic flow into the paths of other traffic
- are less expensive to maintain
- do not damage vehicles including Merton's
- are not a barrier to cycling
- are quieter
- satisfactorily lower motor vehicle speed
- do not have as harsh an impact on the street scene
- are much less hazardous to vulnerable road users
- are safer
- are safer in icy conditions

Other Highway Authorities have a default of using sinusoidal cushions; there are ample professional grounds for doing so in Merton.

[REDACTED]  
[REDACTED]  
Borough Coordinator, Merton Cycling Campaign

e: [info@mertoncyclists.org.uk](mailto:info@mertoncyclists.org.uk)

w: <http://www.mertoncyclists.org.uk>

p: [REDACTED]

m: [REDACTED]

[REDACTED] West Barnes Lane, New Malden Surrey KT3 6JE

**Confirm Number 22016205**



High Street  
Wimbledon Village  
London SW19 5EE  
Tel: (020) [Redacted]  
Fax (020) [Redacted]

19 February 2010  
Environment & Regeneration Department  
Merton Civic Centre  
London  
Morden  
Surrey  
SM43 5DX

**YOUR REF ES/SGE/WATS/20**

Dear Sirs,

With reference to your statutory consultation document regarding the Wimbledon area traffic study I am writing to express my concern about the proposal to introduce a blanket 20mph speed limit to a greatly increased area in the Wimbledon Park/Village locality.

The area proposed on your plan No Z36-24-12 includes two important through routes for local traffic - Church Road and Arthur Road.

I both live and work in this area and use these roads daily, while I feel the general proposal for 20mph near schools and inside streets would be welcomed, slowing traffic to this speed on the through routes would be unrealistic and unjustified. I am not aware of a high level of road traffic accidents here.

Instead I would urge you to consider including further traffic calming measures within the proposed schemes in Church Road and Arthur Road to enforce the existing 30mph speed limit on these roads.

Yours sincerely.

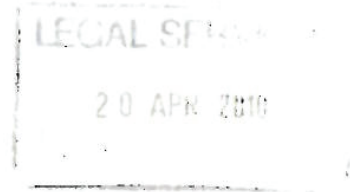
[Redacted Signature]  
Director.



**Confirm No. 1222387**

Solicitors

[REDACTED]  
[REDACTED]  
[REDACTED]



Direct dial: +44 (0)20 [REDACTED]  
Direct fax: +44 (0)20 [REDACTED]

Our reference: [REDACTED]  
Your reference: [REDACTED]

**BY FAX, EMAIL AND DX**

Civic and Legal Services  
London Borough of Merton  
Civic Centre, London Road  
Morden, Surrey  
SM4 5DX

[REDACTED] Morden

[REDACTED]

For the attention of Sharon Lauder, Senior Solicitor, for and on behalf of Head of Civic and Legal Services

Also to

Environment and Regeneration Department  
London Borough of Merton  
Civic Centre, London Road  
Morden, Surrey  
SM4 5DX

Refs: ES/SGE/WATS/PA, ES/SGE/WATS/TC, ES/SGE/WATS/LB, ES/SGE/WATS/20 & ES/SGE/WATS/WL

19 April 2010

Dear Sirs

**Belvedere area rat-running, Wimbledon Area Traffic Model  
&  
Statutory Consultation – Wimbledon Area Traffic Study**

We refer to our letter of 12 March 2010 (copy attached for ease of reference) and our earlier correspondence referred to in that letter.

We are very disappointed and concerned to note that we are still awaiting your response to that letter (and our earlier correspondence). This is unacceptable. Please would you now respond (and respond fully) without any further delay.

In the meantime our clients reserve their position generally and wish to make clear that they will rely as necessary or appropriate on your failures to respond to our correspondence (and the inferences to be drawn therefrom).

Yours faithfully

[REDACTED]  
[REDACTED]

Solicitors

Direct dial: +44 (0)20 [redacted] Our reference: [redacted]  
 Direct fax: +44 (0)20 [redacted] Your reference: [redacted]

**BY FAX, EMAIL AND DX**

Civic and Legal Services  
 London Borough of Merton  
 Civic Centre, London Road  
 Morden, Surrey  
 SM4 5DX

Morden

For the attention of Sharon Lauder, Senior Solicitor, for and on behalf of Head of Civic and Legal Services

Also to

Environment and Regeneration Department  
 London Borough of Merton  
 Civic Centre, London Road  
 Morden, Surrey  
 SM4 5DX

Refs: ES/SGE/WATS/PA, ES/SGE/WATS/TC, ES/SGE/WATS/LB, ES/SGE/WATS/20 & ES/SGE/WATS/WL

12 March 2010

Dear Sirs

**Belvedere area rat-running, Wimbledon Area Traffic Model**

&

**Statutory Consultation – Wimbledon Area Traffic Study**

We continue to act for [redacted] Belvedere Avenue, London, SW19 7PS, [redacted] Alan Road, London, SW19 7PT and [redacted] Belvedere Grove, London, SW19 7RQ. We will continue to refer to Belvedere Avenue, Alan Road and Belvedere Grove, together with Belvedere Drive, Clement Road and Highbury Road as "the Belvedere roads".

Our correspondence with the Council rests with our letters of 16<sup>th</sup> December 2009 and our chasing letter of 11<sup>th</sup> January 2010. We attach copies. It is unsatisfactory, to say the least, that we still await a response to the important questions raised in the letter of 16<sup>th</sup> December and then chased.

We now write with a dual purpose:

- (1) to respond, on behalf of our clients and in addition to any comments that they have already submitted, to the statutory consultation issued by the Council on 18<sup>th</sup> February 2010 referred to in the title to this letter ("the Statutory Consultation");



Civic and Legal Services, London Borough of Merton  
12 March 2010  
Page 2 of 6

- (2) to continue our correspondence with the Council (if correspondence is the right word given the lack of response now over approaching four months).

It would not be sensible to separate out the points we wish to make under both heads into two documents.

Given the Council's handling of our previous correspondence we will underline specific matters upon which we require a response.

#### Overview

It is the case that:

- (1) the Belvedere roads, also referred to within Council documentation as the "Belvedere area", are designated by the Unitary Development Plan ("UDP") as local access roads, so are roads that should not carry through traffic but simply provide direct access to buildings and land;
- (2) it has been recognised for a considerable period of time that there is an endemic problem with "rat-running" in the Belvedere roads;
- (3) the problem manifests primarily in an unacceptable volume of traffic rat-running through the Belvedere roads, rather than traffic rat-running at unacceptable speeds;
- (4) the Council acknowledged years ago that the rat-running problem had to be dealt with;
- (5) road closures or similar measures initially proposed by the Council's appointed traffic consultants in 2005 to deal with the problem (referred to in our previous correspondence as "the Belvedere options") have been consistently supported and advocated by residents of the Belvedere roads, in particular through the organisation known as New BERA;
- (6) there was political opposition to the Belvedere options driven by interests in areas neighbouring the Belvedere roads and nothing was done to address the rat-running problem;
- (7) in early 2009 the Council gave consideration to seven "options" suggested by officers, none of which included the Belvedere options;
- (8) in fact the Council, acting by Cabinet Member Cllr William Brierly, decided to conduct an informal consultation over summer 2009 on measures that did include neither the Belvedere options, nor the seven options, but which included an "Option 8" that was Cllr Brierly's own idea, involving "rubber speed cushions" Cllr Brierly acknowledged that "Option 8" would primarily address traffic speed, not volume (the Option 8 proposals were) based on reducing speed, which saves lives and may have some impact on volume";
- (9) the informal consultation included "speed cushions" in the Belvedere roads and not the Belvedere options. Moreover, the consultation was not solely in relation to "rubber speed cushions" (which had been suggested by Cllr Brierly due to their vibration-dampening properties) but included "conventional tarmac type speed cushions";
- (10) the Council gave consultees assurances that responses would be weighted by reference to proximity to the areas affected by the measures proposed;
- (11) residents of the Belvedere roads, including our clients, rejected the proposals as inadequate and inappropriate to deal with the rat-running problem;

Civic and Legal Services, London Borough of Merton  
 12 March 2010  
 Page 3 of 6



- (12) the result of the consultation was a clear majority against the use of speed cushions in the Belvedere roads (106.8 against 80.3);
- (13) the Metropolitan Police also objected;
- (14) the consultation responses were considered by the Street Management Advisory Committee ("SMAC") on 30<sup>th</sup> September 2009, which made recommendations to Cllr Brierly that included a recommendation that speed cushions in the Belvedere roads not be pursued;
- (15) Cllr Brierly decided, on 28<sup>th</sup> October 2009, to reject SMAC's recommendation regarding speed cushions and to proceed to formal consultation on the use of "speed cushions" in Belvedere Grove;
- (16) the Statutory Consultation that is the subject of this letter was issued on 18<sup>th</sup> February 2010, and the deadline for responses is today, 12<sup>th</sup> March 2010.

