

Street Management Advisory Committee

Date	18 th September 2013
Agenda item:	N/A
Wards:	Village
Subject:	Wimbledon Area Traffic Study – Burghley Road Traffic Calming Measures
Lead officer:	Chris Lee, Director of Environment & Regeneration
Lead member:	Councillor Andrew Judge Cabinet Member for Environmental Sustainability & Regeneration.
Forward Plan reference number:	N/A
Contact Officer:	Mario Lecordier (020 8545 3202)

Recommendations:

That the Street Management Advisory Committee (SMAC) considers the issues detailed in this report and recommend that the Cabinet Member for Environmental Sustainability and Regeneration:

- A. Notes the outcome of the statutory consultation that was carried out during May 2013 on the proposals for Burghley Road area traffic calming.
 - B. Agrees for officers to make the necessary Traffic Management Orders (TMO) and implement the proposed traffic calming measures in Burghley Road, as detailed in Section 3.1 and plan Z36/24/19-1B in Appendix 1 of this report.
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the results of the statutory consultation and seeks approval to publish the necessary TMO and implement the traffic calming measures in Burghley Road, as detailed in Section 3.1 and plan Z36/24/19-1B in Appendix 1 of this report.

2. DETAILS

- 2.1 For a number of years, residents and some Resident Associations in the area have made representations that traffic volumes and speeds within their residential roads are at an unacceptable level. This has led to the Council investigating and consulting on a number of proposals for the area. Although there has been strong support for some of the traffic management measures for the area, it has not been possible to agree a set of measures that would satisfy the wishes of the majority of local residents.
- 2.2 In August 2009, the Burghley Road area traffic calming measures formed part of the overall Wimbledon Area Traffic Scheme proposals, which also included the traffic management proposals for the Belvederes. The Burghley Road traffic calming measures were progressed to the statutory consultation stage in May 2010. However, at the SMAC meeting on 10 February 2011, Officers were instructed to pursue alternative traffic calming measures as put forward by one of the resident's group, as part of a holistic solution for the wider area and to report back if the proposals for the

Belvederes would affect the proposed measures in Burghley Road.

- 2.3 At the SMAC meeting of 9 June 2011, an experimental traffic management proposal for Burghley Road was considered but rejected. The Cabinet Member for Environmental Sustainability and Regeneration was asked to discuss the future of the traffic schemes in the area with the ward Councillors for the area.
- 2.4 Following meetings with the Cabinet Member for Environmental Sustainability and Regeneration, ward councillors, officers and some resident groups, suitable proposals to meet the objectives of managing excessive or inappropriate traffic speeds in Burghley Road and to address safety concerns at the junction of Burghley Road/Church Road/St Mary's Road were developed and agreed.
- 2.5 In June 2012, an informal consultation was carried out on the proposals for Burghley Road area traffic calming measures and the results of this consultation were reported to SMAC on 19 September 2012. This resulted in a number of amendments to the original set of proposals, which was approved by the Cabinet Member in March 2013.
- 2.6 The undertaking of a statutory consultation on the proposals including the amendments was approved by the Cabinet Member in March 2013.

3. PROPOSALS

- 3.1 The proposals for the Burghley Road area traffic calming are set out below and shown on plan Z36/24/19-1B in Appendix 1 of this report:

- 3.1.1 Sinusoidal road hump within the vicinity of no. 62 Burghley Road

This is a form of traffic calming feature similar to round top hump but with a shallower initial rise. This will ensure traffic speeds are reduced on approach to the priority traffic flow system within the vicinity of 58 Burghley Road.

- 3.1.2 Footway build-out, cycle bypass, sinusoidal road hump and priority traffic flow system within the vicinity of no. 58 Burghley Road

This will reduce the width of the carriageway at this location to accommodate one traffic lane. Drivers travelling toward Parkside will have priority over drivers travelling in the opposite direction. A cycle bypass will be provided for cyclists travelling towards Marryat Road. 4 new parking spaces will be provided outside 42 and 65 Burghley Road.

- 3.1.3 Footway build-out, cycle bypass, sinusoidal road hump and priority traffic flow system within the vicinity of 35 Burghley Road.

This proposal is similar to the proposal within the vicinity of 58 Burghley Road, except drivers travelling from Somerset Road will have priority over drivers from Marryat Road. A cycle bypass will be provided for cyclists travelling towards Parkside. To facilitate these proposals, 4 shared use vehicle parking spaces within this location will be relocated to opposite 40 Burghley Road.

- 3.1.4 Raised junction entry treatment and footway build out at the junction of Burghley Road/Marryat Road.

This proposal will improve road safety by reducing speed at the junction. It will also make it easier for pedestrians to cross the road at this junction. 3 new parking spaces will be provided opposite 24 Burghley Road.

3.1.5 Footway build-out, cycle bypass, sinusoidal road hump and priority traffic flow system within the vicinity of 16 Burghley Road.

This would be similar to the priority traffic flow system within the vicinity of 58 Burghley Road with drivers travelling towards Marryat Road having priority over those travelling towards Church Road. A cycle bypass will be provided for cyclists travelling toward Church Road. Existing permit parking bays within this location will be removed and the parking bays outside 17/19 Burghley Road will be extended to accommodate the loss.

3.1.6 Burghley Road/Church Road/St Mary's Road junction.

Implement a raised speed table in Burghley Road at its junction with Church Road and replace one set of existing speed cushions in Church Road with a raised speed table. In addition, a set of traffic island is proposed in Church Road before its junction with St Mary's Road. A raised dome will be provided at the mini-roundabout and minor kerb realignment works will also be carried out along the footway at this junction to improve safety.

3.1.7 'At any time' waiting restrictions

'At any time' waiting restrictions will be implemented on one side of the carriageway within the vicinities of the priority traffic flow system and along the raised junction / speed table to improve traffic flow and safety.

3.2 Advantages of traffic calming measures

- Raised junction entry treatments and speed tables reduce traffic speeds and minimise the occurrence and severity of any collision.
- Priority traffic flow systems interrupt the speed at which drivers travel, as they have to give way to other vehicles travelling in the opposite direction.
- Footway build out improves sightlines and safety.
- Raised speed tables are more acceptable to emergency services than standard road humps.
- Sinusoidal road humps are very effective at reducing traffic speeds.

