

## **Street Management Advisory Committee**

**Date:** 4<sup>th</sup> December 2012  
**Agenda item:** N/A  
**Wards:** Hillside and Village  
**Subject:** Wimbledon Area Traffic Study – Belvedere area Experimental Traffic Management Scheme  
**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 Officers:** Mario Lecordier / Edward Quartey

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### **Recommendations:**

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

- A. Notes the outcome of the informal consultation to introduce an experimental traffic management scheme in the Belvedere area carried out between 11 June 2012 and 9 July 2012.
  - B. Agrees **NOT** to proceed with the implementation of the experimental traffic management scheme in the Belvedere area.
  - C. Agrees for officers to consider and develop alternative options to return through traffic onto the main road network.
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## **1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 This report details the outcome of the informal consultation and recommends that the proposed experimental traffic management scheme for the Belvedere area (Z36/24/19-2), as consulted on 11 June 2012 is abandoned. It also recommends that officers consider other alternatives to address traffic issues in the area.

## **2. DETAILS**

- 2.1 For a number of years, some residents and Resident Associations in the area have emphasised that traffic volumes and speeds within their residential roads are at unacceptable level. This has led to the Council investigating and consulting on a number of traffic management proposals for the Belvedere area, all of which have been rejected following public consultations.
- 2.2 At the Street Management Advisory Committee meeting in June 2011, it was agreed that the Cabinet Member for Environmental Sustainability and Regeneration meet with local ward members to agree and develop suitable proposals for the area.
- 2.3 Following meetings with the Cabinet Member, Ward Councillors, officers and some resident groups, it was agreed that an experimental traffic management

scheme to address residents' concerns is developed and considered for the Belvedere area to gauge its impact on the surrounding road network, before a final decision is made. Traffic volume and speed surveys were carried out between 25 September 2009 and 1 October 2009 on a number of roads within the area to assist officers develop a number of proposals. These proposals were issued to ward members to discuss with resident groups before an agreement was reached to consult on an agreed proposal.

- 2.4 Experimental traffic management schemes (ETMS) are used to assess whether a particular proposal would produce the desired result, or to check what consequences would arise from the imposition of a proposal, before it is made permanent. No consultation is required prior to the experimental Traffic Management Order (TRO) coming into force. This Order can remain in force for a maximum period of 18 months by which time the Council must confirm, amend or remove the scheme. During this period, modification can be made to the proposal. The statutory consultation period commences once the experimental scheme has been implemented and all road users can either object or make representations on the proposals.
- 2.5 The proposals form part of an overall set of measures for the Wimbledon area, but only provide details of proposals for the Belvedere area aimed at returning through traffic to the main road network.

### **3. PROPOSALS**

- 3.1 The proposed experimental traffic management scheme aims to return through traffic to the main road network by restricting access to a number of roads during certain periods of the day. The proposed measures would operate from Monday to Saturday, between 6.30 and 8.30am and between 5 and 7pm. Pedal cyclists will be exempt from these restrictions. The proposals, as shown on plan Z36/24/19-2 are as follows:

#### **3.1.1 Alan Road/St Mary's Road junction**

Proposed 'no entry' from St Mary's Road into Alan Road during the restricted periods. This proposal will remove all south-westbound traffic entering Alan Road from St Mary's Road. Residential access into Alan Road will be from either Church Road or Highbury Road.

#### **3.1.2 Highbury Road/St Mary's Road junction**

Proposed 'no right' turn from Highbury Road into St Mary's Road and 'no right' turn into Highbury Road from St Mary's Road during the restricted periods. The proposed 'no right' turn from St Mary's Road will ensure that those drivers who are prevented from using Alan Road (due to the proposed 'no entry' in Alan Road) would not be able to use Highbury Road instead. Residential access into Highbury Road will be from Church Road or north-westbound on St Mary's Road.

#### **3.1.3 Belvedere Drive/St Mary's Road junction**

Proposed 'no left' turn from Belvedere Drive into St Mary's Road and 'no right' turn into Belvedere Drive from St Mary's Road during the restricted periods. These proposals will prevent direct access for drivers from the High Street through Belvedere Drive and St Mary's Road into Arthur Road and vice-versa. Residential access into Belvedere Drive will be from Church Road, High Street, Wimbledon Hill Road or north-eastbound on St Mary's Road.

### 3.1.4 Belvedere Drive/Belvedere Avenue junction

Proposed 'no entry' from Belvedere Drive into Belvedere Avenue during the restricted periods. This proposal will prevent drivers from Wimbledon Hill Road using Belvedere Drive, Belvedere Avenue and Highbury Road as a cut-through to Arthur Road. Residential access into Belvedere Avenue will be from Church Road or Highbury Road.

### 3.1.5 Belvedere Avenue/Belvedere Grove junction

Proposed 'no entry' from Belvedere Grove into Belvedere Avenue and 'no right' turn into Belvedere Grove from Belvedere Avenue during the restricted periods. These proposals will remove north-eastbound traffic from Belvedere Grove and south-westbound traffic from Church Road into Belvedere Grove. Residential access into Belvedere Grove will be from the High Street or north-westbound from Belvedere Avenue.

### 3.1.6 Woodside/Lake Road junction

Proposed 'no entry' from beyond the junction of Lake Road for north-eastbound drivers travelling toward Leopold Road. This will reduce the volume of north-eastbound traffic into Woodside; however, a change in volume of south-westbound traffic is believed to be unlikely. Residential access beyond the proposed 'no entry' will be from Leopold Road.

## 3.2 Advantages of the experimental traffic management proposals

- § It will provide an opportunity to monitor the proposed measures and assess if the desired outcomes are achieved.
- § It will put the majority of through traffic from the Belvedere area onto the main road network.
- § It will improve road safety within the Belvedere area by reducing the number and severity of any personal injury collisions when they occur,
- § Reduce pollution in the area.

## 3.3 Disadvantages of the experimental traffic management proposals

- § Traffic congestion on the main road network is likely to increase
- § An increase in pollution on the main road network.
- § Traffic related problems can be moved onto other local roads within the area,
- § Increased travel time,
- § Increased delays to emergency service vehicles.
- § Limited access for residents during the restricted period

## 4 **CONSULTATION UNDERTAKEN**

### INFORMAL CONSULTATION

- 4.1 Although an informal consultation is not required for an experimental Traffic Management Order, the Council in this instance informally consulted on the proposals, prior for the Cabinet Member making a decision. The boundary of the consultation was agreed with Ward Members and includes Alexandra Road (northern properties only) to the south, Leopold Road to the east, Arthur Road and Church Road (Including Rectory Orchard, Steeple Close and Welford Place) to the north and Wimbledon Hill Road to the west.

- 4.2 The Metropolitan Police was the only member of the emergency services consulted and no response was received from them.
- 4.3 The informal consultation was carried out between 11 June and 9 July 2012. A copy of the consultation leaflet together with the questionnaire posted to 2240 properties within the consultation boundary is included in Appendix 2. A summary of the consultation result is shown in Table 1 with the complete results included in Appendix 3.