To say that our clients are frustrated that, after so many years, there remains no end in sight to rat-running in the Belvedere roads is a considerable understatement.

Recently, residents of the Belvedere roads met with the Ward Councillors for the Wimbledon Village area. Residents of the Belvedere roads have also been in communication by email with both Cllr Brierly and the Leader of the Council, Cllr Williams. We will refer to both discussions and email correspondence further below.

**Problems within the Statutory Consultation**

We should say at the outset that the Statutory Consultation is extremely difficult to understand, if not downright misleading.

The Statutory Consultation appears to comprise:

- (1) a text document entitled "Statutory Consultation...Wimbledon Area Traffic Study...Issue date: 18 February 2010" ("the text document");
- (2) a number of map diagrams.

If we have this wrong, please correct us. However, bear in mind that we are working on our clients' instructions here and that our clients are all consultees. If we and they have this wrong, other consultees doubtless do too.

We hope that the problems with the Statutory Consultation are obvious to the Council simply on picking up the text document, but in brief we cannot see that ordinary members of the public can reasonably be expected to understand either the nature of the consultation before them or what proposals it is that they are asked to give a consultation response to. The causes are many:

- (1) the text document begins with the note that it will advise members of the public of the outcome of the informal consultation carried out on Option 8 over summer 2009 and subsequent decisions made by Cllr Brierly, then states that the Council "will be undertaking the formal consultations on the various proposals between 18 February and 12 March 2010";
- (2) the text document does not say, as might have been expected, that members of the public are asked to respond to the proposals set out within it and the accompanying map

Civic and Legal Services, London Borough of Merton  
 12 March 2010  
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diagrams. Members of the public are left to work through the document and attempt to ascertain what, if anything, within it their views are being sought on;

- (3) instead, the text document proceeds to give a history. It discusses the informal consultation, summarises Cllr Briery's decision on Option 8 following the informal consultation, which discussion includes the advice that the Cllr had decided to "proceed with a formal consultation" in relation to a number of the elements he decided should be pursued, outlines two "new proposals" added to Option 8 (p.5), which we note were added outside the informal consultation, and sets out two proposals that are to be implemented without consultation. It then offers the heading "Further Proposals to be Investigated and Consulted in the Future" (p.6), followed by another heading "Types of Consultation". The latter sets out three different "types of consultation" the Council might adopt, including "experimental schemes". We will return to "experimental schemes" below. At page 7 one then finds the heading "Formal Consultation", in precisely the same font and size as the headings before, followed by "Procedure for Making Representations";
- (4) what, we and we imagine others ask, is one to make representations upon? There is nothing more than the history set out previous pages to work with, and no indications within that. Moreover, any reasonable reader would be left non-plussed as to what type of consultation this is, given the references to three different forms of consultation;
- (5) the confusion is made all the worse by the fact that what Cllr Briery decided upon on 28<sup>th</sup> October 2009 is very different from that which was the subject of informal consultation over summer 2009 yet there is nothing beyond text that we at least find confusing to explain this to consultees;
- (6) that is before one comes to the two new elements added to the Statutory Consultation without first going through the informal consultation.

There is a further, important, issue. We have before us an email from Cllr Briery dated Sunday 7<sup>th</sup> March 2010, 14:02 sent to our client [REDACTED] and others. It is headed "Re: Thursday's meeting and the consultation document" In the email, Cllr Briery says this:

"The current consultation is a formal consultation. As such it poses a simple yes or no scenario and that is what I will be basing my decision upon..."

This statement creates yet further confusion. In the text document consultees are asked to give reasons, not a tick-box "yes or no" as Cllr Briery has now suggested. What is it that consultees are being asked to do? Clearly there is no point giving reasons if this is a "yes or no" exercise as Cllr Briery suggests.

The above are problems with the consultation documentation that leave the Council with a Statutory Consultation that is simply not fit for purpose. Consultees will not properly understand what is being put before them and cannot be expected to know how to respond.

**Objection to measures proposed within the Statutory Consultation**

Our clients have, of course, done their best to understand the nature of the measures being proposed in the Statutory Consultation. They voice their strong objection to the measures proposed.

The measures will not solve the problem of rat-running in the Belvedere roads. They do not even represent a halfway house in that respect. Instead, they will leave residents of Belvedere Grove to suffer the additional problems associated with what appear to be, despite the use of the term "speed cushions" in the Statutory Consultation, tarmac speed humps. Those problems include increased noise, vibration and air pollution. not to mention the fact that some drivers actually speed up between

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speed humps in an attempt to "make up" lost time. To have these problem added to the rat-running that residents have suffered for far too long simply adds insult to injury.

Our clients repeat their call for the implementation of measures that will solve the rat-running problem, namely the Belvedere options.

At the very least, an independent public inquiry should be held in which the rat-running problem can be addressed and a decision reached on the basis of objective and properly expert evidence. Given the history of this matter, that would be a fair course to take and, we suggest, the one most likely to command acceptance amongst the various competing interests in the wider Wimbledon Village area. Will the Council now at least consider a public inquiry?

The Statutory Consultation gives rise to yet further important questions, not least regarding what is said about "experimental schemes" and the weighting to be given to consultation responses. We turn to these below.

#### **Experimental schemes**

As the Council is aware, residents within the Belvedere roads have pleaded with the Council to at least trial the Belvedere options. A trial would resolve a number of questions once and for all, not least whether our clients and others are right to say that the Belvedere options will deal with the rat-running problem but also whether or not, and if so how, the "displacement" effect that other residents' groups fear and has led to their objection to the Belvedere options, and seemingly the Council's decision not to consult on the Belvedere options, will manifest.

Our clients note with interest, then, what is said at p.7 of the text document under the sub-heading "Consider an Experimental Scheme (Formal Consultations Post Implementation)", that the Council "reserves the right to introduce 'Experimental Schemes' in the area"

Initial questions arise, namely whether or not any experimental schemes are in fact proposed. If so, their nature. If not, then why it is that the measures proposed in the Statutory Consultation are not being advanced as experimental schemes, given the controversy that surrounds them.

More fundamental, though, is the question of whether or not the Belvedere options could be implemented as an experimental scheme.

When our clients, and others, met with Wimbledon Village Ward Councillors at a public meeting last week they were told that experimental schemes were not an option for the Belvedere roads. Yet the Statutory Consultation suggests the contrary. Moreover, Cllr Williams, the leader of the Council, sent an email of 7<sup>th</sup> March 2010 at 23:41, headed "Re: Statutory Consultation, Wimbledon Area Traffic Study" in which he himself referred to experimental schemes, stating that they were the preference of "Hillside Councillors" (the implication being that Cllr Williams considers himself to belong to that grouping).

Our own view, contrary to that expressed at the public meeting by Ward Councillors, is that the Belvedere options could lawfully be implemented as an experimental scheme under the 1984 Act.

Does the Council accept that it could, if it was minded to, lawfully introduce the Belvedere options as one or more experimental schemes?

#### **Weighting**

We have set out above the fact that in relation to the informal consultation conducted over summer 2009 the Council, properly, said that it would give greater weight to responses from those most

Civic and Legal Services, London Borough of Merton  
12 March 2010  
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directly affected by the measures proposed. In the Statutory Consultation text document, the Council says this at p.8:

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

Please:

- (1) confirm that the Council will give greater weight to those most directly affected by the measures being consulted on;
- (2) explain how the Council will do so.

Finally, please state when the Council plans to reach a decision regarding whether or not to implement any or all of the measures being consulted upon and confirm that we will be notified if and when this occurs.