3.3 Disadvantages of traffic calming measures

- Can be expensive to construct.
- Construction of these traffic calming measures may cause temporary traffic disruption including temporary road closures.
- Raised speed tables are not environmentally friendly and can cause noise and vibration when vehicles travel at inappropriate speed.

4 **CONSULTATION UNDERTAKEN**

STATUTORY CONSULTATION

- 4.1 A statutory consultation was carried out between 16 May 2013 and 14 June 2013 with the consultation leaflets being distributed to 960 residents within the area. A copy of this leaflet is included in Appendix 2. The consultation included the erection of street Notices on lamp columns in the area, publication of the Council's intentions in the Local Guardian and the London Gazette. The Consultation documents were also made available

at Merton Link in the Civic Centre, on the Council's website and Wimbledon Library.

- 4.2 A copy of the draft consultation leaflet was sent to Ward Councillors, prior to the consultation leaflet being circulated to residents within the consultation area. No response or comments were received from the Ward Councillors.
- 4.3 Of the statutory groups consulted as part of this process, 2 responses were received from the Police and London Buses. Both of whom do not object to the proposals.
- 4.4 Of the 960 consultation leaflets distributed within the consultation area, 14 representations were received. All representations received after the closing date has been included in this report and attached in Appendix 3 of this report.
 - 4.4.1 Majority of the representations were in support of the overall proposals to reduce traffic speeds in Burghley Road. However, concerns were raised regarding the proposed measures at the junction of Burghley Road/Church Road/St Mary's Road. These concerns relate to the raised speed table in Burghley Road, the footway build-out and the traffic island in Church Road at its junction with Burghley Road.

Officer comments

The proposed measures at this location will improve safety by ensuring speeds are reduced within the vicinity of the mini-roundabout and also prevent drivers from St Mary's Road over-running this mini-roundabout into Burghley Road. Thereby reducing the number and severity of any collisions at this location.

- 4.4.2 Comments were also received regarding the parking bays within the vicinity of 42 and 58 Burghley Road, as some residents feel it would restrict sightlines, as they exit their respective crossovers.

Officer comments

It is unlikely these parking bays will restrict sightlines, as sufficient gap will be allocated between the parking bays and the vehicle crossovers. In addition, the footway build-out and the sinusoidal road humps within the vicinity of 58 Burghley Road will compel drivers to lower their speeds at this location. Hence, improve safety as residents exit their crossovers by driving out into the public highway instead of reversing.

- 4.4.3 Some residents also feel the traffic calming measures in Burghley Road is overkill as the intention of the proposals is to slow traffic and not to stop them.

Officer comments

The primary objective of the proposals is to reduce and maintain low speed. According to the speed surveys an 85%ile speed (speed at which 85 out of 100 vehicles surveyed travel at) of 42.7mph was recorded within the vicinity of 58 Burghley Road and 108 vehicles were recorded travelling above 56mph. Whilst the proposed road humps will reduce speed, the proposed priority traffic flow system will interrupt the speed at which these drivers travel and improve safety.

- 4.4.4 A comment was also received regarding reduced access to driveways, on-street and off-street parking.

Officer comments

Access to driveway will not be affected by the proposals and the proposed features will improve safety by maintaining reduced speeds. Any removed parking spaces have been compensated elsewhere to minimise the overall loss. The Council has offered and consulted on a few options and these particular proposals are supported by the majority of residents. It is appreciated that some residents may be dissatisfied with the idea of having the features immediately outside their property; however, the locations of the proposed features have been strategically identified based on site constrained and suitable intervals between each feature to ensure a constant reduced speed along the road. It is considered that the overall benefits to all road users outweigh the preception of convenience that the measures may cause to some residents

ANALYSIS

- 4.5 A statutory consultation is a legal process, which seeks objection from residents regarding the proposals. Hence those in favour of the proposals are not generally required to reply to the consultation process, although it is generally encouraged. It would be feasible to consider that since a high number of residents did not object to the proposals, there is overall support for the measures and/or majority do not have concerns regarding the proposals. Although there have been 14 representations, the majority of these representations support the proposals but with some concerns regarding certain aspects of the proposals all of which have been summarised and addressed in paragraphs 4.4.1 to 4.4.4.
- 4.6 During the informal consultation, a high number of residents in Burghley Road did not support the proposals; however following meetings with representatives from this road and modifications to the original proposals they have accepted and supported the current proposals.
- 4.7 A traffic survey carried out on 25 July 2009 within the vicinity 58 Burghley Road recorded an 85%ile speed of 42.7mph with 108 vehicles recorded travelling in excess of 56mph. An 85%ile speed of 38.2mph was recorded within the vicinity of 30 Burghley Road whilst 32.5mph was recorded within the vicinity of 19 Burghley Road. The above records show that majority of drivers travel above the speed limit and the proposed traffic calming measures will reduce speed and address road safety concerns on this road.
- 4.8 Although concerns were raised regarding the proposed measures at the junction of Burghley Road/Church Road/St Mary's Road, these features are required to improve road safety at this location by reducing traffic speeds and also the number and severity of any collisions that might occur. In the 5 year period up to 31 December 2012, there have been 3 recorded personal injury collisions at the junction of Burghley Road/Church Road/St Mary's Road.

5. TIMETABLE

- 5.1 If approved, the works will be carried out from November 2013 to March 2014.

6. FINANCIAL IMPLICATIONS

- 6.1 The works for the Burghley Road traffic scheme will be funded from Merton's 2013/14 Capital Programme allocation at an estimated cost of £150,000.

7. LEGAL IMPLICATIONS

- 7.1 The vertical deflections will be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended).
- 7.2 The Traffic Management Orders for the amendments to the parking bays and the waiting restrictions would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended).

8. ALTERNATIVE OPTIONS

- 8.1 Do Nothing – This will not address the concerns from residents within the area to reduce traffic speeds in Burghley Road. This option was included in the informal consultation questionnaire but was rejected by 51.5% of the despondences.

9. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

- 9.1 The implementation of the scheme will affect all sections of the community. The proposed measures aim to improve safety and environment for all road users.
- 9.2 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents and businesses are given careful consideration when making decisions.

10. CRIME AND DISORDER IMPLICATIONS

- 10.1 Not applicable

11. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 11.1 The road safety implications/risks during construction and maintenance will have to be fully considered at each stage of the detailed design process.
- 11.2 A road safety audit of the proposed scheme has been carried out by a 3rd party consultant and all recommendations were incorporated in the design, prior to the public consultation.
- 11.3 The Construction (Design and Management) Regulations 2007 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 CDM Co-ordinator for this scheme is F.M.Conway Ltd. Potential risks will be identified during the detailed design stage.

12. BACKGROUND PAPERS

The following background papers have been used in the preparation of this report:

- Street Management Advisory Committee report dated 9th June 2011.

- Street Management Advisory Committee report dated 10th February 2011.
- Street Management Advisory Committee report dated 19th June 2012.

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

- Appendix 1 - Proposals Z36-24-19-1 Revision B,
- Appendix 2 - Consultation leaflet
- Appendix 3 - Consultation Representation

Contacts

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All press contacts – Merton's Press office: email: press@merton.gov.uk

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Useful links

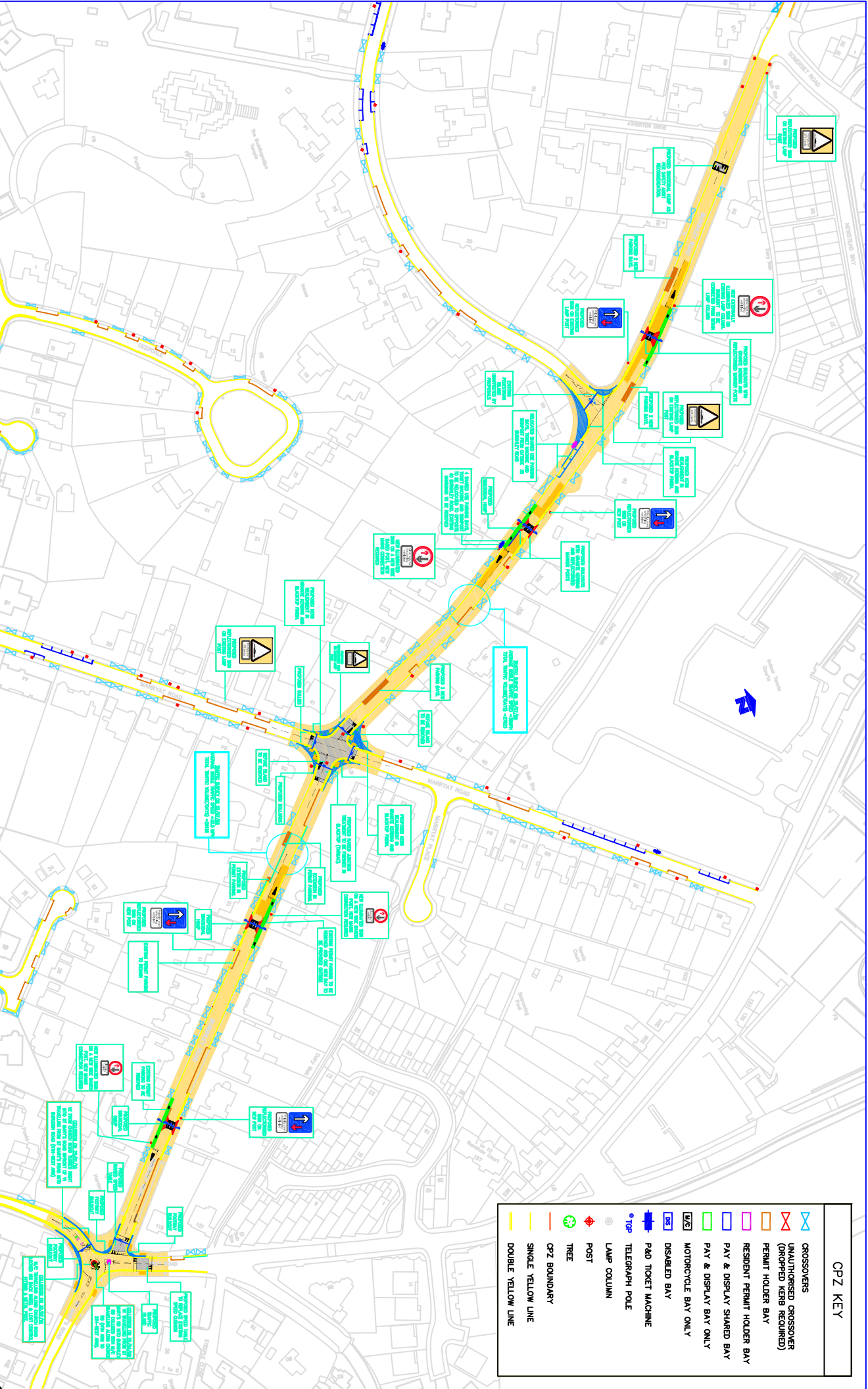
Merton Council's Web site: <http://www.merton.gov.uk>

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.

APPENDIX 1



CPZ KEY	
	CROSSOVERS
	UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)
	PERMIT HOLDER BAY
	RESIDENT PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY BAY ONLY
	MOTORCYCLE BAY ONLY
	DISABLED BAY
	PAD TICKET MACHINE
	TELEGRAPH POLE
	LAMP COLUMN
	POST
	TREE
	CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE

Notes
Do not scale from this drawing

Rev.	Author	Drawn	Slp.	Date	Check	Slp.	Date	Appr.	Slp.	Date



PROJECT
BURGHLEY ROAD

TITLE
PROPOSED TRAFFIC CALMING

Drawing No. **Z38-24-192-1**

Revision **B**

Client
Merton Civic Centre
London Road
M14 5DX

Drawn by
DRAFT

Scale
N.T.S.