**Table 1 - Results of Consultation**

Number consulted	Returned		Support		Against		Undecided	
	No.	%	No.	%	No.	%	No.	%
2240	701	31.3	79	11.3	587	83.7	35	5

- 4.4 A total of 701 responses were received by the close of the informal consultation period, which equates to a response rate of 31.3%. The overall result shows 11.3% of respondents in support of the proposals, 83.7% against and 5% undecided. A major concern raised by the majority of respondent was an increase in traffic volumes on the surrounding road network, especially Church Road, which they believe will not be able to accommodate the increase in traffic volume.
- 4.5 The complete consultation results (attached in Appendix 3) shows that the majority of respondents (in roads where the experimental measures are being proposed) from Alan Road, Belvedere Grove, Clement Road and Belvedere Avenue were in favour of the proposals. However, respondents from Belvedere Drive, St Mary's Road (between Alan Road and Belvedere Drive), Belvedere Square and Highbury Road were against the proposals.
- 4.6 A number of respondents from Alan Road were pleased that the proposals were being considered, as the problem with traffic had worsened over the years. In addition, they would prefer the mini-roundabout at the junction of St Mary's Road to be removed.

Officer response

It is not advisable to remove the mini-roundabout, as it serves to maintain road safety at the junction of St Mary's Road/Alan Road.

- 4.7 Some respondents from Belvedere Grove have requested that if the experimental proposals are implemented, the period of restrictions be extended and measures be undertaken to prevent the possible rat-run from northwest to southeast through Lake Road, Church Hill, Highbury Road, Belvedere Avenue and Belvedere Grove.

4.8 Officer response

The periods of restriction was agreed with resident groups' in order not to impact on the morning school run, therefore extending it may not be acceptable. Although some amount of traffic would use Lake Road, the '20mph zone' with traffic calming measures which was implemented in Lake Road, Church Hill Road and St Mary's Road during the 2008/09 financial year, is likely to be a deterring factor.

- 4.9 Respondents in Belvedere Drive and St Mary's Road who objected to the experimental proposals were concerned about the traffic congestion on the surrounding road network; whilst others were concerned that the proposals would restrict travel through the area and would prefer the area to be left as it is.

Officer response

The traffic impact on the surrounding road network is addressed in the analysis section of the report.

- 4.10 The majority of respondents from Belvedere Square and Courthope Road were concerned that the experimental proposals will only benefit a small minority of the community and would force traffic onto other roads within the area, which are also residential roads.

Officer response

The experimental proposals would achieve its objective of returning through traffic to the main road network; however the impact on the surrounding road network is addressed in the analysis section of the report.

- 4.11 Highbury Road respondents who objected to the proposals were concerned that traffic will be re-routed onto their road if approval is given to the experimental traffic management scheme. They would, however, support the scheme if Highbury Road has similar proposals to Alan Road, i.e. replace the proposed 'no right' turn from St Mary's Road with a 'no entry' into Highbury Road to prevent north-westbound traffic on St Mary's Road from entering Highbury Road.

Officer response

This is addressed in the analysis section of the report.

- 4.12 A response was received from Belvedere Estate Residents Association (BERA), which has approximately 143 registered members in the area bounded by Wimbledon Village, High Street, the top of Wimbledon Hill Road, Belvedere Drive, St Mary's Road, Church Road, and the "Lancaster Roads" objecting to proposal that seek to reduce the volume of traffic in certain streets at the expense of an increase in traffic in other streets and greater inconvenience for all residents. The great majority of the traffic will find other routes and will not simply 'evaporate'. BERA, however, will support the imposition of a 20mph speed limit throughout the area together with "traditional" traffic calming measures in the Belvedere Roads, similar in concept to those now proposed in place of road closures in the Burghley Road scheme, which they think is sensible. Slower moving traffic is less intrusive and less dangerous.

- 4.13 The consultation results also show that the majority of residents (in roads on the peripheral of the proposed experimental measures) in Church Road, Wimbledon Hill Road, High Street, Leeward Gardens, St Mary's Road (Belvedere Drive and Woodside), Woodside, Church Hill and Lake Road were against the experimental traffic scheme.

- 4.14 Respondents in Church Road, who objected to the experimental proposals, are concerned about the traffic congestion on the main road network, which they believe cannot accommodate the existing traffic volumes. Others were concerned that parking for visitors to the shops would be difficult and there is no justification to spend this amount of money.

- 4.15 Respondents in Leeward Gardens were also concerned with the restriction on travel through the area that the proposals will create and the experimental proposals will only protect a small minority of residents in the area.
- 4.16 Respondents in Lake Road who objected to the proposals are concerned about the increase in traffic volumes in Lake Road and subsequent road safety implications with a school located mid-way along the road.
- 4.17 The consultation results show that the majority of residents (in roads within the consultation boundary but away from the area) in Alexandra Road, Worcester Road, Compton Road, Arthur Road, Leopold Road, etc are against the proposals. The majority of the comments relate to the increase in traffic volumes on the surrounding road network if the experimental proposals are implemented.
- 4.18 Responses were also received from roads outside the consultation boundary (Vineyard Hill Road, Home Park Road, Haydon's Road and Cromwell Road) who are concerned that they will be affected by the proposals but have not been included in the consultation.
- 4.19 A response was received from Wimbledon House Residents Association, Parkside Residents Association and 83 residents in Marryat Road who were not within the consultation boundary, objecting to the proposals as it will impact on the wider community.

#### Officer response

As with any consultation exercise relating to traffic management proposals the challenge is to strike a balance between consulting those within close proximity to the proposals who would be directly affected and those who could potentially be affected by the proposals. It is not possible to reach all road users by direct contact, but the Council has made every effort to ensure that the information on the proposals is available through ward councillors, resident associations and the Council's website.

#### ANALYSIS

- 4.20 Although the majority of respondents are against the experimental traffic management scheme, the proposals will remove peak period rat-run and return through-traffic onto the main road network thereby providing relief for residents.
- 4.21 Various comments were received from respondents during the informal consultation, with the majority of residents in roads where the proposals are to be implemented commenting that these proposals are long overdue, as traffic volumes have increased in these residential roads over the years. Respondents on the peripheral and away from the area are concerned about the increase in traffic volumes on the surrounding road network; local traffic through the area would be heavily affected and the restrictions should only apply from Monday to Friday instead of Monday to Saturday.
- 4.22 In 2009, traffic volume and speed surveys were carried out in roads within the area to determine the volume of vehicles that use the various roads. The survey did not determine the volume of vehicles that use the roads as a cut through. A summary of the result for some of the roads in the area is shown in Table 2.

