

INFORMAL CONSULTATION WIMBLEDON AREA TRAFFIC SCHEME



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Councillor Andrew Judge

Cabinet Member for
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Dear Resident / Business

Over the years, the Council has investigated numerous traffic management proposals to prevent through traffic from using some of the residential roads within Hillside and Village wards, all of which have been rejected following public consultation.

At the Street Management Advisory Committee (SMAC) meeting of 4 December 2012, members of the committee recommended that officers meet with the Cabinet Member for Environmental Sustainability and Regeneration and ward councillors to collectively consider and develop alternative options to restrict through traffic from using the area. Following subsequent meetings, new proposals have been developed to improve safety and reduce the volume of 'through traffic' using these residential roads.

These proposals have been developed using the traffic volumes and speed surveys data carried out in September 2009 on some roads within the Hillside, Village and Wimbledon Park wards. To ensure this data was still valid, further traffic surveys were carried out in November 2012 at the junction of Copse Hill/Ridgway/Woodhayes Road and Ridgway/Wimbledon Hill Road/High Street/Belvedere Grove to determine if there has been any significant change to the traffic levels since September 2009. The changes between the data of 2009 and 2012 were very marginal confirming the survey data of 2009 were still valid.

The traffic levels within the area has contributed to some roads having a high number of collisions, whilst other roads experience speeding issues. To ensure these issues are dealt with on an individual basis, the area has been divided into 3 sections as follows:

1. Ridgway and Ridgway Place - the problems identified in Ridgway relates to the number of collisions, whilst in Ridgway Place it is speeding.
2. Woodhayes Road and Southside Common - speeding is the major concern in these roads.
3. Belvedere area - volume of vehicles entering this area is the main concern of residents of this area.

1. Ridgway and Ridgway Place

The traffic volume survey carried out on 18 November 2012 for a period of 7 days in Ridgway at its junction with Woodhayes Road, recorded approximately 48,000 vehicles travelling in each direction on this road. Although Ridgway is subject to a 30mph speed limit, the speed survey carried out on this road in September 2009 between its junctions with Edge Hill and Ridgway Gardens recorded an 85%ile speed (speed at which 85 out of 100 vehicles surveyed travelled at – which means the remaining 15 travelled above this speed) of 35mph, average speed of 29mph and 75 vehicles (approximately 11 vehicles/day) were recorded travelling in excess of 56mph in the northbound direction in Ridgway. We can assume the vehicles travelling in excess of 56mph were emergency vehicles on-call; however bearing in mind the width of the road, a collision with a pedestrian at this speed would have serious if not fatal consequences.

Further investigations also revealed that there were 28 recorded collisions (see plan no. [Z36-30-01](#)) in Copse Hill and Ridgway in the 5 year period up to 31 July 2012. Of these 28 collisions, 6 were classified as serious injury collisions and 22 as slight injury collisions. The serious injury collisions comprises of 4 pedestrian collisions and 2 motorcycle collisions. The slight injury collisions comprises of 4 pedestrian collisions, 3 pedal cycle collisions, 7 motorcycle collisions and the rest were vehicle to vehicle collisions. In total, there were 8 collisions involving pedestrians, 3 involving pedal cycles, 9 involving motorcycles and the rest were vehicle to vehicle collisions.

Of the 28 collisions, 26 of these occurred at junctions along the route. 13 of the total number of collisions were right turn collisions, 1 left turn collision and 4 were rear end collisions. The nature of these collisions can be attributed to speeding as being a contributing factor and therefore not surprising that approximately 1:4 of any collisions on this road is recorded as a serious injury collision.

Proposals

The analysis of the traffic volume, survey and collision data for Ridgway, shows that traffic calming measures should be implemented in Ridgway to reduce traffic speeds. The traffic measures shown on plan no. **Z36-30-02** and listed below are **proposed** in Ridgway and Ridgway Place. Large scale plan of the individual traffic calming proposals are shown on plan no. **Z36-30-03**.