APPENDIX 2

ISSUE DATE : 16 MAY 2013

Dear Resident/Business

This leaflet is to update you on the outcome of the informal consultation carried out in June/July 2012 on the proposed traffic calming measures for the Burghley Road area and the subsequent decision made by the Cabinet Member for Environmental Sustainability and Regeneration to undertake a statutory consultation on the proposals.

INFORMAL CONSULTATION AND DECISION

951 residents were consulted and a total of 202 responses were received during the informal consultation. A summary of the results is shown below. Full details can be viewed on the Council's website at www.merton.gov.uk/burghleyroadarea

QUESTION	IN SUPPORT		AGAINST		UNDECIDED	
	No.	%	No.	%	No.	%
Do you support the proposed traffic calming measures within the vicinities of nos. 35, 58, and 62 Burghley Road?	88	43.6	87	43.1	27	13.4
Do you support the proposed raised table at the junction of Burghley Road/Marryat Road?	96	47.5	88	43.6	18	8.9
Do you support the proposed raised table at the junction of Burghley Road/Church Road/St Mary's Road?	85	42.1	96	47.5	21	10.4
Do you support the proposed traffic measures at the junction of Burghley Road/Church Road/St Mary's Road?	82	40.6	92	45.5	28	13.9
Do you prefer the area to be left as it is?	69	34.2	104	51.5	29	14.4

The consultation results show that the majority of residents who responded support the proposed traffic calming measures in Burghley Road, except for the proposed traffic measures at the junction of Burghley Road/Church Road/St Mary's Road. Although a majority responded against the proposed traffic measures at this junction, these measures form part of an integral scheme, which collectively contribute to improving road safety in Burghley Road and therefore cannot be removed from the proposals.

On 19 September 2012, the outcome of the informal consultation was reported to the Street Management Advisory Committee (SMAC) and on 23 March 2013, the Cabinet Member agreed to the undertaking of statutory consultation on the proposals with the following amendments as detailed below and shown on plan overleaf.

1. Additional priority traffic flow system within the vicinity of no. 2 Burghley Road.
2. The priority traffic flow systems within the vicinities of nos. 2, 16, 35 and 58 Burghley Road should be offset to one side of the road as oppose to the middle of the road, as consulted to enhance the measure and ensure drivers slow down.
3. Additional parking facilities within the vicinities of nos. 24, 44 and 65 Burghley Road.
4. Investigate, consult separately and implement (subject to approval) a width restriction in Burghley Road within the vicinity of its junction with Somerset Road.

PROPOSALS

Detailed description of the proposals are shown on the plan overleaf and a summary of the major features is given below;

VERTICAL TRAFFIC CALMING MEASURES

- Raised speed table within the vicinity of 76 Church Road.
- Raised junction (speed table) at Burghley Road/Marryat Road.
- Raised entry treatment in Burghley Road at its junction with Church Road.
- Sinusoidal road hump within the vicinities of 2, 16, 35, 58 and 62 Burghley Road. Sinusoidal road hump is a traffic calming feature similar to a round top hump but with a shallower initial rise.

PRIORITY TRAFFIC FLOW SYSTEM

- Priority traffic flow system for north-westbound traffic within the vicinity of nos. 16 and 58 Burghley Road.
- Priority traffic flow system for south-eastbound traffic within the vicinity of nos. 2 and 35 Burghley Road.

RESIDENTS PARKING BAYS

- Some parking bays within the vicinities of nos. 1, 16 and 35 Burghley Road will be removed to accommodate the proposals. However, new parking bays will be created or extended within the vicinities of nos. 19, 23, 42 and 65 Burghley Road and adjacent to no. 40 Calonne Road.

WAITING RESTRICTIONS

- 'At any time' waiting restrictions will be implemented on one side of the carriageway within the vicinities of the priority traffic flow system and along the raised junction / speed table to improve traffic flow and sightlines.

Advantages of the traffic measures

- Raised junction speed table reduces traffic speeds and minimises the occurrence and severity of any collisions.
- Priority traffic flow system interrupts the speed at which drivers travel, as they have to 'give way' to other vehicles travelling in the opposite direction.
- Footway build-out improves sightlines and safety.
- Raised speed table are more acceptable to emergency services than standard road humps.
- Sinusoidal road humps are very effective at reducing traffic speeds.

Disadvantages of the traffic measures

- Can be expensive to construct.
- Construction may cause temporarily traffic disruption including temporarily road closure.
- Raised speed tables are not environmentally friendly.

WHAT HAPPENS NEXT

A Notice of the Council's intention to implement the above measures will also be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. Representations for or against any of the proposals or parts of it must be done in writing to the **Environment and Regeneration Department, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **14 June 2013**, quoting reference **ES/SGE**. Any objections must relate only to the elements of the scheme that are subject to this statutory consultation.

The content of your representation to the various element of the proposals will determine if any element of the scheme will be withdrawn or proceed to the implementation stage and not necessarily the number of responses received. Your views will be considered proportionately depending on issues such as how likely you will be affected by any of the proposals.

All representations along with Officers' comments and recommendations will be reported to the local Ward Councillors, SMAC and the Cabinet Member for Environmental Sustainability and Regeneration on **18 September 2013** for a decision on whether to proceed and implement the measures. Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

A copy of the proposed TMO/Notices, plan identifying the area affected by the proposals and the Council's Statement of Reasons' for the proposals can be inspected by prior appointment 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/burghleyroadarea.

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Request for document translation
BURGHLEY ROAD AREA TRAFFIC CALMING
This document is available in other languages. If you would like a copy, please contact the office by phone using our contact details below.

Hindi Gujarati Urdu Bengali Persian

Telugu Kannada Malayalam Tamil

Sinhala Malay Vietnamese Chinese

Vietnamese: Tiếng Việt Tiếng Anh Tiếng Trung Quốc

Thai Bahasa Indonesia Bahasa Melayu Bahasa Malaysia

Other: _____

Large print Braille Audiocassette

Your contact: _____
Name: _____
Address: _____
Postcode: _____
Telephone: _____

Edward Quartey, Merton
Civic Centre, London
Road, Morden, SM4 5DX

BURGHLEY ROAD AREA – PROPOSED TRAFFIC CALMING MEASURES.