**Our previous correspondence and possible judicial review**

We repeat our request for a substantive response to our previous correspondence. It is important, for obvious reasons, that our clients have answers to the questions posed in our letter of 11<sup>th</sup> December 2009. We ask the Council to:

- (1) identify the specific statutory provisions under which the Statutory Consultation is proceeding, by reference to section numbers or regulation numbers in relation to subordinate legislation;
- (2) answer our request regarding any "delay" point.

We must make clear that if the Council decides to implement the measures proposed in the Statutory Consultation, and in particular to install "tarmac speed cushions" in Belvedere Grove in the face of the objections of those that live in the area and will suffer the effects, our clients will likely seek judicial review.

As we have said previously, it would be unfortunate were litigation to become necessary.

We look forward to hearing from you.

Yours faithfully

[Redacted signature block]

Confirm No. 22016243



**THE STUDY**  
PREPARATORY SCHOOL

22016243

Founded 1893

WILBERFORCE HOUSE, CAMP ROAD, WIMBLEDON COMMON, LONDON SW19 4UN

Telephone: 020 [REDACTED] Fax: 020 [REDACTED] email: [REDACTED]

Environment and Regeneration Department,  
Merton Civic Centre,  
London Road,  
Morden,  
Surrey,  
SM4 5DX

2 March 2010

Dear Sir,

**Statutory Consultation – Wimbledon Area Traffic Study Ref EG/SGE/WATS**

Thank you for sending the details and maps for the above Statutory Consultation.

The Study Preparatory School has premises in the area covered by the consultation and supports the proposals for Peek Crescent and the surrounding roads.

Yours sincerely

[REDACTED]

[REDACTED]

BOROUGH OF MERTON

- 5 MAR 2010





Confirm No. 22016510

22016510



CENTRAL OPERATIONS

Working together for a safer London

Merton Traffic Garage  
15 Deer Park Road  
Merton  
SW19 3YX

Telephone: 020 [REDACTED]

Facsimile: [REDACTED]

Email: [REDACTED]

16th March 2010

RE :MERTON 20MPH LIMIT (WIMBLEDON AREA)  
PARKING PLACES WIMBLEDON VILLAGE  
MERTON WAITING RESTRICTIONS (WIMBLEDON VILLAGE)  
MERTON WEIGHT RESTRICTION No 3

Dear Simon Edwards,

Thank you for your letters and accompanying draft drawings of the 18th Feb 2010. Sorry for my late reply of which I notified you. I note that replies should be returned by the 12 March .

Police have no objections, but wish to make the following observation in relation to the 20 MPH Limit/Zone only-

I would like to reinforce that the Metropolitan Police seek to have common standards across the 32 London boroughs for 20 MPH zones and limits. Where these zones or limits fully meet the DfT guidelines and signing requirements we fully support such schemes. We have been advised that where these schemes do not meet these guidelines and requirements that there may be no legally enforceable speed limit

If I can be of further assistance, please contact me at the number above.

Yours sincerely,

[REDACTED]  
Traffic Management Unit Merton

**Confirm No. 22016512**



22016512

Your Ref : ES/SM/SGE

Mr S Edwards  
London Borough of Merton  
Merton Civic Centre  
London Road  
Morden  
Surrey  
SM4 5DX

Dear Mr Edwards

**THE LONDON BOROUGH OF MERTON WEIGHT RESTRICTION NO. 3 (AMDMT 1)  
ORDER 201\***

I refer to the above and wish to confirm that we do not have any objection to the above, however we would reserve our right to represent our membership at a later date should this be deemed necessary.

Yours sincerely

A large black rectangular redaction box covering the signature of the sender.

A small black rectangular redaction box covering the name of the sender.

**Area Manager**

**Road Haulage Association Limited**

Roadway House, Bretton Way, Bretton, Peterborough, PE3 8DD  
Tel: +44 (0)1733 261131 Fax: +44 (0)1733 332349

Chief Executive: Geoff Dunning FCILT MIOTA

**Regional Director, John Howells**

Registered in England No. 391886

[www.rha.uk.net](http://www.rha.uk.net)

Confirm No. 22016607

22016607



Our Ref: Merton  
Your Ref: ES/SM/SGE

1 March 2010

Simon Edwards  
Head of Street Scene & Waste  
Merton Civic Centre  
London Road  
MORDEN SM4 5DX

Dear Mr Edwards,

**The Merton 20 mph speed limit (Wimbledon area) order**

Thank you for your letter dated 18 February 2010 informing London TravelWatch of this proposal and inviting our views. I am grateful for the invitation to comment.

London TravelWatch is the statutory watchdog representing transport users in and around London.

Implementing area-wide 20mph schemes often means the loss of kerb-side parking. This may result in displacement of parking onto an adjacent bus route, causing delays to buses and their passengers. Would you please ensure that consideration is given to upgrading parking controls on adjacent bus routes so that this possibility is avoided.

Yours sincerely,

[Redacted signature]

[Redacted name]  
Streets & Surface Transport Policy Officer  
Direct dial 020 [Redacted number]

MERTON COUNCIL  
PUTTING YOU FIRST

# Statutory Consultation Wimbledon Area Traffic Study



[www.merton.gov.uk/watm](http://www.merton.gov.uk/watm)  
Issue date : 18 February 2010



**Dear Resident/Business**

The purpose of this leaflet is to:

1. Advise you of the outcome of the informal consultation on the 'Wimbledon Area Traffic Study, Option 8 scheme', carried out in August/September 2009 and the subsequent decisions made by the Cabinet Member for Planning and Traffic Management.
2. Inform you that in accordance with the Cabinet Member's decision the council will be undertaking the formal consultations on the various proposals between 18 February and 12 March 2010.
3. How to make representations.
4. Give details of the implementation of the various traffic management proposals, that do not require a formal consultation, as agreed by the Cabinet Member for Planning and Traffic Management.

**INFORMAL CONSULTATION RESULTS**

During the informal consultation 4223 consultation documents were distributed to the local community. The consultation resulted in a total of 624 responses, representing a response rate of 14.78%. Full details of the results can be viewed on the Council's website at [www.merton.gov.uk/watm](http://www.merton.gov.uk/watm)

On 30 September 2009, the outcome of the consultation was reported to the Street Management Advisory Committee (SMAC). In October 2009, the Cabinet Member gave a detailed decision which included:

- approval to undertake statutory (formal) consultations on some aspects of the option 8 proposals. For details see below.
- some aspects of the proposals to be abandoned.
- some additional measures to be investigated and included into the option 8 scheme.

A summary of the Cabinet Member's decision is set out below:  
The full Cabinet Member decision can be viewed on the Council's website at [www.merton.gov.uk/watm](http://www.merton.gov.uk/watm)

**OPTION 8 - ELEMENTS APPROVED BY THE CABINET MEMBER**

1. To proceed with a formal consultation to introduce 'waiting/loading' restrictions, operating Monday to Saturday between 7am and 10am and between 4pm and 7pm within the existing Pay and Display bays

and the Disabled bay located in the southern section of Church Road. Loading restrictions during the same hours, will also apply to the section of Church Road between its junctions with Wimbledon Hill Road and Belvedere Square. The full proposal is shown on drawing number Z36-24-09.

2. To proceed with a formal consultation on the proposal to introduce 'traffic calming' measures along the section of Church Road south of its junction with St Mary's Road. This includes a speed table o/s No 42 Church Rd and raised entry treatments at its junction with Wimbledon Hill Road / High Street, and one at St Mary's Road. This proposal is shown on drawing number Z36-24-10.
3. To proceed with a formal consultation for the introduction of tarmac speed cushions in Belvedere Grove. See drawing number Z36-24-10.
4. To proceed with a formal consultation on the proposal to convert all the existing Resident Permit and Permit holder parking bays in Belvedere Grove, Belvedere Drive, Belvedere Avenue, Alan Road, Highbury Road, Clement Road, Courthope Road and Lancaster Road to Pay and Display Shared Use bays. Please note that the proposals include the conversion of Resident Only bays to Shared Use bays, which would allow business permit holders as well as those wishing to pay and display to utilise the bays. See drawing number Z36-24-09.
5. To proceed with providing additional parking (Shared Use bays) within the same roads and to include Lancaster Gardens where possible. See drawing number Z36-24-09.
6. To proceed with a formal consultation on the proposal for a 'raised entry treatment' in Belvedere Drive at its junction with Wimbledon Hill Road. See drawing number Z36-24-10.
7. To proceed with a formal consultation on the proposal for a 'raised entry treatment' in Belvedere Avenue at its junction with Church Road. See drawing number Z36-24-10.
8. To proceed with a formal consultation on the proposal to amend the existing 7.5 tonne Lorry Ban as shown on drawing number Z36-24-13.
9. To proceed with a formal consultation on the proposal for a 20mph

speed limit for the area shown on drawing number Z36-24-12.

