

Street Management Advisory Committee

Date	10 th February 2011
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.
Contact Officer:	Waheed Alam (020 8545 3200)
Key decision reference number:	N/A

Recommendations:

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

- 1) Agrees the implementation of traffic calming measures in Burghley Road as detailed in section 3.1 of this report.
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1. EXECUTIVE SUMMARY AND PURPOSE OF REPORT

- 1.1 This report seeks approval to implement traffic calming measures in Burghley Road, which were previously proposed in 2009 as part of a set of measures (Option 8) for the Wimbledon Area Traffic Study.

2. BACKGROUND

- 2.1 The Council carried out an informal consultation on the Wimbledon Area Traffic Study between 5 August and 4 September 2009. The results were reported to the Street Management Advisory Committee meeting of 9 September 2009 seeking approval to proceed to formal consultation on the proposals.
- 2.2 The formal consultation was carried out during February and March of 2010, the results of which were reported through a delegated report in May 2010 to the then Cabinet Member for Traffic Management and Planning.
- 2.3 On the 6th May 2010 the Cabinet Member approved a number of recommendations, which included approval to implement traffic calming measure in Burghley Road. The decision made were subsequently called in by the Overview and Scrutiny panel on 7 July 2010 which resolved the following;

RESOLVED: *That the decisions taken in respect of the Wimbledon Area Traffic Study are referred to the Cabinet Member for Environmental Sustainability and Regeneration for reconsideration.*

- 2.4 The Cabinet Member for Environmental Sustainability and Regeneration

and officers have since July 2010 met a number of residents' groups to understand their concerns with regards to traffic problems in the Wimbledon area. Following these meetings officers were tasked with developing proposals to achieve the following main objectives:

- 1. To return through traffic using residential roads, particularly Belvedere Grove and Allan Road, to the main road network.**
 - 2. To manage excessive or inappropriate traffic speeds in Burghley Road.**
- 2.5 The proposals contained in this report form part of an overall set of measures for the Wimbledon area but only give details of proposals to manage traffic speed in Burghley Road. Proposals to meet Objective 1 above are at development stage and will be subject to a further report to the Street Management Advisory Committee in March 2011.
- 2.6 If approved it is intended to implement these proposals only at this stage ahead of any other measures for the area, in view that these proposals have already been subject to both an informal and formal consultation process in 2010.

3. PROPOSAL DETAILS

- 3.1 This section describes the various elements for which approval is being sought.

Item 1

- (a) Implementation of kerb buildouts and vehicular priority working outside 58 Burghley Road.

Item 2

- (a) Implementation of kerb buildouts and vehicular priority working outside 35 Burghley Road. This feature has 2 speed cushions associated with it as shown on the relevant drawing.
- (b) The implementation of this feature requires the relocation of 4 Shared Use parking bays from outside No 35 Burghley Road to opposite No 40 Burghley Road.
- (c) Item 2b will require the kerb realignment to the junction of Burghley Road/Calonne Road.

Item 3

- (a) Implementation of kerb buildouts and vehicular priority working outside 15 Burghley Road. This feature has 2 speed cushions associated with it as shown on the relevant drawing.
- (b) The implementation of this feature requires the removal of parking from outside No 12-16 Burghley Road and No. 8 Burghley Road. This loss of parking is to be compensated for by extending the parking bay outside 19 Burghley Road and provision of new parking outside 8 and 9 Burghley Road.

Item 4

- (a) A raised junction at Burghley and Marryat Road together with kerb buildouts and removal of existing pedestrian refuges.

Item 5

- (a) To consult on an additional speed table on Burghley Road to the side of property number 2 Atherton Drive.

items 1-4 (above were subject to formal consultation in February and March 2010 and reported to the Cabinet Member for Traffic Management and Planning in May 2010. Item 5 was an additional feature to the original proposal and is yet to be consulted on.

The above proposals are shown in drawing number Z36-24-16-1 Revision A attached as Appendix A to this report.

3.2 Ward Councillor Comments

Officers met with Village ward councillors on 31 January 2011 to discuss the scheme proposals for Burghley Road. Ward members did not express any concerns over the proposed traffic calming measures for Burghley Road however they were of the view that residents of Marryat Road may request the council to implement the previously consulted speed tables for their road.