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PRIORITY TRAFFIC FLOW SYSTEM WITH FOOTWAY BUILDOUT, SINUSOIDAL ROAD HUMP AND CYCLE BYPASS

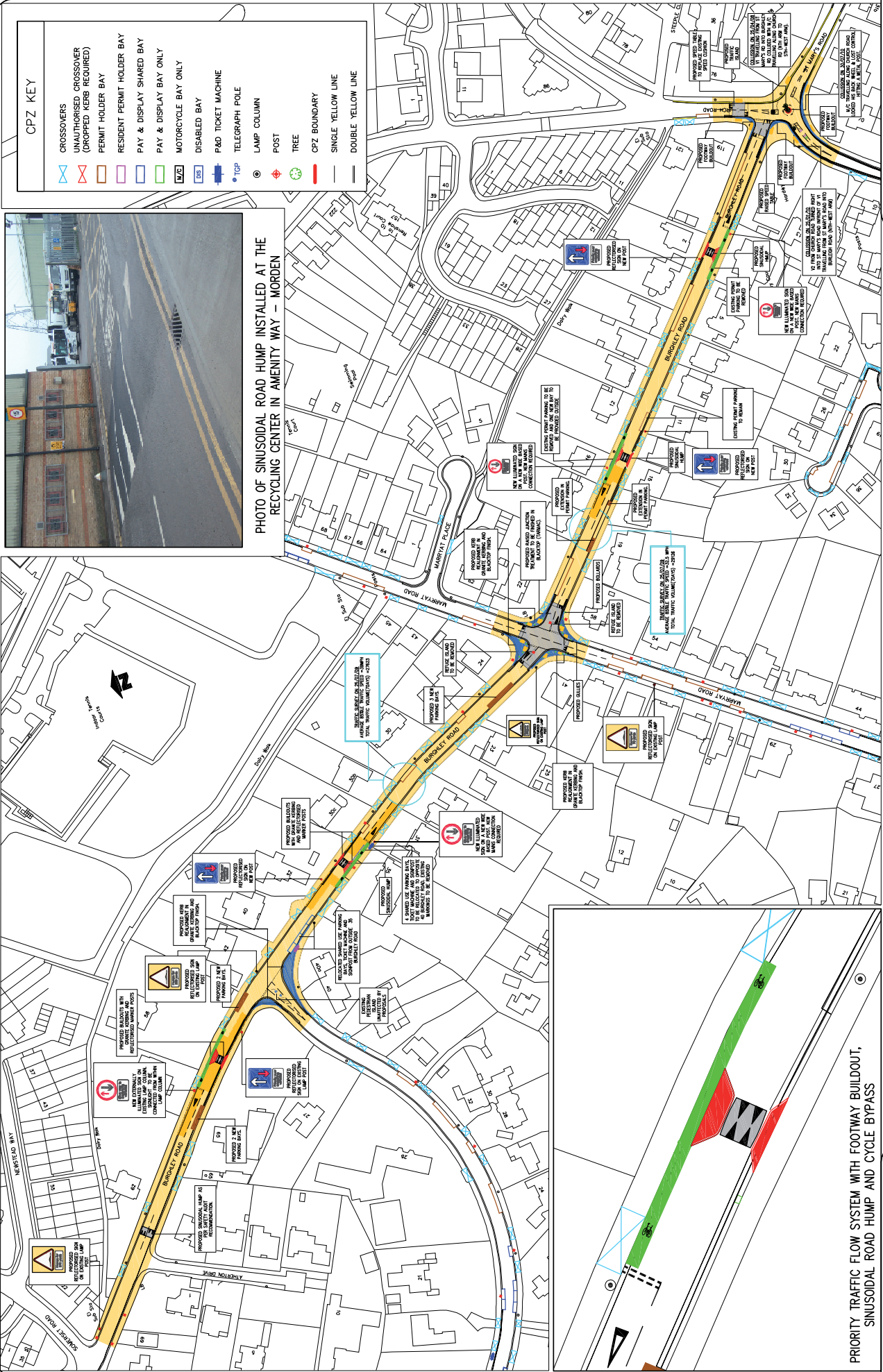


PHOTO OF SINUSOIDAL ROAD HUMP INSTALLED AT THE RECYCLING CENTER IN AMENITY WAY – MORDEN

CPZ KEY

	CROSSOVERS
	UNAUTHORISED CROSSOVER (DROPPED KERB REQUIRED)
	PERMIT HOLDER BAY
	RESIDENT PERMIT HOLDER BAY
	PAY & DISPLAY SHARED BAY
	PAY & DISPLAY BAY ONLY
	MOTORCYCLE BAY ONLY
	DISABLED BAY
	PAD TICKET MACHINE
	TELEGRAPH POLE
	LAMP COLUMN
	POST
	TREE
	CPZ BOUNDARY
	SINGLE YELLOW LINE
	DOUBLE YELLOW LINE