**Table 2 – Total weekly traffic volume on some roads (2009 data)**

Road	Total weekly traffic volume	
	North-eastbound	South-westbound
Alan Road	14059	16789
Belvedere Avenue	14644 (North-westbound)	14651(South-eastbound)
Belvedere Drive	12486	11184
Belvedere Grove	20734	20451
Church Road	22044	23523
Highbury Road	3588	3074
St Mary's Road (Highbury and Arthur Road)	6293 (North-westbound)	7481 (South-eastbound)
Woodside (East of Lake Road)	10659	10747
Lake Road (Woodside end)	1666	3476

- 4.23 All the roads listed in Table 2 above are residential roads with Church Road, classified as a 'Local Distributor Road', a bus route and one that accommodates a number of businesses on its southern section. The traffic data shows that Belvedere Grove and Church Road carries most of the north-east to south-west traffic and vice-versa. It may, therefore, be reasonable to accept that the traffic condition in Church Road reflect its designation as a Local Distributor, whereas those of Belvedere Grove, Alan Road, Belvedere Avenue and Belvedere Drive do not reflect their designation as residential roads.
- 4.24 The proposed changes to the road layout to any of the roads listed in Table 2, is likely to influence traffic volumes on the other roads within the area. The true extent can only be measured when the experimental proposals are implemented. However, a summary of traffic volumes based on the 2009 survey data on some of the roads in the area during the periods when the experimental traffic management scheme is being proposed is shown in Table 3.

**Table 3 – Existing traffic volumes on some roads during the periods of ETMS**

Road	South-westbound		North-eastbound	
	AM (6:30-8:30)	PM(17:00-19:00)	AM (6:30-8:30)	PM (17:00-19:00)
Alan Road	269	419	430	315
Belvedere Avenue	302 (seb)	370 (seb)	489 (nwb)	316 (nwb)
Belvedere Drive	252	325	319	260
Belvedere Grove	557	473	391	511
Church Road	577	446	464	517
Highbury Road	69	90	71	68
St Mary's Rd (Highbury and Arthur Rd)	147 (seb)	189 (seb)	143 (nwb)	131 (nwb)
Woodside (east of Lake Rd)	294	244	218	283
Lake Road (Woodside end)	85	73	55	32

- 4.25 During the consultation, the majority of respondents were concerned with the increase in traffic volumes on the surrounding road network, hence a number of assumptions have been made to determine the predicted traffic volumes on some roads within the area based on the experimental proposals. A summary of which is shown in Table 4 with the complete analysis in Appendix 4 of the report.

**Table 4 – Predicted change in traffic volume analysis from 2009 traffic data**

Road	South-westbound		North-eastbound	
	AM (6:30-8:30)	PM (17:00-19:00)	AM (6:30-8:30)	PM (17:00-19:00)
Alan Road	- 100%	- 100%	- 84%	- 83%
Belvedere Avenue	- 56% (seb)	- 72% (seb)	- 65% (nwb)	- 59% (nwb)
Belvedere Drive	- 45%	- 44%	+ 113%	+ 74%
Belvedere Grove	- 62%	- 77%	- 100%	- 100%
Church Road	+ 31%	+ 40%	+ 48%	+ 53%
Highbury Road	+ 137%	+ 44%	- 75%	- 89%
Woodside (east of Lake Rd)	0	0	- 99	- 99
Lake Road (Woodside end)	0	0	+ 861%	+ 1629

A (+%) indicates the percentage increase compared to the existing and a (-%) indicates a percentage decrease.

- 4.26 The predicted traffic volumes percentages in Table 4 show that the majority of through traffic using the residential roads will be returned to the 'local distributor road' (Church Road), except Highbury Road and Belvedere Drive. Similar traffic predictions were made in a report prepared by JMP Consulting in June 2006, which was also included in the report to the Street Management Advisory Committee on 15 January 2008. The peak periods for this study were AM (07:00-10:00) and PM (16:00-19:00). The JMP's traffic proposals were similar to the one being proposed and based on restricted traffic movements on Belvedere Grove, Belvedere Drive, Highbury Road, Alan Road and Belvedere Avenue. It showed that the most significant increase in traffic volumes in the various roads would be on Church Road by approximately 31% during the morning peak hour and approximately 51% in the evening peak hours.
- 4.27 Although some roads within the area would be affected, Church Road is of most concern to respondents. Church Road (between High Street and St Mary's Road) is approximately 450 metres long with the narrowest part of the carriageway being approximately 5.5 metres, which makes it impossible for two buses travelling in opposite direction to pass each other without one waiting at the wider section on the road. From Table 4, during the evening peak period for the north-eastbound direction on Church Road, there are approximately 5 vehicles/minute in Church Road and with a predicted increase of approximately 53%, this will rise to approximately 8 vehicles/minute. With the average length of a vehicle being approximately 5 metres, the predicted traffic queue length will be approximately 40 metres. This implies that it will take approximately 11 minutes for Church Road to be completely blocked if there is any traffic incident at the start or end of this road. However, this



estimated time would be reduced if the incident occurs in the middle of Church Road.

- 4.28 The predicted traffic volume increase in Highbury Road is also of concern but not considered as alarming, as the existing traffic volumes were very low. If however, the request from Highbury Road respondents to replace the proposed 'no right' turn from St Mary's Road with a 'no entry' into Highbury Road to prevent north-westbound traffic on St Mary's Road from entering Highbury Road is considered, the predicted traffic volumes in Highbury Road would be almost the same as Alan Road, whilst that of Church Road in the south-westbound direction during the evening peak period would be approximately 49%. However, if the proposals for Highbury Road is not amended, but instead the 'no right' turn into Belvedere Grove from Belvedere Avenue is replaced with a 'no entry' (as requested by some residents in Belvedere Grove), there would still be a predicted increase in traffic volumes in Highbury Road for the south-westbound direction, as the traffic into Highbury Road would filter either into Church Road or Belvedere Drive. This would further increase the predicted traffic volumes in Church Road.
- 4.29 The predicted traffic volume increase in Belvedere Drive is also a concern as this predicted volume would be almost the same as the existing traffic volumes in Church Road.
- 4.30 The predicted traffic volume increase in Lake Road is also a concern, as there is a school located mid-way along the road. A 20mph zone with traffic calming measures was implemented in 2009 to improve safety in this road, which has proven effective as there has been no recorded personal injury collision since the speed restrictions and measures were implemented. In addition, traffic speeds have also been reduced to an average of approximately 17mph. It is unclear if the predicted traffic volume increase in this road would change driver behaviour; hence increase speeds on this road.

## CONCLUSION

- 4.31 The following conclusions have been drawn:
- § The majority of respondents are against the experimental traffic proposals for the Belvedere area. Major concerns by respondents are that the proposals will increase traffic volume on the surrounding road network especially Church Road, which is likely to be the case, as shown in the predicted traffic volume analysis.
  - § Respondents are also concerned that local traffic would be affected by the proposals. This is likely to be the case as the majority of the local traffic through the area is via Belvedere Grove and Belvedere Drive (data from JMP report). Hence closing Belvedere Grove would divert almost all of north-eastbound local traffic onto Church Road.
  - § The primary objective of the proposals is to restrict travel through the area and return through traffic back onto the distributor road would be achieved. However, this will result in increased traffic volume in Church Road, which is of concern, as it may not be able to accommodate the predicted increase in traffic volume due to its constricted layout.
- 4.32 Based on the key points raised above, it is recommended not to proceed with the experimental traffic management scheme but to consider further investigations to restrict through traffic from using the area.