10. To proceed with a formal consultation on the proposal for a raised junction at Burghley Road/Church Road/St Mary's Road. Note that this proposal overlaps the raised entry treatment proposal for Church Road / St Mary's Junction defined in section 2 above. The full proposal is shown on drawing number Z36-24-11.

11. To proceed with a formal consultation on the proposal for a raised junction at Burghley and Marryat Road intersection together with the other highway changes as proposed i.e. the removal of pedestrian refuges and kerb realignment at the corners. See drawing number Z36-24-11.

12. The implementation of kerb build-outs and vehicular priority working outside Nos 15, 35, 58 Burghley Road and 32 Calonne Road. The build-outs and the vehicular priority working arrangements at these locations are not subject to the formal consultation however, the associated speed cushions and any parking rearrangements (where applicable) are subject to the consultation. The various elements of these proposals, which are subject to the formal consultation are as follows:

- Removal of permit parking bays outside Nos 12-16 Burghley Road.
- Removal of permit parking bay outside No 11 Burghley Road.
- Removal of Shared Use parking bay outside No 35 Burghley Road.
- Removal of permit parking bay outside No 32 Calonne Road.
- Provision of new parking bay outside Nos 8 & 9 Burghley Road.
- Extension of existing permit parking bay to outside Nos 17 & 19 Burghley Road.
- Provision of new Shared Use parking bay opposite No 40 Burghley Road.
- Provision of new parking bay outside No 27 Calonne Road and adjacent to the side of No 65 Burghley Road.
- The speed cushions associated with the agreed build out outside No 35 Burghley Road.
- The speed cushions associated with the agreed build out outside No 15 Burghley Road.

These proposals are shown in drawing number Z36-24-11.

**NEW PROPOSALS ADDED TO THE OPTION 8 SCHEME**

At the 30 September 2009 SMAC meeting, requests were made by committee members and the public in attendance to consider further proposals as part of the scheme. The Cabinet Member approved some of the recommendations and instructed officers to undertake the appropriate additional investigations with a view to include them as part of the formal consultation. The proposals are:

1. The removal of the two existing mini-roundabouts at the Alan Road / St Mary's Road junction and their replacement with a raised surface treatment maintaining priority from Arthur Road into St Mary's Road. Note: This proposal is currently undergoing a safety audit to ensure that road safety would not be compromised through the proposed changes. See drawing number Z36-24-10 and Z36-24-10-2.

2. Traffic calming measures for Marryat Road which include a raised entry treatment at its junction with High Street/Parkside; speed tables outside Nos 14, 34 and 27 Marryat Road. Details have been agreed with the ward councillors. See drawing number Z36-24-11-2.

**OPTION 8 - ELEMENTS NOT APPROVED BY CABINET MEMBER**

With regard to some elements of Option 8, the Cabinet Member for Planning and Traffic Management took the following decisions:

1. Not to proceed with the proposed experimental width restriction in Belvedere Grove.
2. Not to proceed with the proposed speed cushions in the Belvedere roads other than Belvedere Grove.
3. Not to make any changes to the existing parking bays within Old House Close and Belvedere Square.
4. Not to proceed with the proposed speed cushions associated with the traffic calming features outside No 58 Burghley Road and No 32 Calonne Road.
5. Not to proceed with the proposed traffic calming features outside Nos 17 and 9a Calonne Road.
6. To do nothing with respect to the existing raised entry treatment in Alan Road at its junction with St Mary's Road.

**PROPOSALS ALREADY APPROVED BY CABINET MEMBER TO BE IMPLEMENTED**

The following proposals were also approved by the Cabinet Member, and do not require further consultation:

1. The narrowing of the junction of Calonne Road / Burghley Road.
2. Changes to Wimbledon Hill Road as detailed in the informal consultation stage in August 2009.

**FURTHER PROPOSALS TO BE INVESTIGATED AND CONSULTED IN THE FUTURE**

The following information does not relate directly to the current formal consultation, and it is provided at this stage for information in connection with future actions the council may consider in relation to achieving traffic and speed reduction in the Belvedere roads.

The Cabinet Member has approved that officers should undertake investigations and model the feasibility of replacing the existing roundabout at the junction of Ridgway, Wimbledon Hill Road, Belvedere Grove and High Street with traffic signals - the objective being to reduce the volume of traffic entering Belvedere Grove.

**TYPES OF CONSULTATION**

When considering any measures, the Council can adopt one or more of the following mechanisms by which to consult residents:

**Undertake an Informal Consultation**

This is the process by which the Council usually presents the public with option/s on a proposed traffic scheme and seeks feedback either through a preset questionnaire or request their general comments. The feedback helps the Cabinet Member in making a decision on whether the scheme should or should not proceed. If it is decided to proceed with the scheme, the Council then initiates a Formal Consultation ( Statutory Consultation) which is explained below. The Council is not required by regulations to necessarily carry out 'Informal Consultations'.

**Undertake a Formal Consultation (Prior to implementing Changes)**

This is the process by which the Council abides by regulatory requirements and notifies those affected by the proposed changes thus providing an official opportunity to make a representation for or against the changes. The Council notifies the change/s by publishing Notices in the local press and

also by placing Street Notices on lamp columns in the area of change. The procedures and timescales for an individual to make a representation is laid out in the published Notices ( minimum of 21 days). The Council must always carry out a Formal Consultation although in certain circumstances this is carried out after implementing the scheme/change ( see 3 below).

**Consider an Experimental Scheme (Formal Consultations Post implementation)**

The Council can also implement a scheme using powers under Section 9 of the Road Traffic Regulation Act 1984. These powers allow the Council to implement a scheme without a prior Formal Consultation. Schemes implemented using these powers are called 'Experimental Schemes' and often considered when the effects of a proposal may not be fully predictable and close monitoring is thus desired before at a later date making the scheme permanent. The changes still require the making of a Traffic Management Order, however the Consultation described in (1) and (2) above is not required. The formal consultation on schemes introduced by this means is carried out only after the Traffic Management Order comes into effect and the scheme has been built. The consultation period must be for a minimum of 6 months. The experimental scheme can be kept in place for a maximum of 18 months by which time the Council must either remove the experimental scheme or make a decision to make it permanent.

The Council reserves the right to introduce 'Experimental Schemes' in the area.

**FORMAL CONSULTATION PROCESS**

The Council is required by statutory regulations to publish a "Notice of Proposals" in the local press giving information on the proposals and to also consult specific persons and organisations such as Emergency Services. The Council is also required to include a statement in the Notice on how to make representations. Five separate Notices, outlining the proposals will be published in the local newspaper on 18 February 2010. Notices will also be posted on lamp columns in the vicinity of the proposed works by this date.

**PROCEDURE FOR MAKING REPRESENTATIONS**

Representations for or against any of the proposals or parts of it must be submitted in writing to the **Environment and Regeneration Department, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** by no later than **12 March 2010**, quoting the appropriate reference number/s in your response letter for the particular aspect/s of your objections as

detailed below:

1. For representations regarding the proposal to amend/ remove/ introduce parking arrangements in any of the roads affected, please quote reference **ES/SGE/WATS/PA**.
2. For representations regarding the proposal to implement vertical deflections ( speed cushions, speed tables, raised entry treatment, junction table) in the carriageway, in any of the roads affected, please quote reference **ES/SGE/WATS/TC**.
3. For representations regarding the proposal to amend the current 7.5 tonne lorry ban, please quote reference **ES/SGE/WATS/LB**.
4. For representations regarding the proposal to introduce a maximum speed limit of 20mph please quote reference **ES/SGE/WATS/20**.
5. For representations regarding the proposal to amend / introduce Waiting and Loading restrictions, in any of the roads affected, please quote reference **ES/SGE/WATS/WL**.