APPENDIX 3

Representations	Appendix 3
<p>12303574</p> <p>Police have no objections and no further observations.</p>	
<p>12303568</p> <p>London Buses have no objections or observations.</p>	
<p>12303136</p> <p>I am in total agreement with the proposals for traffic calming measures in Burghley Road.</p>	
<p>12301611</p> <p>On the last occasion that major work was done on the Burghley Rd/Church Rd/ St Mary's Rd junction, the two HGV weight restriction signs at the entrance to Burghley Rd were removed and not replaced until this was brought to the Council's notice. May I respectfully ask that these two vital signs continue to form part of any changes made at this junction.</p> <p><u>Officer comments</u></p> <p>The HGV signs will be maintained.</p>	
<p>12302992</p> <p>I am a local resident and my wife and I use Marryat Road, Burghley Road and the junction of Burghley Road/Church Road and St Mary's Road in our cars many times each day.</p> <p>In general, I am supportive of the above proposals, which I believe will reduce dangerous speeding. However I wish to object specifically to the proposed changes of a raised table and changed traffic island arrangements at the junction of Burghley Road and Church Road and St Mary's Road. Your plans are unclear and the text mentions nothing about the traffic island arrangements at this junction. As far as I can see from the plans two traffic islands are now proposed, which if I am correct, will have the potential for even greater traffic congestion than the current junction arrangements create. In addition, there is no speeding at this junction and therefore I cannot see the justification for going to the expense of installing a raised table. I therefore object to this specific part of the proposal and suggest that the current junction arrangements are left as they are.</p> <p><u>Officer comments</u></p> <p>The proposals at the junction of Burghley Road/Church Road/St Mary's Road will improve safety and reduce the number of collisions by ensuring traffic speeds into and out of Burghley Road are reduced. Only one traffic island is proposed in Church Road at its junction with Burghley Road. This traffic measure together with the minor footway realignment will prevent drivers from over-running the mini-roundabout into Burghley Road from St Mary's Road.</p>	
<p>12302671</p> <p>As a resident of Somerset Road who, like those in Burghley Road, are affected by the speed and volume of traffic passing along Somerset Road/Burghley Road, I support the traffic calming measures outlined in the consultation.</p> <p>I hope that these measures will help slow the large volume of traffic and that, in due course, similar measures will be placed in Somerset Road.</p> <p><u>Officer comments</u></p> <p>Residents of Somerset Road are in communications with the Council to adopt the private section of Somerset Road (from Burghley Road to Parkside). Once the legal process has been finalised, residents will be consulted on traffic calming measures to ensure continuity with those in Burghley Road.</p>	
<p>12302939</p> <p>I reiterate that the idea of a platform on the junction of Marryat Road and Burghley Road is plain dangerous, since it is on the slope. I do not see how you will construct it so that it achieves the purpose that you intend.</p> <p>Furthermore, since Marryat Road becomes one way at certain times of the year and during those times becomes a bit of a race track, to put a speed bump, let alone a sloping platform, just when drivers are not expecting it (it will be the only one in the road) is frankly crazy. I can see some chap belting down the road, going up on the bump, losing control as he comes off the other side and ploughing into a whole load of Wimbledon tennis fans who have packed up early for the day. I really do believe that you ought to think again on that one idea only. Just make Burghley Road a 20 m.p.h. zone. It is cheaper and it will work.</p> <p><u>Officer comments</u></p>	

A raised junction at this location will reduce speeds and improve safety for all road users. It is true that at certain times of the year Marryat Road becomes a one way, which does lead to an increase in speed and it can be argued that these proposals will ensure lower speeds at all times. 20mph zones areas must be self-enforcing, which means that traffic calming measures are required up to a maximum distance of 100 metres apart to ensure continuous lower speed – these are specified in the DfT guidelines. In conclusion the proposed traffic calming measures are required to make Burghley Road a 20mph Zone.

12302934

I am writing to you with comments on the proposed traffic calming measures circulated to residents dated 16 May 2013. I am concerned from a safety perspective as to the location of the proposed parking bays at the junction of Burghley Road and Calonne Road. This junction is already quite dangerous given the restricted line of sight when turning into Burghley Road from Calonne Road. With respect to the proposed bays outside and between numbers 58 and 42 Burghley Road these bays will restrict line of sight when exiting number 42 looking right and similarly restrict line of sight looking left when exiting number 58. Furthermore these parking bays will cause traffic to move into the centre of the road exactly at the junction with Calonne increasing the possibility of collisions at this junction. Similarly the proposed parking bays opposite number 40, will push traffic into the middle of the road at this junction. Although I welcome the traffic calming pinch points there is still the likelihood that traffic will accelerate between them through this junction and wonder if a simple expedient of a small roundabout would not be a further deterrent to drivers speeding and force them to take more care and proper observation at this junction.

Officer comments

Burghley Road at its junction with Calonne Road has become dangerous as drivers travel above the speed limit. A traffic survey within the vicinity of 58 Burghley Road recorded an 85%ile speed of approximately 42.7mph with 105 vehicles travelling in excess of 56mph. The proposed road hump, footway build-out and priority traffic flow system within 58 Burghley Road will ensure driver speeds are reduced at this locations and together with the other proposed measures, speeds will be reduced across the entire length of Burghley Road. The junction of Calonne Road is being narrowed to improve sightlines as drivers exit Calonne Road. A mini roundabout will not have any impact on this road, due to the reduced traffic volume from Calonne Road.

12302563

A large volume of traffic travels along Arthur Road, St Mary's Road and turns right down Church Road, but some of it takes the immediate left after the mini roundabout into Burghley Road. Assuming you are to make the right turn into Church & immediately left into Burghley - having indicated your intention to turn right approaching the mini roundabout other vehicles including those immediately behind expect you to be taking Church Road and the quick switch of indicator to take Burghley often takes drivers following by surprise. If now we have a raised platform to negotiate when entering Burghley I anticipate accidents due to the braking that will inevitably occur to prepare for the platform. Following cars already not expecting a left turn will at a time they are looking out for all possible hazards and vehicles approaching up Church from AELTC and along Church from the Village will be taken by surprise by brake lights. I anticipate several shunts. If you are insistent on this raised platform I would ask you to consider placing it further down Burghley Road once the turns have been negotiated.

Officer comments

The proposals at this junction will ensure speeds are reduced into/out of the mini-roundabout, hence drivers turning left into Burghley Road will not be a major concern for other drivers travelling behind them. The locations of the proposed features in Burghley Road have been strategically identified based on site constrained and suitable intervals between each feature to ensure a constant reduced speed along the road. Hence, relocating the raised hump further down into Burghley Road will not achieve the objective of reducing driver speeds, as they turn into Burghley Road.

12301662

Congratulations you seem to have arrived at a good solution. However I do have doubts, reinforced watching a 493 bus negotiating Burghley/Church/St Mary's Roads junction yesterday. The proposal of a footway buildout on the West side of the existing mini-roundabout will further shorten the life of the new proposed traffic Island to the North. I would suggest that these 2 proposals can be canceled to avoid installation and ongoing repair costs.