## **5. TIMETABLE**

- 5.1 If agreed further investigations will be carried out within 2012/13 financial year.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 The further investigations for the alternative measures will be funded from Merton's 2012/13 Capital Programme allocation.

## **7. LEGAL IMPLICATIONS**

- 7.1 None at this stage.

## **8. ALTERNATIVE OPTIONS**

- 8.1 To proceed with the proposed experimental traffic management scheme but would be against the wishes of majority of those who responded to the consultation.
- 8.2 To proceed with the proposed experimental traffic management scheme but with changes to the operation of the junction of Belvedere Grove/Belvedere Avenue, by replacing the banned right turn from Belvedere Avenue into Belvedere Grove with a 'no entry' into Belvedere Grove. This will remove south-westbound traffic from Belvedere Grove at its junction with Belvedere Avenue. This will, however, have an adverse impact on Church Road.
- 8.3 To proceed with the proposed experimental traffic management scheme but with changes to the operation of the junction of Highbury Road/St Mary's Road by replacing the 'no right' turn from St Mary's Road into Highbury Road with a 'no entry' into Highbury Road. This will remove the south-westbound traffic flow from St Mary's Road through the area and address concerns raised by residents in Highbury Road. This will, however, have an adverse impact on Church Road.

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

- 9.1 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.

## **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 be fully considered at each stage of the detailed design process, if an alternative scheme is agreed.
- 11.2 A road safety audit will be carried out by independent consultants before any scheme is implemented.
- 11.3 The Construction (Design and Management) Regulations 2007 will apply to any proposal. 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 have to 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 9<sup>th</sup> June 2011.

§ Street Management Advisory Committee report dated 10<sup>th</sup> February 2011.

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

§ Appendix 1 - Proposals Z36-24-19-2

§ Appendix 2 - Consultation leaflet

§ Appendix 3 - Consultation results

§ Appendix 4 – Predicted Traffic Volume Analysis

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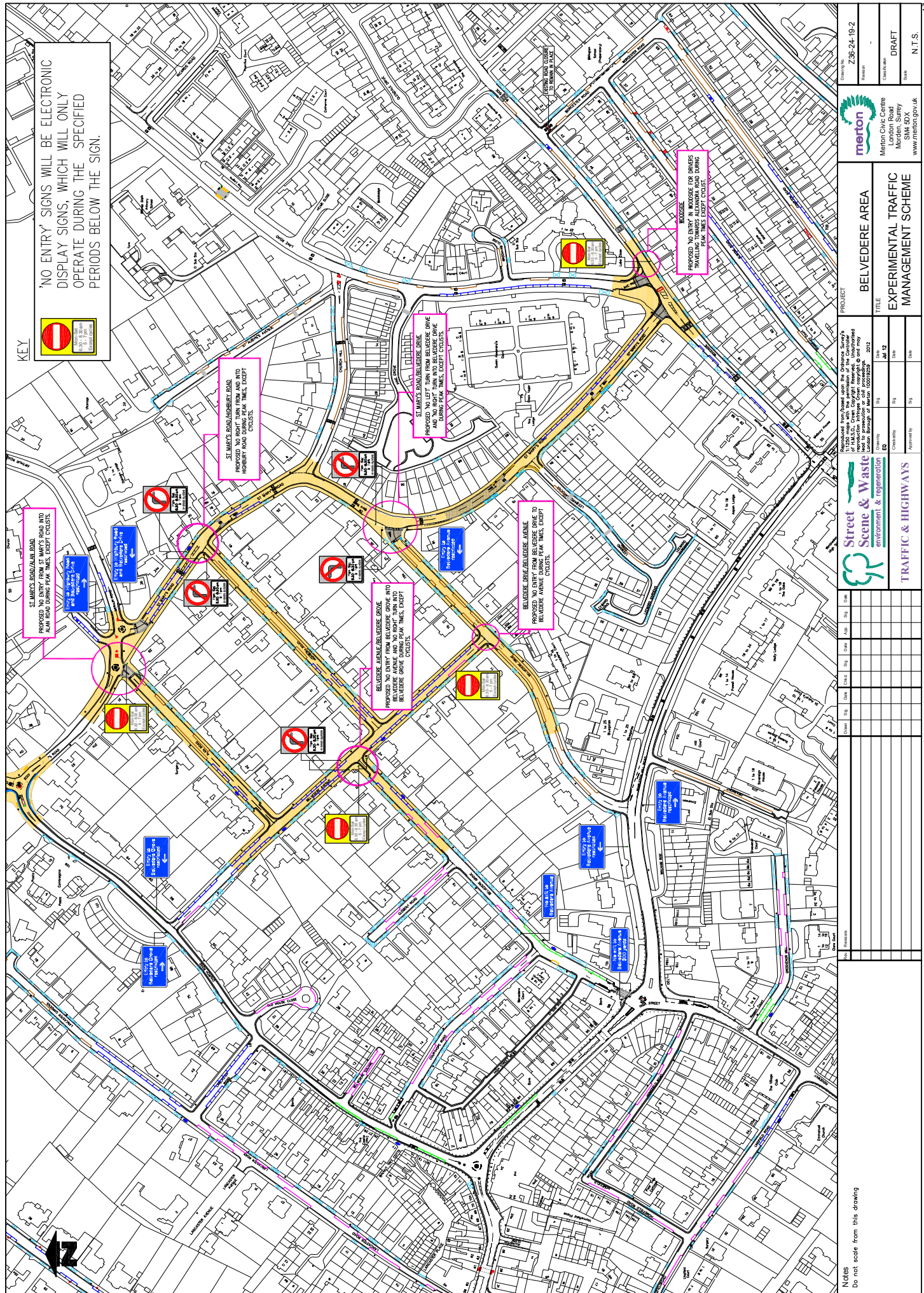
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Wimbledon Area Traffic Scheme

Proposed Belvedere Area - Experimental Traffic Management Scheme

We would like to know your views.

Please tick the appropriate boxes and return this card by 9 July 2012

Please write in BLOCK capitals

Name: Signature: Road: Property No./Name: Email: Post Code:

Please tick if you would like the above information to be confidential.

1. Do you support the introduction of the proposed experimental traffic management measures, as outlined in the attached plan? Yes No Undecided

2. Do you have any additional options/comments regarding the proposals? (Please write in BLOCK capitals).

Dotted lines for writing additional options/comments.

Please Note: In view of the large number of responses received during a public consultation it will not be possible to reply individually to each respondent.

It will be appreciated if you would complete the monitoring information requested below.