4. FACTORS LIKELY TO INFLUENCE THE IMPLEMENTATION OF THE PROPOSALS

4.1 Olympics

4.1.1 In June 2009, following consultation, the Secretary of State for Transport made an Order designating the roads that will form the Olympic Route Network (ORN). Designation of the ORN gives the Olympic Delivery Authority (ODA) powers to;

- a) Approve planned road works on the ORN.
- b) Make Traffic Regulation Orders on the ORN roads
- c) Designate additional ORN roads subject to consultation and the Secretary of State's consent.

4.1.2 The Olympic Route Network (ORN) and Paralympic Route Network (PRN) are being designed to meet the journey times specified in the Host City Contract. The Routes are to ensure that athletes can get around London – between their accommodation, training and competition venues quickly and with ease.

4.1.3 It should be noted that certain sections of Parkside, Burghley Road, Somerset Road, Church Road, Marryat Road and Calonne Road have been designated as part of the ORN. This places a duty on the Council to consult the ODA on all planned works, which either fall on the ORN or in the immediate vicinity, which may hinder the free movement of athletes and their families between venues.

4.1.4 Officers have now met with the ODA who have not expressed any concerns.

4.2 Street Works Notifications

4.2.1 The Council is required to give a 3 months street works notification prior to carrying out any works on the public highway. This is generally done once approval from the Cabinet Member has been given for a scheme. This also determines the earliest road works can start following notification but

could be longer dependent on whether or not Street Works Notices approval has been given to other Utility companies wishing to work in the same location during the period.

4.3 Resident Notification / Consultation

- 4.3.1 As previously outlined, the necessary consultation for traffic calming measures in Burghley Road was carried out in 2010. All comments received as part of the formal consultation were attached as an appendix to the delegated report dated 4th May 2010 to the Cabinet Member. All the measures outlined in Section 3.1 (other than the speed table required as part of the Safety Audit) subject to agreement from the ODA can be implemented without a further consultation with residents. For clarity, objectors to any part of this proposal will be informed that prior to the decision of 6th May 2010, the Cabinet Member who overruled in favour of the scheme proceeding considered their objections.

5. FINANCIAL IMPLICATIONS

- a. The work will be funded from Merton's 2010/11 Capital Programme allocation of £200,000 for Wimbledon Area Traffic Study. If the Burghley Road traffic calming proposals are implemented in 2010/11 it will be funded from this allocation. Monies unspent will need to be carried over to 2011/12 for outstanding works not completed within 2011/12.
- b. The cost of implementing the Burghley Road proposals is estimated at £150,000.
- c. The cost of implementing the remaining proposals for the Wimbledon area will be the subject of a further report to Street Management Advisory Committee as those proposals are not finalised yet. The further proposals are likely to require additional funding in the 2011/12 year.

6. LEGAL IMPLICATIONS

- a. The proposed junction speed table and speed cushions associated with the kerb buildouts will be introduced under powers conferred by Section 90A of the Highways Act 1980 (as amended).
- b. The Traffic Management Orders for the amendments to the parking bays would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended).

7. ALTERNATIVE OPTIONS

- a. Do nothing. This would not achieve the objectives of reducing speed in Burghley Road.

8. HUMAN RIGHTS & EQUALITIES IMPLICATIONS

- a. The implementation of the proposals will affect all sections of the community. The proposed measures aim to improve conditions for all road users of the area.
- b. 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 taking decisions.

9. CRIME AND DISORDER IMPLICATIONS

- a. Not applicable

10. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- a. The road safety implications/risks during construction and maintenance will have to be fully considered at each stage of the detailed design process.
- b. As this is a Merton Capital funded scheme, TfL are not obliged to undertake a road Safety Audit. A Safety Audit was however undertaken on the proposals for Burghley Road by 3rd party consultants and their recommendations have been incorporated in the final proposals.
- c. 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 Planning Supervisor appointed for this scheme is F.M.Conway Ltd. Potential risks will have to be identified during the detailed design stage.

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

Appendix 1 Proposals Drawing number Z36-24-16-1 Revision A,

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

Cabinet Street Management Advisory Committee report dated 13th March 2009.
Cabinet Street Management Advisory Committee report dated 10th June 2009.
Cabinet Street Management Advisory Committee report dated 30th September 2009.
Cabinet Member delegated report dated 4th May 2010. Cabinet Member decision dated 6th May 2010.

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