- A mini-roundabout to be implemented on a raised junction (hump) at the intersection of Ridgway / Ridgway Place.
- Mini-roundabouts on raised junctions (hump) with uncontrolled pedestrian crossing facilities on Ridgway at its intersections with Lauriston Road and Edge Hill.
- It is proposed to raised the 4 existing pedestrian crossings facilities on Ridgway to create a traffic calming feature (hump).
- Raised junctions (hump) with uncontrolled pedestrian crossing facilities on Ridgway at its intersections with Murray Road, Clifton Road and Lansdowne Road.
- Replace the 6 existing set of speed cushions on Ridgway Place with sinusoidal road humps, similar to the ones installed in Spencer Hill.

Traffic calming measures in the form of raised humps are the most effective means of improving safety on Ridgway by reducing the speed and volume of traffic, as well as the number and severity of any collisions should they occur. These measures often result in complaints of noise and vibration from residents.

2. Woodhayes Road and Southside Common

The traffic volume survey carried out on 18 November 2012 for a period of 7 days in Woodhayes Road at its junction with Ridgway recorded approximately 29,000 vehicles travelling in each direction on this road.

In the 5 year period up to 31 July 2012, there were 5 recorded personal injury collisions in Woodhayes Road and Southside Common (plan no. **Z36-30-01**). All of these collisions were recorded as slight injury collisions with one involving a pedestrian and another involving a motorcyclist. Of the 5 collisions, 3 occurred at junctions off Woodhayes Road. 2 of the collisions were left turn collisions.

Proposals

The following traffic calming measures shown on plan no. **Z36-30-02** are proposed on Woodhayes Road and Southside Common. Details of which are shown in plan no. **Z36-30-03**:

- Mini-roundabout at the junction of Woodhayes Road / Dunstall Road.
- Mini-roundabout on raised junction (hump) at the intersection of Woodhayes Road/Southside Common/Westside Common. The existing zebra crossing on Woodhayes Road near its junction with Southside Common will be installed on this raised (hump) area of the carriageway.
- 5 sinusoidal road humps will be implemented on Southside Common at locations shown on the plan.
- A proposed segregated pedal cycle track next to the footpath along the southern section in Southside Common. This facility will require land acquisition from the Wimbledon and Putney Common Conservators and the Council is in negotiation with them.
- To improve safety at the junctions of this cycle track, raised entry treatment (humps) are proposed in Clifton Road, Lauriston Road, Murray Road and The Grange at the junctions with Southside Common.

3. Belvedere area

Residents in the Belvedere area have contacted the Council regarding the heavy volume of vehicles, which use the residential roads as a cut through from Ridgway into Belvedere Grove, Belvedere Avenue, into either Alan Road or Highbury Road onto Arthur Road and vice-versa. This has resulted in the Council investigating and consulting on a number of traffic schemes to stop this practice, all of which have been rejected during consultation.

The primary concern of residents during these consultations is the impact on 'local' traffic from the proposals. This concern was also identified in the initial study carried out by JMP Consulting during 2006 to determine the volume of 'local' and 'through' traffic using the primary roads in question, which are Belvedere Grove, Belvedere Drive and Church Road. The results of which area shown in Table 1.

Table 1 - Percentage (%) 'Through' and 'Local Traffic' from 2006 data.

Road	North-eastbound				South-westbound			
	AM (07:00 – 10:00)		PM (16:00-19:00)		AM (07:00 – 10:00)		PM (16:00-19:00)	
	Local Traffic	Through Traffic	Local Traffic	Through Traffic	Local Traffic	Through Traffic	Local Traffic	Through Traffic
Belvedere Grove	38%	62%	50%	50%	63%	37%	17%	83%
Belvedere Drive	88%	12%	99.6%	0.4%	100%	0%	100%	0%
Church Road	84%	16%	87%	13%	72%	28%	74%	26%

The data in Table 1 shows that Belvedere Drive and Church Road carries the majority of 'local' traffic in the area, whilst Belvedere Grove carries the majority of the 'through' traffic in the area. Therefore any proposals should ensure 'through' traffic using these residential roads should be disadvantaged and not 'local' traffic. At the SMAC meeting on 4 December 2012, members of the committee recommended that impact assessment on any future proposals should be widened to include effect on local business and other areas which might be affected.

Proposals

The following traffic measures are **proposed** and also shown on plan no. [Z36-30-02](#). Details of which are shown on plan no. [Z36-30-03](#).