Equal Opportunity Monitoring Information

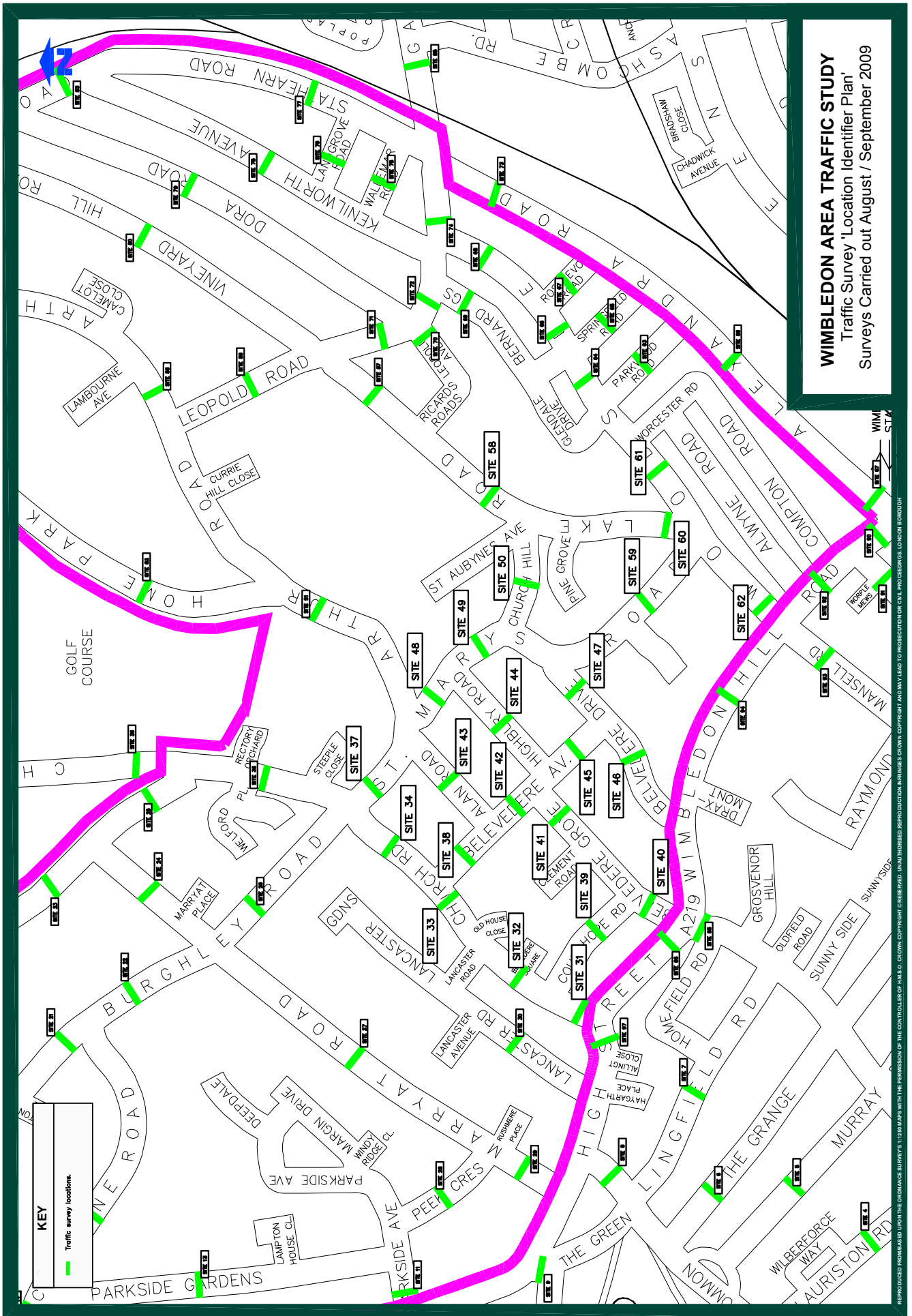
Gender Male Female Do you consider yourself to have a disability? Yes No

Age Group (please tick one box) 15 or under 20 - 24 30 - 34 40 - 44 50 - 54 60 - 64 70 - 74 16 - 19 25 - 29 35 - 39 45 - 49 55 - 59 65 - 69 75 or over

Ethnic Origin (please tick one box) White Mixed Ethnicity Asian or Asian British Black or Black British Chinese & Other Ethnic Groups

**SUMMARY OF CONSULTATION RESULTS BY ROAD FOR PROPOSED BELVEDERE AREAS - EXPERIMENTAL TRAFFIC MANAGEMENT SCHEME**

ROAD	NUMBER CONSULTED	NUMBER OF RETURNS	% OF RESPONSE	Q1 Do you support the introduction of the proposed experimental traffic management measures					
				YES	NO	UNSURE/No Response	% YES	% NO	% UNSURE
Alan Road	16	7	43.8%	7	0	0	100.0%	0.0%	0.0%
Alexandra Road	184	62	33.7%	2	59	1	3.2%	95.2%	1.6%
Alwyne Road	75	17	22.7%	0	14	3	0.0%	82.4%	17.6%
Arthur Road	40	13	32.5%	0	10	3	0.0%	76.9%	23.1%
Belvedere Avenue	10	9	90.0%	5	3	1	55.6%	33.3%	11.1%
Belvedere Drive	69	28	40.6%	12	14	2	42.9%	50.0%	7.1%
Belvedere Grove	52	21	40.4%	19	1	1	90.5%	4.8%	4.8%
Belvedere Square	24	3	12.5%	0	3	0	0.0%	100.0%	0.0%
Bernard Gardens	48	12	25.0%	0	12	0	0.0%	100.0%	0.0%
Brockham Close	18	9	50.0%	0	9	0	0.0%	100.0%	0.0%
Church Hill	7	3	42.9%	0	3	0	0.0%	100.0%	0.0%
Church Road	108	35	32.4%	1	33	1	2.9%	94.3%	2.9%
Clement Road	11	5	45.5%	5	0	0	100.0%	0.0%	0.0%
Compton Road	95	34	35.8%	0	32	2	0.0%	94.1%	5.9%
Courthope Road	26	7	26.9%	1	5	1	14.3%	71.4%	14.3%
Currie Hill Close	8	3	37.5%	0	3	0	0.0%	100.0%	0.0%
Glendale Drive	45	14	31.1%	1	13	0	7.1%	92.9%	0.0%
Helme Close	5	5	100.0%	0	5	0	0.0%	100.0%	0.0%
High Street	76	1	1.3%	0	1	0	0.0%	100.0%	0.0%
High Street Mews	13	1	7.7%	0	1	0	0.0%	100.0%	0.0%
Highbury Road	16	16	100.0%	1	15	0	6.3%	93.8%	0.0%
Home Park Road	4	4	100.0%	0	3	1	0.0%	75.0%	25.0%
Lake Road	137	63	46.0%	1	60	2	1.6%	95.2%	3.2%
Leeward Gardens	47	23	48.9%	0	21	2	0.0%	91.3%	8.7%
Leopold Avenue	40	9	22.5%	0	9	0	0.0%	100.0%	0.0%
Leopold Road	155	30	19.4%	2	25	3	6.7%	83.3%	10.0%
Old house Close	10	3	30.0%	0	3	0	0.0%	100.0%	0.0%
Parkwood Road	49	20	40.8%	0	20	0	0.0%	100.0%	0.0%
Pine Grove	55	34	61.8%	1	33	0	2.9%	97.1%	0.0%
Rectory Orchard	11	0	0.0%	0	0	0	0.0%	0.0%	0.0%
Ricards Road	28	13	46.4%	0	13	0	0.0%	100.0%	0.0%
Rostrevor Road	14	9	64.3%	0	9	0	0.0%	100.0%	0.0%
Springfield Road	38	16	42.1%	0	16	0	0.0%	100.0%	0.0%
St Aubyn's Avenue	17	6	35.3%	0	6	0	0.0%	100.0%	0.0%
St Mark's Place	18	0	0.0%	0	0	0	0.0%	0.0%	0.0%
St Mary's Road	125	43	34.4%	3	37	3	7.0%	86.0%	7.0%
Steeple Close	3	0	0.0%	0	0	0	0.0%	0.0%	0.0%
Walnut Tree Cottages	7	2	28.6%	0	2	0	0.0%	100.0%	0.0%
Welford Place	40	3	7.5%	1	2	0	33.3%	66.7%	0.0%
Wimbledon Hill Road	78	6	7.7%	1	3	2	16.7%	50.0%	33.3%
Woodside	402	108	26.9%	16	86	6	14.8%	79.6%	5.6%
Worcester Road	16	4	25.0%	0	3	1	0.0%	75.0%	25.0%
<b>Total</b>	<b>2240</b>	<b>701</b>	<b>31.3%</b>	<b>79</b>	<b>587</b>	<b>35</b>	<b>11.3%</b>	<b>83.7%</b>	<b>5.0%</b>