Anyone who opposes any part/s of the proposals must state the reason/s upon which their objection is made together with the appropriate reference number. It should be noted that if you wish to make a representation to only a particular part of the proposal, for example a parking change in Burghley Road, you must specify which parking change your objection relates to, together with your reasons. Similarly if your objection relates to a proposed vertical deflection in a particular location, you must clearly state the location together with your reasons. We also welcome letters in support for the proposals. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity, therefore your reasons are very important to us.

Please note that responses to any representation received will not be made until a final decision is made by the Cabinet Member for Planning and Traffic Management.

A copy of the draft Traffic Management Order, Notices and plans identifying the area affected by the proposals and the Council's 'Statement of Reasons' for the proposals can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council's working hours, Monday to Friday, between 9am and 5pm. The documents can also be inspected at Wimbledon Library during opening hours.

Alternatively, this information can be viewed on Merton Council's website, [www.merton.gov.uk/watm](http://www.merton.gov.uk/watm)

### WHAT HAPPENS NEXT

The outcome of the formal consultation will be reported to your Ward Councillors and subsequently to the Cabinet Member for Planning and Traffic Management. Once a decision is made by the Cabinet Member you will be informed accordingly.



**CONTACT DETAILS**

**SCHEME ENGINEER**

Waheed Alam  
Email: waheed.alam@merton.gov.uk

Tel: 020 8545 3200

**WIMBLEDON VILLAGE WARD COUNCILLORS**

Cllr John Bowcott  
Email: john.bowcott@merton.gov.uk

Tel: 020 8946 1011

Cllr Richard Chellew  
Email: richard.chellew@merton.gov.uk

Tel: 020 8545 3396

Cllr Samantha George  
Email: samantha.george@merton.gov.uk

Tel: 020 8404 1303  
M: 07852 974 817

**WIMBLEDON PARK WARD COUNCILLORS**

Cllr Tariq Ahmad  
Email: tariq.ahmad@merton.gov.uk

Tel: 020 8545 3396  
M: 07852 974 825

Cllr Stephen Kerin  
Email: stephen.kerin@merton.gov.uk

Tel: 020 8545 3396

Cllr Oonagh Moulton  
Email: oonagh.moulton@merton.gov.uk

Tel: 020 8545 3396

**HILLSIDE WARD COUNCILLORS**

Cllr Jeremy Bruce  
Email: jeremy.bruce@merton.gov.uk

Tel: 020 8545 3425

Cllr David Simpson CBE  
Email: david.simpson@merton.gov.uk

Tel: 020 8543 3764  
M: 07802 920 759

Cllr David Williams  
Email: david.williams@merton.gov.uk

Tel: 020 8545 3365  
Tel: 020 8947 8835

**Request for document translation**

**Wimbledon Area Traffic Study**

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

Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën amtare ju lutemi shenjojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.

Albanian

এই তথ্যের কোনো অংশ আপনার নিজ ভাষায় বুঝতে চাইলে, দয়া করে বাস্তবিত (বক্সে) টিক চিহ্ন দিন এবং চিঠি লিখ বা ফোন করে আমাদের সাথে যোগাযোগ করুন। নিচ যোগাযোগের বিবরণ দেওয়া হয়েছে।

Bengali

Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.

French

만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.

Korean

Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.

Polish

Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.

Portuguese

Haddii aad u baahan tahay in qayb dukumeentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduuga oo nagula soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.

Somali

Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefonicamente utilizando nuestra información de contacto que encontrará más abajo.

Spanish

இதுவல் பத்திரிக்கல் எல்லை பகுதியில் உள்ள பகுதியில் விவரம் குறித்து உள்ளகத்தில் உள்ளவர்கள் அல்லது தொலைபேசி மூலமாக தொடர்பு கொள்ளலாம். மேலும் கீழ்க்கண்டவற்றை அங்குள்ள தொலைபேசி எண்ணைப் தொடர்புகொள்ளலாம்.

Tamil

اگر آپ اس دستاویز کے کسی حصے کو کسی زبان میں اس کے اصل میں سے سمجھنا چاہتے ہیں تو براہ کرم ذیل کے رابطہ نمبروں سے اس کے بارے میں پوچھ سکتے ہیں۔

Urdu

Large print  Braille  Audiotope

**Your contact:**

Name.....

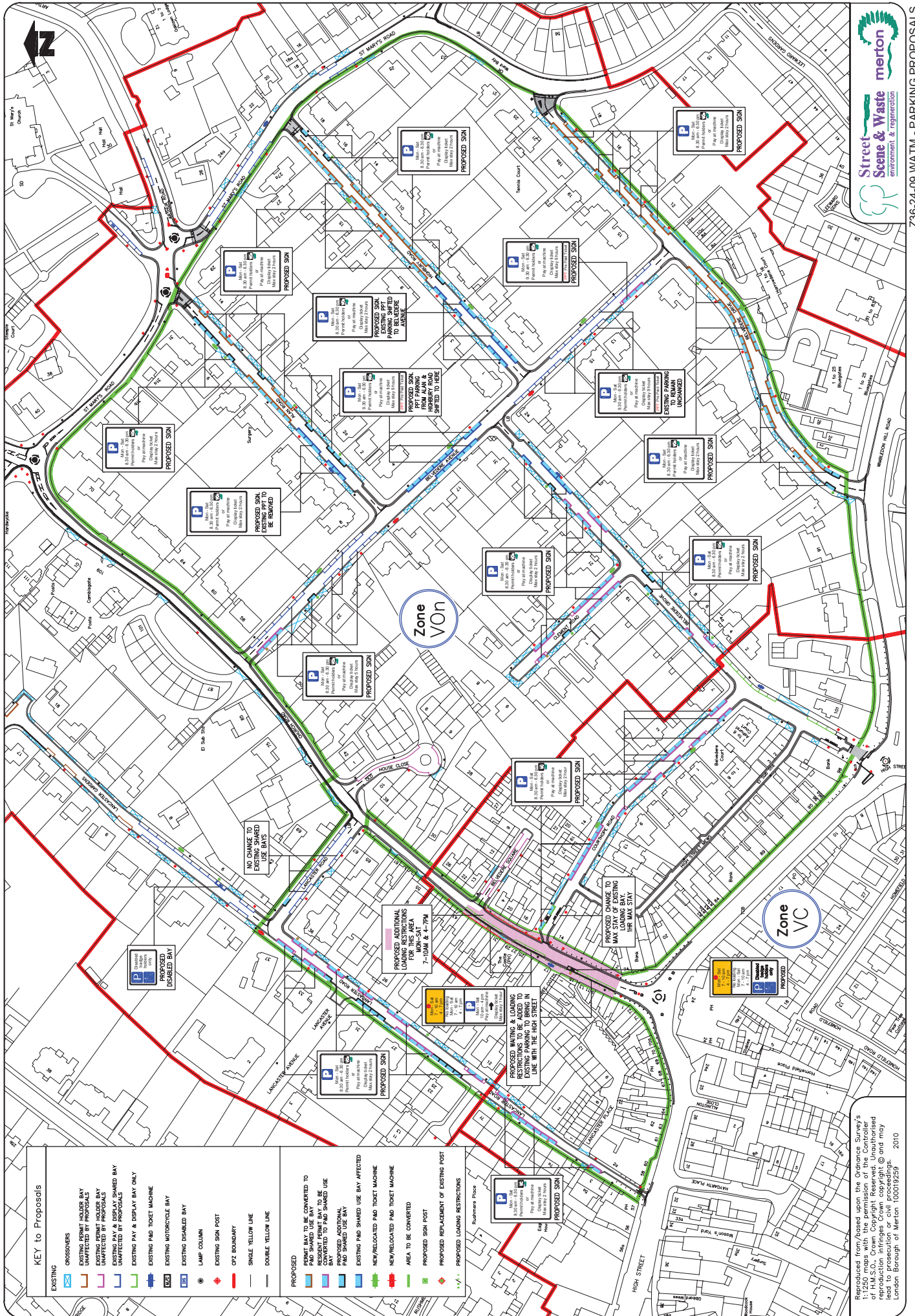
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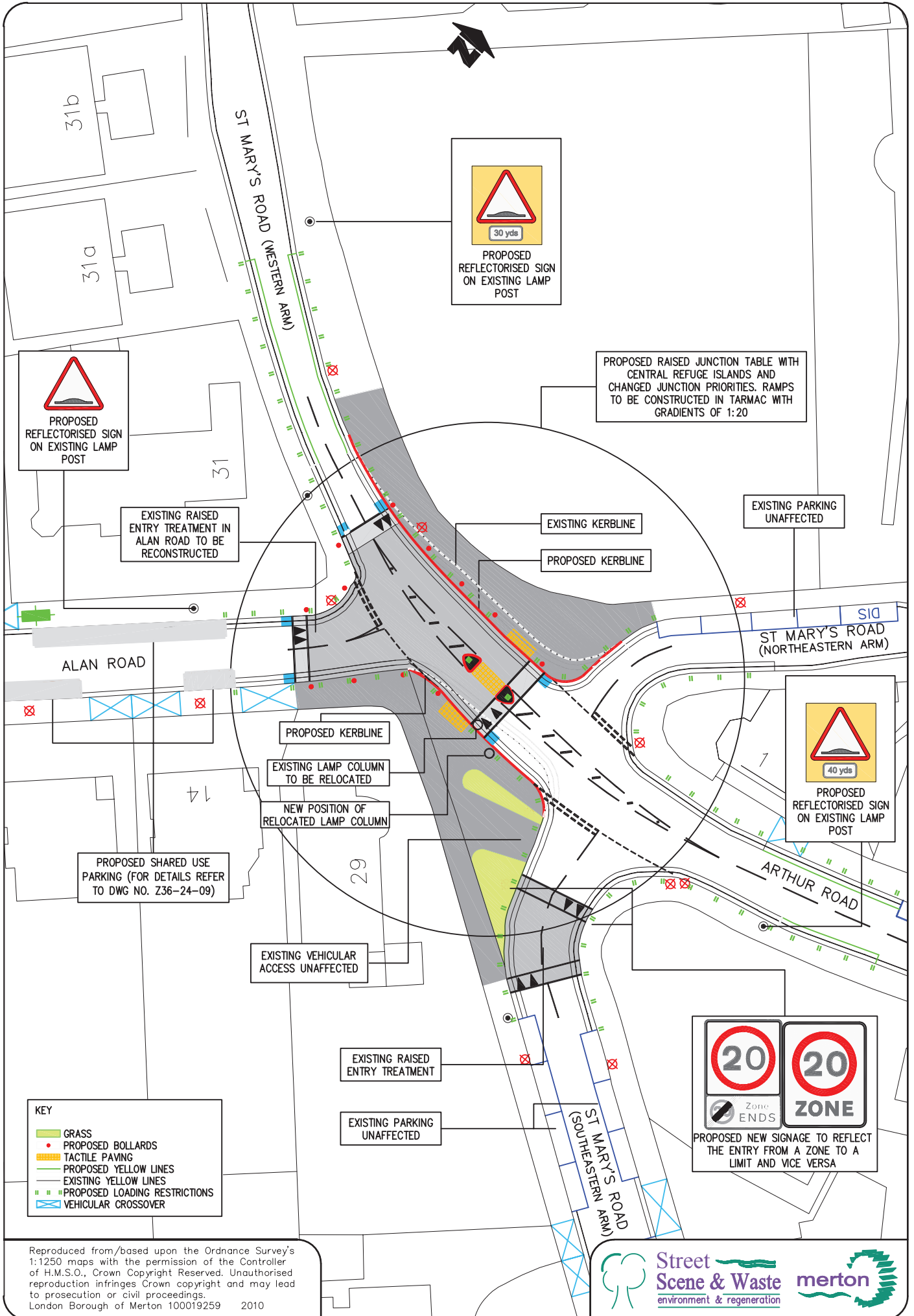
.....