- Implement a 6'- 6" (2.0 metres) width restriction and a priority traffic flow system (similar to the ones installed in Burghley Road, but without the speed hump) in Belvedere Grove, east of its junction with Courthope Road. Drivers travelling toward Ridgway will be given priority over those travelling towards Arthur Road and beyond.
- Implement a 7'- 0" (2.1 metres) width restriction and a priority traffic flow system in Belvedere Drive. Priority will also be given to drivers in Belvedere Drive travelling towards Wimbledon Hill Road.

The proposed traffic measures in Belvedere Grove and Belvedere Drive, will remove approximately 35% of vehicular traffic per week from Belvedere Grove and approximately 30% from Belvedere Drive. However, the traffic volume in Church Road will increase by

approximately 30%, if all (100%) of the displaced traffic from these 2 roads (Belvedere Grove and Belvedere Drive) use Church Road, which is unlikely.

'Local' traffic on these roads will also not be affected, as most residential vehicles can negotiate through a 6'-6" (2.0 metres) width restriction. Residents within the Belvedere area with vehicles larger than this width will have to use alternative routes.

The proposals for Belvedere Grove and Belvedere Drive will not impact on local businesses in Church Road, which was the primary concern of most respondents to the previous consultations.

LET US KNOW YOUR VIEWS

We are at the informal consultation stage and seeking your views on the proposals to determine the level of support before we proceed to the next stage of the process, which would involve the statutory consultation on the proposals. **We would ask that you respond to this consultation by completing the on-line questionnaire using the link provided www.merton.gov.uk/wats2013 by 11 April 2014.**

The on-line system has been created to keep costs down and allow the Council to process your views more efficiently and quickly. **However, if you do not have internet access, please let us know by contacting us on 020 8545 3690 and we will send you a copy of the questionnaire.** Please note that only one questionnaire per household will be accepted.

The Council will use your response to determine the level of support for the proposals and provide statistical

information to your ward councillors and Cabinet Member for Environmental Sustainability and Regeneration, who will then make a decision on whether or not to proceed to the next stage. Your views will be considered proportionately depending on issues such as how likely you would be affected by any of the proposals. Other relevant factors, such as the Council's own statutory duties will also be taken into account.

We regret that due to the number of responses received during a public consultation, it will not be possible to individually reply to each respondent. However all completed questionnaires will be analysed and the results reported to the Cabinet Member for Environmental Sustainability and Regeneration.

WHAT HAPPENS NEXT

The results of this informal consultation along with officers' recommendations will be reported to the Street Management Advisory Committee (SMAC) and the Cabinet Member for Environmental Sustainability and Regeneration on 11 June 2014 for a decision to proceed or not to proceed to the statutory consultation stage. Once a decision is made by the Cabinet Member you will be informed accordingly.

CONTACT US

If you require further information please contact Edward Quartey on 020 8545 3690 or email trafficanhighways@merton.gov.uk. Alternatively you can visit our website using the following link www.merton.gov.uk/wats2013. You may also view the plans in Merton Link at Merton Civic Centre, Morden during our working hours, Monday to Friday from 9am to 5pm.

ON-LINE QUESTIONS FOR YOUR INFORMATION

- Do you support implementing the existing zebra crossings on Ridgway on a raised speed table?
- Do you support the proposed raised speed table at the junction of Ridgway/Lansdowne Road?
- Do you support the proposed raised mini-roundabout at the junction of Ridgway/Edge Hill?
- Do you support the proposed raised speed table at the junction of Ridgway/Clifton Road?
- Do you support the proposed raised mini-roundabout at the junction of Ridgway/Lauriston Road?
- Do you support the proposed raised speed table at the junction of Ridgway/Murray Road?
- Do you support the proposed raised mini-roundabout at the junction of Ridgway/The Grange/Ridgway Place?
- Do you support replacing the existing speed cushions in Ridgway Place with sinusoidal road humps?
- Do you support the proposed mini-roundabout at the junction of Woodhayes Road/Dunstall Road?
- Do you support the proposed raised mini-roundabout at the junction of Woodhayes Road/Southside Common?
- Do you support the proposed 5 sinusoidal road humps in Southside Common?
- Do you support the proposed cycle track in Southside Common?
- Do you support the proposed raised entry table at the side roads off Southside Common?
- Do you support the proposed width restrictions in Belvedere Grove and Belvedere Drive?

NB - Your views will be discounted if you return this leaflet with answers next to the questions above.

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