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**EXISTING TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION (AS CONSULTED)**

	Belvedere Grove (Site 33)		Church Rd (Site 33)		Belvedere Drive (Site 47)		Alan Road (Site 43)		Highbury Road (Site 44)		St Mary's Road (Site 59)		St Mary's Road (Site 49)		Lake Road (Site 60)		Woodside (Site 61)		Belvedere Avenue (Site 42)		
	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	Southbound	AM	PM	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	South-eastbound	PM
Fri	89	221	94	234	19	169	86	140	6	34	11	138	12	74	2	40	22	166	21	0	0
	313	236	291	228	103	177	245	147	46	43	69	113	77	84	19	100	148	125	0	204	0
	288	335	335	185	185	212	212	47	47	144	144	129	77	84	19	100	148	125	0	204	0
Sat	19	266	22	202	5	132	13	192	2	28	3	89	4	44	1	17	7	121	10	123	0
	47	206	74	201	21	125	41	125	8	25	18	70	12	42	2	12	15	105	37	163	0
	126	96	96	53	53	76	76	18	18	40	40	27	27	4	4	32	32	86	86	0	0
Sun	13	197	10	206	4	107	13	136	1	17	1	74	2	44	1	6	4	103	9	119	0
	32	184	32	175	7	76	25	121	3	18	5	65	5	40	2	5	5	79	12	102	0
	39	65	65	20	20	29	29	12	12	12	7	24	24	3	3	14	14	48	48	0	0
Mon	96	248	97	223	16	151	84	163	2	36	12	123	11	56	3	13	27	142	27	262	0
	321	239	294	213	125	173	264	151	37	32	68	106	7	59	13	121	141	123	204	204	0
	297	381	381	172	172	202	202	52	52	134	134	140	140	57	57	147	147	205	205	0	0
Tue	81	242	111	271	18	246	78	164	2	52	13	182	11	82	4	18	26	164	28	266	0
	313	231	334	241	127	169	244	160	40	39	77	133	87	56	20	19	119	145	154	258	0
	320	339	339	182	182	225	225	41	41	127	127	136	136	48	48	141	141	225	225	0	0
Wed	95	270	96	239	24	199	83	187	3	34	17	132	15	66	2	22	23	164	30	285	0
	332	266	299	217	136	205	275	189	38	42	60	161	86	67	13	5	104	215	145	267	0
	349	348	348	206	206	245	245	51	51	142	142	124	124	60	60	167	167	218	218	0	0
Thur	93	248	88	247	22	184	84	167	4	37	10	129	19	79	2	26	18	143	23	276	0
	308	260	292	222	113	165	249	164	42	37	62	122	73	74	18	14	113	146	132	266	0
	329	340	340	205	205	236	236	43	43	157	157	152	152	54	54	169	169	252	252	0	0
	<b>3900</b>	<b>3314</b>	<b>4038</b>	<b>3119</b>	<b>1763</b>	<b>2278</b>	<b>3009</b>	<b>2206</b>	<b>498</b>	<b>474</b>	<b>1177</b>	<b>1637</b>	<b>1217</b>	<b>869</b>	<b>383</b>	<b>225</b>	<b>1528</b>	<b>1982</b>	<b>2114</b>	<b>2691</b>	<b>0</b>

**PREDICTED TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION (AS CONSULTED)**

	Belvedere Grove (Site 33)		Church Rd (Site 33)		Belvedere Drive (Site 47)		Alan Road (Site 43)		Highbury Road (Site 44)		St Mary's Road (Site 59)		St Mary's Road (Site 49)		Lake Road (Site 60)		Woodside (Site 61)		Belvedere Avenue (Site 48)			
	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	Southbound	AM	PM	North-eastbound	PM	North-eastbound	PM	North-eastbound	PM	South-eastbound	PM	
Fri	0	0	139	345	65	282	11	24	3	7	69	313	6	37	63	276	0	2	21	52	0	
	0	0	448	346	263	288	36	28	9	7	296	334	39	42	258	292	1	1	67	52	0	
	0	0	479	333	333	38	38	10	10	390	390	65	65	326	326	2	2	72	72	0	0	
Sat	0	0	32	335	15	268	3	27	1	0	16	284	2	22	14	262	0	1	5	50	0	
	0	0	98	304	45	230	8	24	2	6	50	247	6	21	44	226	0	1	15	46	0	
	0	0	159	304	117	117	13	13	3	3	128	14	14	14	115	115	0	0	24	24	0	
Sun	0	0	17	305	11	208	1	24	0	0	11	226	1	22	10	204	0	1	2	46	0	
	0	0	48	267	23	170	4	21	1	5	25	187	3	20	23	167	0	1	7	40	0	
	0	0	85	40	40	40	7	7	2	2	51	12	12	12	39	39	0	0	13	13	0	
Mon	0	0	145	347	65	278	12	28	3	0	69	301	6	29	64	272	0	1	22	52	0	
	0	0	455	333	289	295	36	27	9	7	319	319	36	30	283	289	1	1	68	50	0	
	0	0	530	357	324	324	42	42	11	11	388	388	70	70	318	318	1	1	79	79	0	
Tue	0	0	152	392	60	370	12	31	3	0	64	404	6	41	58	363	0	2	23	59	0	
	0	0	491	357	287	287	39	29	10	7	325	309	44	28	281	281	1	1	74	53	0	
	0	0	499	346	346	40	40	10	10	407	407	68	68	339	339	1	1	75	75	0	0	
Wed	0	0	144	374	73	337	11	30	3	0	79	363	8	33	71	330	0	2	22	56	0	
	0	0	465	350	305	341	37	28	9	7	342	367	43	34	299	334	1	2	70	53	0	
	0	0	523	354	384	384	42	42	10	10	439	439	62	62	377	377	2	2	78	78	0	
Thur	0	0	135	371	70	311	11	30	3	0	78	344	10	40	68	305	0	1	20	56	0	
	0	0	446	352	270	288	36	28	7	7	301	329	37	37	265	292	1	1	67	53	0	
	0	0	505	373	373	40	40	10	10	442	442	76	76	366	366	2	2	76	76	0	0	
	<b>0</b>	<b>0</b>	<b>5988</b>	<b>4776</b>	<b>3756</b>	<b>3971</b>	<b>479</b>	<b>382</b>	<b>120</b>	<b>53</b>	<b>4291</b>	<b>4326</b>	<b>609</b>	<b>435</b>	<b>3683</b>	<b>3891</b>	<b>15</b>	<b>20</b>	<b>896</b>	<b>716</b>	<b>0</b>	
% increase/D increase	(-)100	(-)100	(+)48	(+)53	(+)113	(+)74	(-)84	(-)83	(-)75	(-)89	(+)265	(+)164	(-)90	(-)90	(+)861	(+)1629	(-)99	(-)99	(-)56	(-)72	0	0