Telephone.....

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

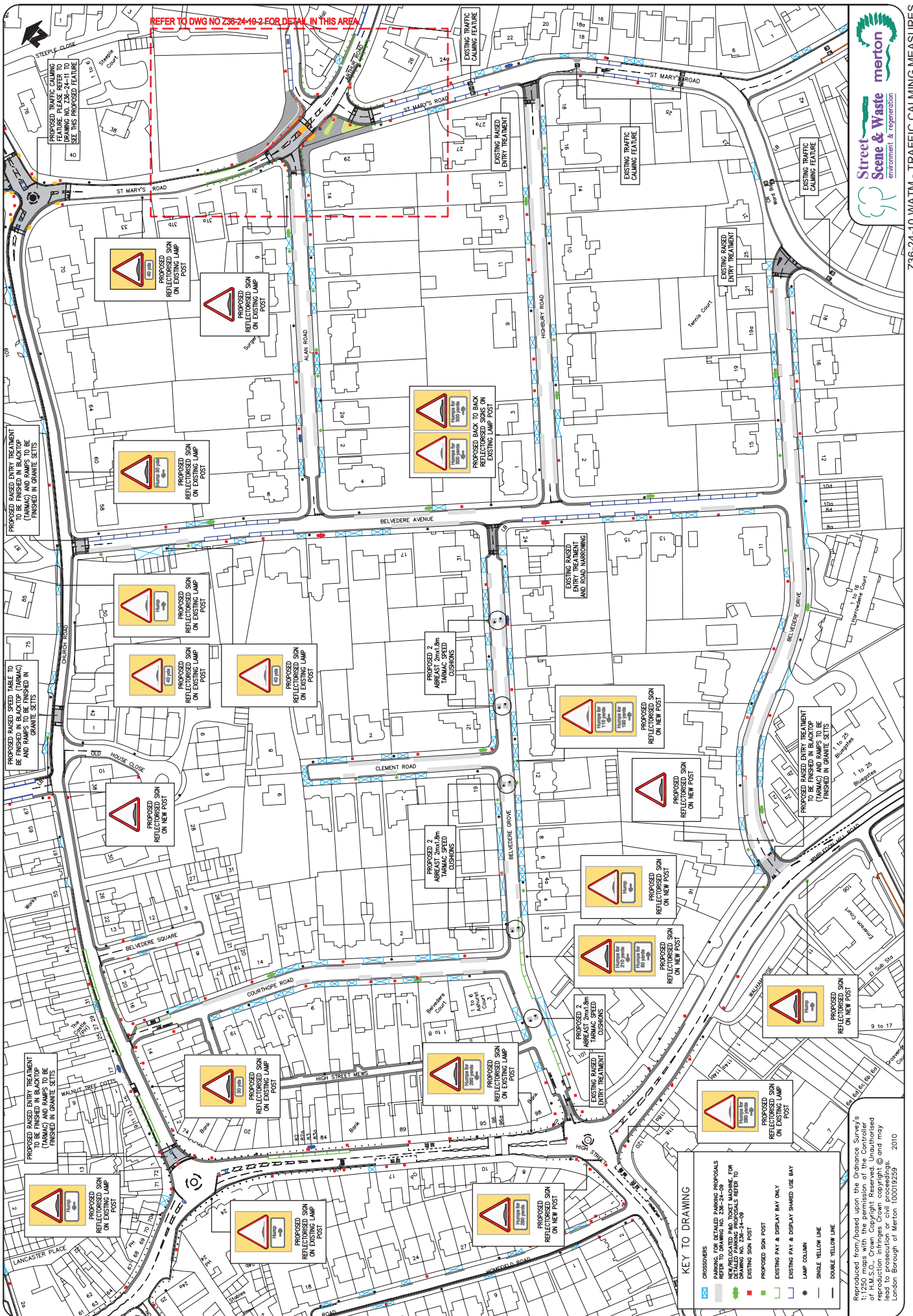


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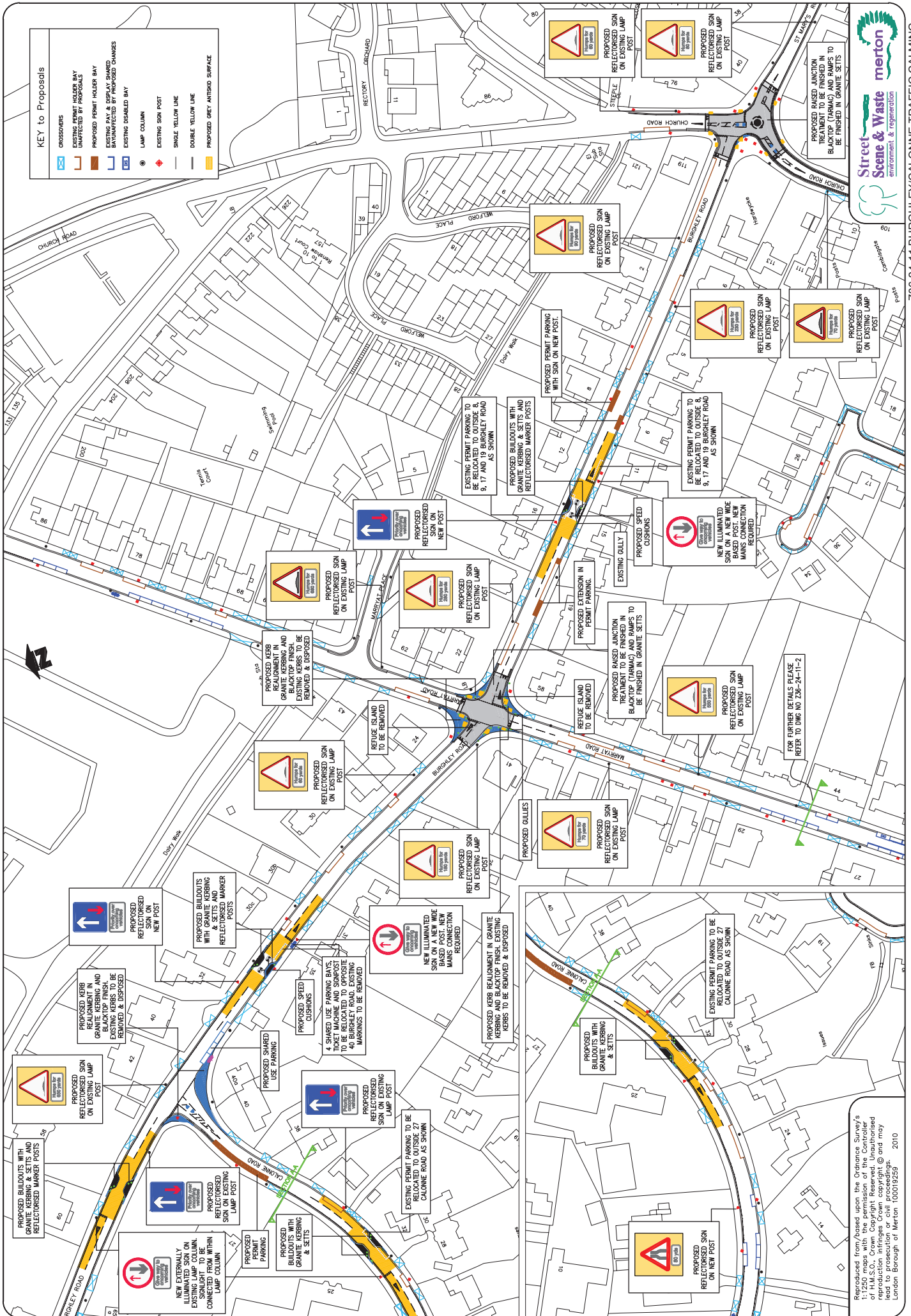