Officer comments

The footway build-outs at this location are minor kerb realignment measures to ensure speeds into and out of the mini-roundabout are reduced. Consideration will be given to the location of the traffic island and the extent of the kerb realignment to ensure buses can make this turn safely.

12301610

Thank you for the formal consultation document of 16 May. We have lived in Oakfield Estate, Somerset Road, for almost twenty years, and during that time we have travelled along Burghley Road several times a week when we go to the centre of Wimbledon or to visit our daughter. We are in favour of the proposed measures at Burghley

Road's junctions with Marryat Road and with Church Road and St Mary's Road, because those are two dangerous junctions. However, we consider that the other measures would be a waste of money, for the following reasons:

Road humps. We don't think that speed is a problem in Burghley Road. We are not aware of a single accident due to speed to have occurred during our twenty years here. Of course motorists must obey the law and not drive faster than 30 mph, but a single camera would ensure that, even if it is not manned. The stopping and starting caused by road humps is bad for the environment because it increases car emissions, which are harmful to people's health.

Footway Buildouts. There are no pedestrians in Burghley Road, except that I have very occasionally gone for a walk there, and I have never had any problems with the pavements or with crossing the street. Every day more cars pour out onto the streets of London, and every day the road surface is further reduced by all manner of buildouts, and as a result the congestion gets worse, not on the pavements but on the roads. Last year we visited Hampstead in north London, and we did not see road humps or footway buildouts there, so it seem that it is possible to do without them. A related matter is that the private Somerset Road between the Common and Burghley Road is far more problematic than Burghley Road. Since the residents made that stretch of road 20% narrower some years ago, the chance of collision is high, and since they changed much of the pavement to rolling lawns, life has become difficult for pedestrians; this road does have many pedestrians. Please "adopt" it and put it right.

Officer comments

Road humps. Traffic speed has been a major concern for residents on this roads and a traffic survey carried out by the Council in September 2009 indicated the high speeds. The survey within the vicinity of 58 Burghley Road recorded an 85%ile speed of 42.7mph with 105 vehicles travelling above 56mph.

Speed cameras are installed and maintained by TfL and the criteria for the installation of these camera relate to a number of recorded serious personal injury collisions and/or a fatality. Burghley Road does not meet these criteria and therefore cameras cannot be considered.

Footway build-outs. The proposed footway build-outs are required as part of the proposals to ensure the priority traffic flow systems are effective and serve their primary objective. The footway build-outs at the various junctions are minor kerb realignment features to improve sightlines, as drivers exit the minor arms of these junctions and also ensure reduced speeds into and out of these side roads.

The residents in Somerset Road between parkside and Burghley Road are currently in communications with the Council to have this section of road adopted. Once the legal process has been finalised changes will be made to improve pedestrian access.

12301570

Objection to traffic calming measures at Church Road end of Burghley Road.

I am writing to register the strongest possible objection to the latest proposal for traffic calming measures in Burghley Road near Church Road. In particular I am objecting to the new plans for a sinusoidal hump outside Burghley Court at 1 Burghley Road, and the related waiting zone marked on the road directly outside the driveway entrance to number 1 Burghley Road and my entrance at Hardwycke Burghley Road. Of all the proposals so far this is the worst, in particular since it most affects those properties whom, as your own voting has shown, are least in favour of the measures at all. For myself at Hardwycke, the 6 flats at number 1 Burghley Road, and the occupants of numbers 2, 4 and 5, the proposal will have a significant detrimental impact by:

- a) significantly reducing access to the driveways of the properties at Hardwycke and number 1, and delay and danger getting into and out of the properties during times of medium and high traffic volume.
- b) reduced on-street parking in the proximity of 10 residences at the Church Road end of the street
- c) increased noise and pollution from waiting traffic outside Hardwycke.

Reduced access to driveways and off-street parking.

The proposal will make it more difficult and dangerous to drive into the driveways at Hardwycke and Number 1 Burghley Road. Residents at Hardwycke, Number 1, 2 and 4. already significantly aide the flow of traffic down Burghley Road by keeping their cars off the street in garages and driveways. However access to the driveways at Hardwycke and number 1 when driving in from the Church Road end is already difficult. Residents have to wait for a safe opportunity to swing wide onto the opposite side of the road in order to turn left into the narrow driveways. This manoeuvre is made more difficult and dangerous by, a) traffic driving up the hill fast, and meeting cars parked in the parking bay opposite. b) the volume of traffic driving into Burghley Road from Church Road. The measures proposed will make the situation significantly worse for my neighbours and myself. The sinusoidal hump will stop traffic on our side of the road and increase the flow up the hill which will be stopped by the cars parked in the parking bay opposite at the same time being trapped by any cars waiting for their turn to go down the hill. The increase in traffic at this point will make it nigh on impossible for me or my neighbours to make the turn

into the driveways at Hardwycke and Burghley Court. Currently the situation at times of high traffic is already difficult with impatient drivers attempting overtaking and undertaking manoeuvres as you try to turn left into the driveways. The temptation to accelerate to 'make the gap' and get over the hump before the oncoming traffic is likely to make this a point of increased tension and danger. I have observed this "accelerate to get there first" behaviour on a number of occasions at a sinusoidal hump on St Mary's Road near the Highbury Road entrance.

Reduced access to on-street parking.

Under the newest proposal, the removal of parking spaces outside number 1 will significantly worsen access to parking for residents and their visitors at Hardwycke, numbers 1,2,4, since Burghley Court is in fact 5 flats all of which have cars and visitors. Increasing the parking bays at the bottom of the road, and near to Calonne Road will not begin to make up this reduction of facility to the residents at the Church Road end.

Increased noise and pollution

The proposal will mean that for the first time since I have been living at Hardwycke, cars will without doubt have to stop and wait in a queue in outside my house while blocking my driveway and that of Burghley Court. The real-world effect of this will be increased pollution from idling and accelerating cars, and increased noise from the engines and horns hooted by angry and frustrated drivers. And all this right outside my bedroom window. I feel this is a significant burden and penalty to put on any resident for what is, at best, an experiment. There is no evidence that the measures will reduce the volume of traffic down Burghley Road from Church Road. It would cost significantly less public money to employ a policeman to enforce the current speeding laws and weight restriction laws that are in place today.