**ASSUMPTIONS**

- Church Road (Site 33) = (Existing Traffic) + (50% of Belvedere Grove Existing)
- Belvedere Drive (Site 47) = (Existing Traffic) + (50% of Belvedere Grove Existing) + (5% of Belvedere Avenue Predicted)
- Alan Road (Site 43) = (8% of Church Road Predicted)
- Highbury Road (Site 44) = (2% of Church Road Predicted)
- St Mary's Road (Site 59) = (98% of Belvedere Drive Predicted) + (St Mary's Road (Site 49) Predicted)
- St Mary's Road (Site 49) = (50% of Existing Traffic)
- Lake Road (Site 60) = (St Mary's Road (Site 59) Predicted) - (St Mary's Road (Site 49) Predicted)
- Woodside (Site 61) = (1% of Existing Traffic)
- Belvedere Avenue (Site 42) = (15% of Church Road Predicted Traffic)

EXISTING TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION ('NO ENTRY' AT HIGHBURY ROAD)																														
Belvedere Grove (Site 33)	Church Rd (Site 33)	Belvedere Drive (Site 47)		Alan Road (Site 43)		Highbury Road (Site 44)		St Mary's Road (Site 49)		St Mary's Road (Site 59)		Laka Road (Site 60)		Woodside (Site 61)		Belvedere Avenue (Site 42)														
		North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound									North-eastbound	South-eastbound			
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM											
		89	221	19	169	86	140	6	34	11	138	12	74	2	40	22	166	21	0											
		313	236	291	103	177	245	147	46	69	113	77	84	19	100	148	125	0	0											
		288	335	185	212	212	144	144	129	144	144	129	144	55	154	204	204	0	0											
		19	266	5	132	13	192	2	28	3	89	4	44	1	17	7	121	10	123											
		47	206	74	201	21	125	41	125	8	25	18	70	12	42	2	15	105	37	163										
		126	96	53	76	76	76	40	40	27	27	27	27	4	4	86	86	0	0											
		13	197	4	107	13	136	1	17	1	74	2	44	1	6	4	103	9	119											
		32	184	7	76	25	121	3	18	5	65	5	40	2	5	5	79	12	102											
		39	65	20	20	20	29	29	24	7	7	24	24	3	3	14	48	48	0											
		96	248	16	151	84	163	2	36	12	123	11	58	3	13	27	142	27	262											
		321	239	294	213	125	173	264	151	37	32	68	106	71	59	13	121	141	123	204										
		297	381	172	202	202	134	134	140	134	134	140	140	57	147	205	205	0	0											
		81	242	11	18	246	78	164	2	52	13	182	11	82	4	18	26	164	28	266										
		313	231	334	241	127	169	244	160	40	39	77	133	87	56	20	119	145	154	258										
		320	339	182	225	225	127	127	136	127	127	136	136	48	48	225	225	0	0											
		95	270	24	199	83	187	3	34	17	132	15	66	2	22	23	164	30	285											
		332	266	299	217	136	205	275	189	38	42	60	161	86	67	13	104	215	145	267										
		349	348	206	245	245	142	142	124	142	142	124	124	60	60	167	218	218	0	0										
		93	248	88	247	22	184	84	167	4	37	10	129	19	79	2	26	18	143	23	276									
		308	260	292	222	113	165	249	164	42	37	62	122	73	74	18	113	146	132	266										
		329	340	205	236	236	157	157	152	157	157	152	152	54	54	169	252	252	0	0										
		3900	3314	4038	3119	1763	2278	3009	474	1177	1637	1217	869	383	225	1528	1962	2114	2591											
PREDICTED TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION ('NO ENTRY' AT HIGHBURY ROAD)																														
Belvedere Grove (Site 33)	Church Rd (Site 33)	Belvedere Drive (Site 47)		Alan Road (Site 43)		Highbury Road (Site 44)		St Mary's Road (Site 49)		St Mary's Road (Site 59)		Laka Road (Site 60)		Woodside (Site 61)		Belvedere Avenue (Site 38)														
		North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound	North-eastbound	South-eastbound										North-eastbound	South-eastbound		
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM											
		0	0	139	345	65	282	11	28	3	69	313	6	37	63	276	0	2	21	52										
		0	0	448	346	263	298	36	28	9	296	334	39	42	268	292	1	1	67	52										
		0	0	479	333	333	38	38	0	0	390	66	66	66	326	2	2	72	52											
		0	0	32	335	15	268	3	27	1	16	284	2	22	14	262	0	1	5	50										
		0	0	98	304	45	230	8	24	2	50	247	6	21	44	226	0	1	15	46										
		0	0	159	117	117	13	13	0	0	128	14	14	14	115	0	0	24	24											
		0	0	17	305	11	208	1	24	0	11	226	1	22	10	204	0	1	2	46										
		0	0	48	267	23	170	4	21	1	5	25	187	3	20	23	167	0	1	7	40									
		0	0	85	40	40	7	7	0	0	51	12	12	12	39	0	0	13	13											
		0	0	145	347	65	278	12	28	3	69	301	6	29	64	272	0	1	22	52										
		0	0	455	333	289	295	36	27	9	319	319	36	30	263	289	1	1	68	50										
		0	0	530	324	324	42	42	0	0	388	70	70	70	318	1	1	79	79											
		0	0	152	392	60	370	12	31	3	64	404	6	41	58	363	0	2	23	59										
		0	0	491	357	287	287	39	29	10	325	309	44	28	281	281	1	1	74	53										
		0	0	499	346	346	40	40	0	0	407	68	68	68	339	1	1	75	75											
		0	0	144	374	73	337	11	30	3	79	363	8	33	71	330	0	2	22	56										
		0	0	465	350	305	341	37	28	9	342	367	43	34	289	334	1	2	70	53										
		0	0	523	384	384	42	42	0	0	439	62	62	62	377	2	2	78	78											
		0	0	135	371	70	311	11	30	3	78	344	10	40	68	305	0	1	20	56										
		0	0	446	352	270	298	36	28	9	301	329	37	37	265	292	1	1	67	53										
		0	0	505	373	373	40	40	0	0	442	76	76	76	366	2	2	76	76											
		0	0	5988	4776	3758	3971	479	382	120	53	4291	4326	609	435	3683	3891	15	20	888	716									
% Increase/D decrease	(-) 100	(-) 48	(+) 53	(+) 113	(+) 74	(-) 84	(-) 83	(-) 75	(-) 89	(+) 265	(+) 164	(-) 50	(-) 50	(+) 861	(+) 1629	(-) 199	(-) 99	(-) 56	(-) 72											