Z36-24-10-2 ST MARY'S RD/ARTHUR RD JUNCTION TABLE



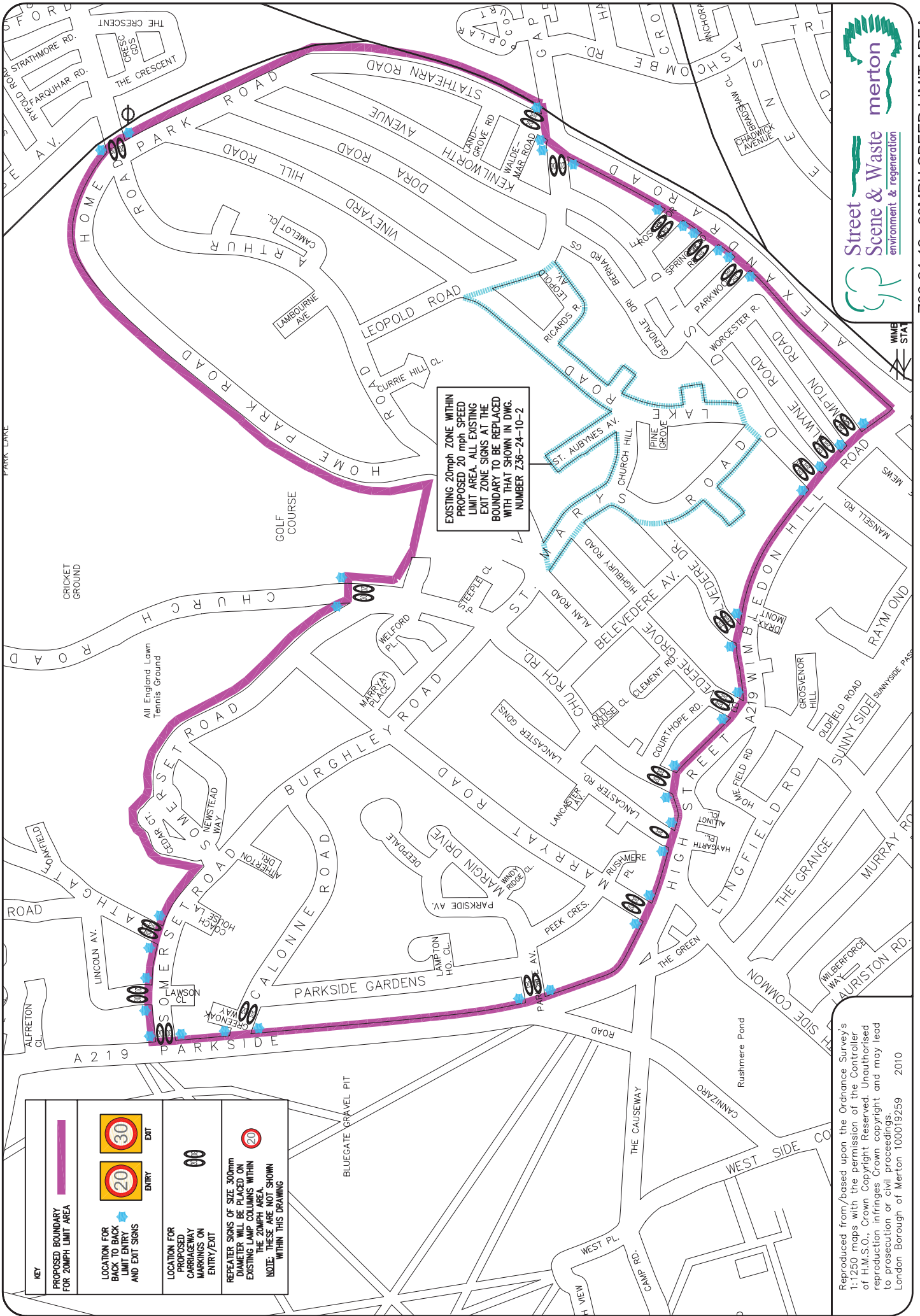


Z36-24-10 WATM - TRAFFIC CALMING MEASURES

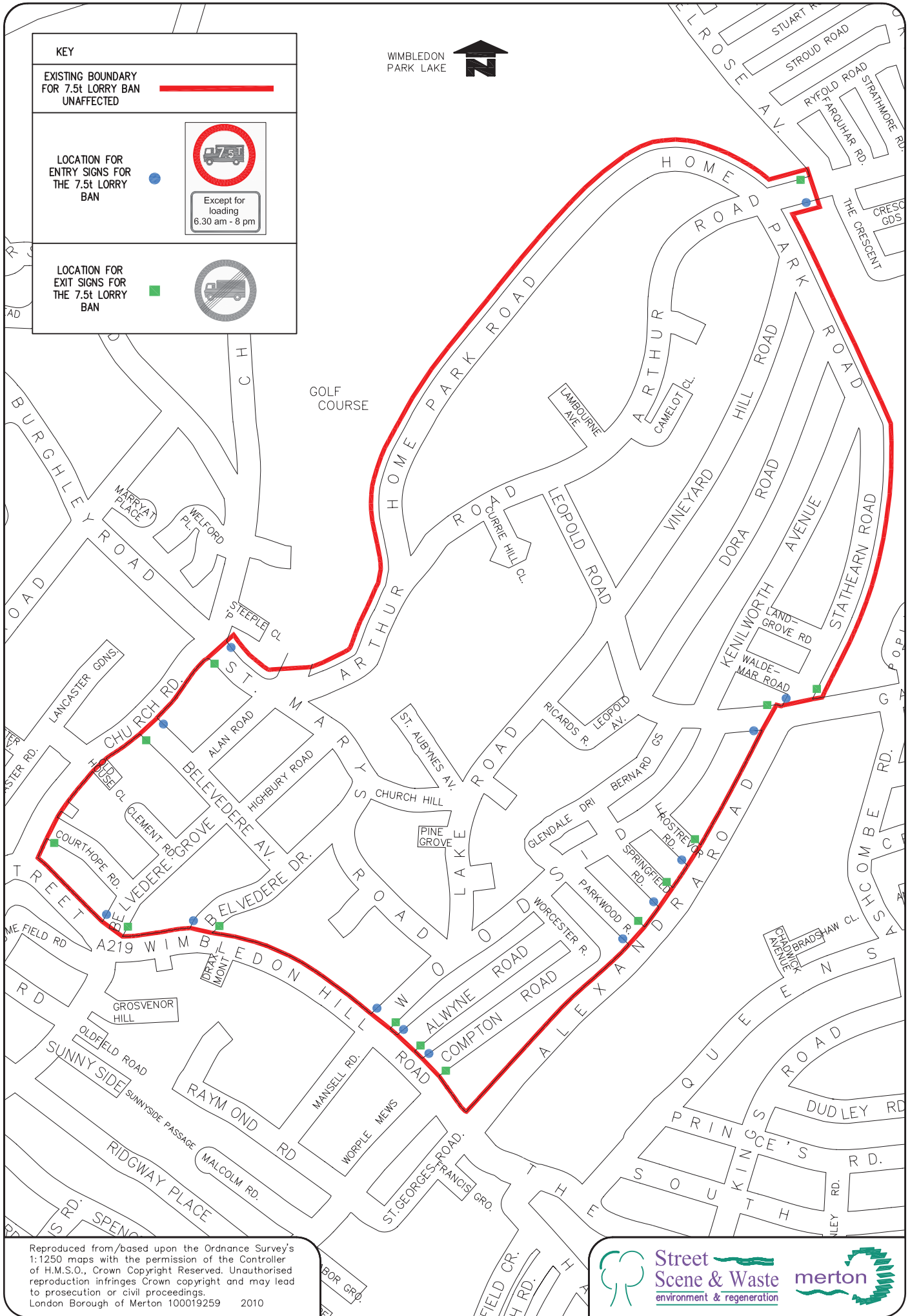


Z36-24-11 BURGHLEY/CALONNE TRAFFIC CALMING

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Z36-24-12 : 20MPH SPEED LIMIT AREA



KEY	
EXISTING BOUNDARY FOR 7.5t LORRY BAN UNAFFECTED	
LOCATION FOR ENTRY SIGNS FOR THE 7.5t LORRY BAN	
LOCATION FOR EXIT SIGNS FOR THE 7.5t LORRY BAN	



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12168 WIMBLEDON							
SEPTEMBER 2009							
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	85%ile Speed	Mean Speed
Site No: 12168062	Site 62, Woodside, Wimbledon (20mph Sign) TQ 24595 70872	Channel: Northbound	Fri 25-Sep-09	Thu 01-Oct-09	30	20.3	16.2
		Channel: Southbound	Fri 25-Sep-09	Thu 01-Oct-09		17.0	13.2

12168 WIMBLEDON							
SEPTEMBER 2009							
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	85%ile Speed	Mean Speed
Site No: 12168061	Site 61, Woodside, Wimbledon (LC 13) TQ 24806 71032	Channel: Northbound	Fri 25-Sep-09	Thu 01-Oct-09	30	26.2	21.3
		Channel: Southbound	Fri 25-Sep-09	Thu 01-Oct-09		27.4	21.8

12168 WIMBLEDON							
SEPTEMBER 2009							
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	85%ile Speed	Mean Speed
Site No: 12168064	Site 64, Woodside, Wimbledon (Parking Sign) TQ 24865 71094	Channel: Northbound	Fri 25-Sep-09	Thu 01-Oct-09	30	29.1	22.4
		Channel: Southbound	Fri 25-Sep-09	Thu 01-Oct-09		29.1	23.3

12168 WIMBLEDON							
SEPTEMBER 2009							
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	85%ile Speed	Mean Speed
Site No: 12168066	Site 66, Woodside, Wimbledon (LC 7) TQ 24976 71162	Channel: Northbound	Fri 25-Sep-09	Thu 01-Oct-09	30	26.4	21.4
		Channel: Southbound	Fri 25-Sep-09	Thu 01-Oct-09		27.2	21.9

12168 WIMBLEDON							
SEPTEMBER 2009							
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	85%ile Speed	Mean Speed
Site No: 12168068	Site 68, Woodside, Wimbledon (Parking Sign) TQ 25106 71292	Channel: Northbound	Fri 25-Sep-09	Thu 01-Oct-09	30	25.3	20.3
		Channel: Southbound	Fri 25-Sep-09	Thu 01-Oct-09		24.7	19.5

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

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

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

WIMBLEDON AREA TRAFFIC MODEL

**2. Decision maker**

Cabinet Member for Planning and Traffic Management –  
Councillor William Brierly

**3. Date of Decision**

28 October 2009

**4. Date report made available to decision maker**

22 September 2009

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

22 September 2009

**6. Decision**

- (1) Note the results and comments received from the informal consultation carried out during August and September 2009.
- (2) Note that a 7-day volume and speed surveys for the Wimbledon Area has been programmed to commence on 25 September 2009.
- (3) Note that the traffic speed results obtained for Woodside will be reported to the Cabinet Member and the Street Management Advisory Committee, together with officer recommendations.
- (4) Note that the proposed experimental width restriction in Belvedere Grove (if approved) be changed to 7' 00" to bring it in line with other restrictions in the area. *(NB. See also Recommendation (10) below suggesting that nothing be done on this proposal.)*
- (5) Agree, that if the speed cushions in the Belvedere area approved, they would be constructed in tarmac material. *(NB. See also Recommendation (9) below suggesting that nothing be done on this proposal.)*