As a resident at Hardwycke for more than 40 years I have witnessed the inexorable increase in traffic down Church and Burghley Road and attempts to reduce and slow it. However the underlying dynamic has never been addressed. Drivers coming up Arthur Road and St Mary's Road use Burghley and Somerset roads as a cut-through to Parkside. The route provides a time-saving to motorists over the alternative route, up Church Road and through the village. Unless this time-saving is removed completely, and in fact inverted, the traffic pattern will not change no-matter what traffic calming inconveniences are put in place. Unless Burghley Road was closed-off at the Church Road end (not a proposal I support) the volume of traffic will increase as it does everywhere.

Objection

While I appreciate the efforts that have gone into making the proposals. I can only object in the strongest way, since I believe that the residents at the Church Road end of Burghley Road will be significantly penalised and inconvenienced by the proposal over others in the road. I believe of all the proposals so far, the second simpler proposal was the best.

Officer comments

Access to driveway will not be affected by the proposals and the proposed features will improve safety by maintaining a reduced speed. The Council has offered and consulted on a few options and these particular proposals are supported by the majority of the residents. It is appreciated that some residents may be dissatisfied with the idea of having the features immediately outside their property; however, the locations of the proposed features have been strategically identified based on site constrained and suitable intervals between each feature to ensure a constant reduced speed along the road. It is considered that the overall benefits to all road users outweigh the preception of convenience that the measures may cause to some residents.

12301541

Thank you for the opportunity to make a representation about the Burghley Road proposals.

1. The Somerset Rd/Burghley Rd/St. Mary's Rd/Arthur Rd route is necessary to avoid the immense traffic congestion in central Wimbledon due to extremely poorly thought out traffic management there, will continue to be necessary until the central Wimbledon problem is properly addressed.
2. The traffic calming measures in Burghley Road are therefore are overkill. The intention should be to slow traffic NOT to stop it. Sinusoidal humps designed to slow the road speed to 20mph are all that is required; narrowing the road so that the traffic has to stop increases congestion and makes it more environmentally unfriendly.
3. Narrowing the road and adding another traffic island at the Burghley Rd/Church Rd/St Mary's Rd junction will do nothing in my view to reduce the difficulty that this junction causes but will simply prevent large HGVs from negotiating the junction at all. Two days ago I watched an enormous HGV with trailer passing from Church south to Church Rd north and could only do so very slowly and by passing over raised curbs and footways. This is supposed to be a major route capable of taking such vehicles but this will now become impossible and I predict that the road furniture, footways and curbs will be destroyed and congestion increased.
4. Slowing the fast moving, law breaking heavy traffic in Church Road is required. Traffic along Church Road

should be facilitated but slowed.

Officer comments

The primary objective of the proposals is to reduce and maintain low speed. According to the speed surveys an 85%ile speed (speed at which 85 out of 100 vehicles surveyed travel at) of 42.7mph was recorded within the vicinity of 58 Burghley Road and 108 vehicles were recorded travelling above 56mph. Whilst the proposed road humps will reduce speed, the proposed priority traffic flow system will interrupt the speed at which these drivers travel and improve safety.

The footway build-out are minor kerb realignment measures to improve sightlines and in addition to the traffic island in Chrich Road at its junction with Burghley Road will ensure drivers from St Mary's Road into Burghley Road do not overrun the mini roundabout. The proposed traffic island together with the kerb realignment measures will be located to ensure buses and HGV's can safely use this junction.

12302991

We are responding on behalf of ***** of ***** Parkside Gardens to the above proposal.

We are both opposed for the following reasons:

1. The proposal does not deal with concerns previously raised by the majority over the junction of Burghley/Church/St Mary's and these have been included with no alternative option.
2. As acknowledged by the proposal, sinusoidal road humps are not environmentally friendly.
3. The proposals merely add street furniture and diminish the area's attractiveness.
4. These schemes introduced for 1 area usually lead to negative knock-on effects in other streets.
5. The Council takes no account of damage caused to vehicles and tyres by these schemes which is passed to residents as a hidden cost (I suggest you check the cost of placing a tyre worn by damaged tracking on a standard or premium family vehicle).
6. The proposals decrease the overall flow of traffic in the area and are likely to lead to more congestion as they are not part of a holistic scheme which has been repeatedly requested by residents.

Officer comments

1. The proposals has considered the views of residents and where possible have been included into the design.
2. Sinusoidal road humps are not environmentally friendly, however they are very effective at reducing driver speeds, which is the primary objective of the proposals.
3. Although some street furniture will be associated with the proposals, the benefits of the scheme outweighs any issues with street furniture.
4. The Council has a planned safety programme of works for the whole of the borough, however all these works cannot be carried out in the same year, hence some areas being looked during different financial years.
5. The Council has a duty to improve safety on its roads, hence traffic measures being implemented to improve safety.
6. The proposals will not lead to congestion on this road.

12302983

Thank you for sending us the details of your proposed changes in Burghley Road.

As a long time resident of this address – since 1969- we have a fairly good idea how traffic runs in this road. We are very concerned about the proposal to install 2 parking bays between nos. 45 and 58, as parked cars will seriously block the clear view of the road for cars emerging from these drives.

Also over many years we have witnessed the chaos and disruption that occurs when it snows. Burghley Road becomes a skating rink with many vehicles stranded at the lowest point. One year, there were 11 cars and a lorry left abandoned and unfortunately on too many occasions, cars left opposite nos. 58 and 60 have been smashed into by drivers unable to control their cars on the ice when approaching from the top of the hill (Somerset Road). There must be a record somewhere of the number of cars that have been damaged that were left abandoned on the side of the hill. Due to this we feel that it would be a great hazard to go ahead with your proposals for these parking bays. Also the properties by these bays are lucky enough to have ample off street parking. Please reconsider the proposed bays between nos. 42, 58 and opposite 60.

Officer comments

The parking bays outside 45 and 58 will not interfere with the view of drivers emerging from their drives as sufficient gap has been left between the parking bays and the drives to improve sightlines.