EXISTING TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTION (AS CONSULTED)																							
	Belvedere Grove (Site 33)		Church Rd (Site 34)		Belvedere Drive (Site 47)		Alan Road (Site 43)		Highbury Road (Site 44)		St Mary's Road (Site 59)		St Mary's Road (Site 49)		Lake Road (Site 60)		Woodside (Site 61)		Church Hill (Site 50)		Belvedere Avenue (Site 42)		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
Mon	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Tue	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Wed	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Thu	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Fri	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Sat	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Sun	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
1030	810	4338	5098	1217	1017	0	0	1144	9100	1739	1453	623	464	598	513	2057	1709	1245	928	3421	2214		
% Increase/D	(-) 62	(-) 77	(+) 31	(+) 40	(-) 44	(-) 100	(-) 100	(+) 137	(+) 43	(+) 10	(+) 16	(-) 49	(-) 47	0	0	0	0	0	0	0	0	(-) 65	(-) 69

PREDICTED TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTION (AS CONSULTED)																							
	Belvedere Grove (Site 33)		Church Rd (Site 33)		Belvedere Drive (Site 47)		Alan Road (Site 43)		Highbury Road (Site 44)		St Mary's Road (Site 59)		St Mary's Road (Site 49)		Lake Road (Site 60)		Woodside (Site 61)		Church Hill (Site 50)		Belvedere Avenue (Site 42)		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM
Mon	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Tue	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Wed	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Thu	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Fri	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Sat	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
Sun	27	29	28	30	26	28	23	24	43	43	10	12	12	12	2	2	2	13	13	13	13	0	0
1030	810	4338	5098	1217	1017	0	0	1144	9100	1739	1453	623	464	598	513	2057	1709	1245	928	3421	2214		
% Increase/D	(-) 62	(-) 77	(+) 31	(+) 40	(-) 44	(-) 100	(-) 100	(+) 137	(+) 43	(+) 10	(+) 16	(-) 49	(-) 47	0	0	0	0	0	0	0	0	(-) 65	(-) 69

		EXISTING TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTION ('NO ENTRY' AT HIGHBURY ROAD)																																			
		Belvedere Grove (Site 33)			Church Rd (Site 34)			Belvedere Drive (Site 47)			Alan Road (Site 43)			Highbury Road (Site 44)			St Mary's Road (Site 49)			St Mary's Road (Site 59)			St Mary's Road (Site 49)			Lake Road (Site 60)			Woodside (Site 61)			Church Hill (Site 50)			Belvedere Avenue (Site 42)		
		AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total						
		26	288	314	43	320	363	7	43	50	10	112	122	7	74	81	12	74	86	4	44	48	4	33	37	20	93	7	39	46	17	207					
	Fri	177	251	428	200	251	451	32	49	81	95	79	174	22	52	74	22	52	74	22	52	74	22	52	74	22	52	74	22	52	74	22	52				
	Sat	13	172	185	26	210	236	7	73	80	14	59	73	1	52	53	4	44	48	4	44	48	4	33	37	20	93	7	39	46	17	207					
	Sun	44	181	225	79	173	252	62	38	100	10	42	52	5	44	49	10	42	52	5	44	49	3	25	28	23	61	20	42	44	171						
	Mon	34	285	319	61	322	383	26	165	191	24	248	272	4	46	50	17	105	122	11	58	69	6	38	44	23	138	15	84	88	183						
	Tue	201	290	491	223	252	475	161	149	310	147	226	37	47	84	85	96	105	111	82	82	136	29	36	65	129	139	100	84	267	162						
	Wed	30	328	358	43	327	370	25	150	175	29	278	7	41	48	23	105	128	15	66	81	6	47	53	49	126	114	89	72	307	209						
	Thur	189	307	496	206	260	466	199	177	376	37	279	3	50	53	86	119	173	74	28	30	58	6	40	46	132	164	96	92	275	195						
		2741	3875	6616	3301	3833	7134	1822	2074	3896	483	627	1010	1217	869	598	513	2087	1709	1245	928	3421	2214														
		PREDICTED TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTION ('NO ENTRY' AT HIGHBURY ROAD)																																			
		Belvedere Grove (Site 33)			Church Rd (Site 34)			Belvedere Drive (Site 47)			Alan Road (Site 43)			Highbury Road (Site 44)			St Mary's Road (Site 49)			St Mary's Road (Site 59)			St Mary's Road (Site 49)			Lake Road (Site 60)			Woodside (Site 61)			Church Hill (Site 50)			Belvedere Avenue (Site 42)		
		AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total	AM	PM	Total						
		0	2	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Fri	1	0	1	57	459	516	94	0	0	0	0	0	0	0	14	134	148	8	35	43	10	76	86	13	138	151	69	9	0							
	Sat	0	2	2	30	300	330	12	64	76	0	0	0	0	0	18	91	109	4	20	24	8	53	61	20	93	7	39	2	21							
	Sun	0	2	2	101	273	374	16	46	62	0	0	0	0	0	23	66	89	10	21	31	13	46	23	61	20	42	4	17	3							
	Mon	0	1	1	23	272	295	4	44	48	0	0	0	0	0	6	63	69	1	22	23	3	48	7	56	1	44	1	16	4							
	Tue	0	2	2	274	359	633	88	76	164	0	0	0	0	0	125	108	233	8	42	50	66	67	132	107	90	30	3	13	5							
	Wed	1	2	3	75	469	544	16	96	112	0	0	0	0	0	23	137	160	8	42	50	14	80	23	138	15	84	9	18	6							
	Thur	1	2	3	61	467	538	16	100	116	0	0	0	0	0	22	143	165	4	39	43	10	86	25	143	7	77	9	22	3							
		34	22	56	4580	5412	1435	1179	0	0	0	0	0	0	0	26	135	161	6	41	47	10	80	31	136	11	82	8	19	342	221						
	% Increase/Decrease	(- ) 99	(+ ) 39	(+ ) 49	(- ) 35	(- ) 49	(- ) 100	(- ) 100	(- ) 100	(+ ) 29	(+ ) 34	(- ) 49	(+ ) 104	(+ ) 90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(- ) 90						