- (6) Consider the results and officer comments as set out in section 4 of this report and make the appropriate decisions based on the options detailed within the section 4 and having regard to the Advisory Committee's recommendations detailed in the resolutions below. *(NB. For each resolution, the relevant question number in the report is also shown, where appropriate.)*
- (7) (Q.1) AGREE to proceed with formal consultations on the proposal to introduce 'Waiting/Unloading' restrictions, Monday - Saturday between 7am to 10am and 4pm to 7pm within the existing Pay & Display bays and the Disabled bay, located in the southern section of Church Road.

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

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

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

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

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

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

(b) the undertaking of the appropriate formal consultations (for the speed table at the junction), subject to (c) below; and

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

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

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

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

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

(26) (Q.13) AGREE to

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

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

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

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

(29) reject SMAC's proposal that officers be requested to investigate the feasibility of the following measures:-

- (a) a left turn ban from Coombe Lane into Copse Hill in the morning rush hour period (and the equivalent right turn ban in the evening);
- (b) alternate priority measures along Copse Hill/Ridgway, but subject to buses having priority in all situations; and
- (c) the introduction of traffic lights at Coombe Lane/Copse Hill junction.

The reason for this is that I do not accept the knock on effect on other roads in the borough would be reasonable.

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

(31) Ask that it be recorded that were I still cabinet member when these measures were reviewed, and were I to consider the proposed inadequate, I would;

(a) In the first instance consider whether the speed cushions I have declined to install should be installed, though note technology may allow a non physical speed measure to bring down speeds to an extent to make the area a destination rather than a through run.

(b) View the modelling outcome of the request made in (28)

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

## **7. Reason for decision**

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

## **8. Alternative options considered and why rejected**

As stated in the report

## **9. Documents relied on in addition to officer report**

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

## **10. Declarations of Interest**

None

## **11. Publication of this decision and call in provision**

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

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

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

W Brierly