#### **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

#### **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.

#### 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 lead 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 <u>Woodside/Lake Road junction</u>

Proposed 'no entry' from beyond the junction of Lake Road for northeastbound 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.

Number	Retu	irned	Sup	port	Aga	linst	Unde	cided
consulted	No.	%	No.	%	No.	%	No.	%
2240	701	31.3	79	11.3	587	83.7	35	5

#### Table 1 - Results of Consultation

- 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.

#### <u>ANALYSIS</u>

- 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 are is shown in Table 2.

Road	Total weekly	traffic volume
rtoud	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

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

- 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 northeast 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.

Road	South-w	vestbound	North-e	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.

Road	South-v	vestbound	North-e	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

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

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.

- The predicted traffic volume increase in Highbury Road is also of concern but 4.28 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 northeastbound 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

#### Contacts

#### i.Report Author:

Name: Edward Quartey

Tel: 020 8545 3690

email: <a href="mailto:edward.quartey@merton.gov.uk">edward.quartey@merton.gov.uk</a>

#### ii.Meeting arrangements – Democratic Services:

 $email: \underline{democratic.services@merton.gov.uk}$ 

Tel: 020 8545 3356/3357/3359/3361/3616

iii.All press contacts - Merton's Press office:

email: press@merton.gov.uk

Tel: 020 8545 3181

iv.London Borough of Merton:

Address: Civic Centre, London Road, Morden, SM4 5DX

Tel: 020 8274 4901

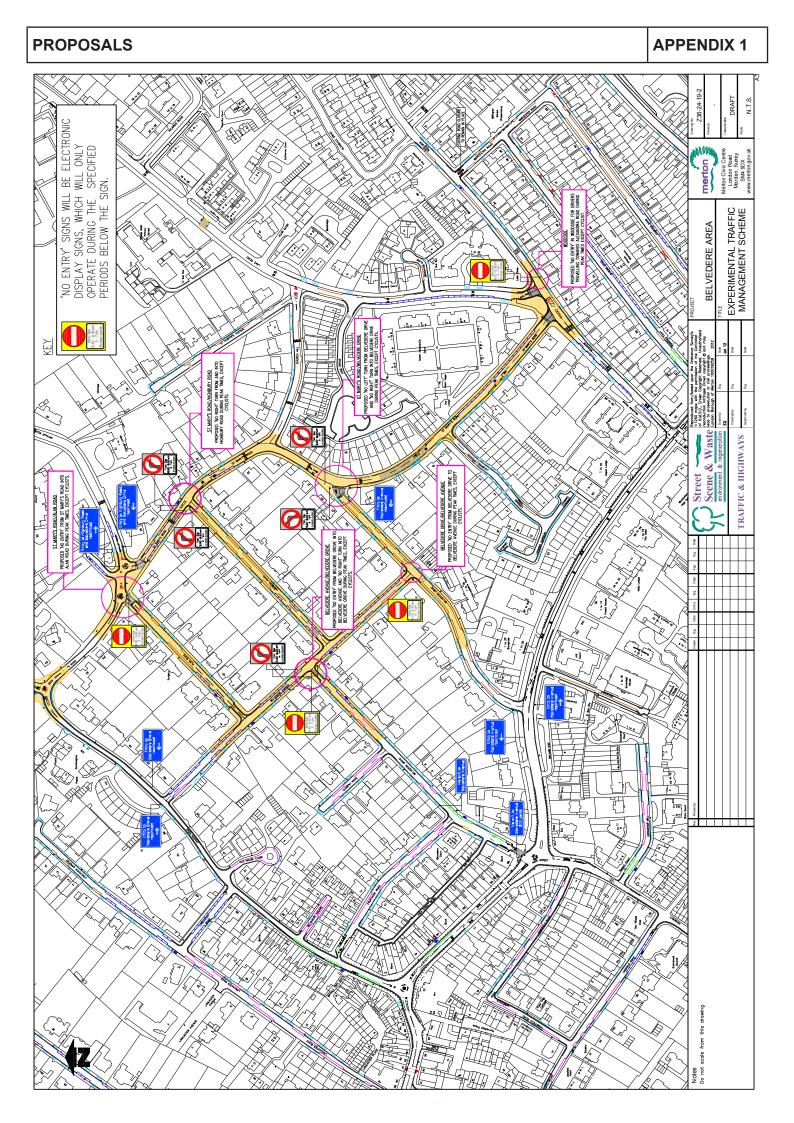
#### **Useful links**

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

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

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

This disclaimer also applies to any links provided here.



## WHAT HAPPENS NEXT

The results of this informal consultation along with officers' recommendations will be reported to the Street Management Advisory Committee (SMAC) for a decision to proceed or not to proceed with the experimental traffic management proposals. Once a decision is made you will be informed accordingly. If the proposals are approved, the Council will proceed with the making of the Traffic Management Orders (TMO) and residents will be informed of the date when the experimental scheme trial period will commence. The Experimental Traffic Management Order will allow the Council to enforce the measures. Once the scheme has been implemented, you would have a further opportunity to make detailed comments during the first six months when the effects of the proposals would be better understood. This period (the first six months) would constitute the formal consultation stage when all the comments received during this period will be reported to local ward councillors, the Street Management Advisory Committee and to the Cabinet Member for Environmental, Sustainability and Regeneration who will decide to either remove, amend or make the scheme permanent.

During the formal consultation stage (first six months), traffic volume surveys will be carried out and measures against the existing data to determine whether the scheme has been successful or not.

## CONTACT US

Please contact Edward Quartey via email at trafficandhighways@merton.gov.uk if you need further information. Alternatively you can visit our website at www.merton.gov.uk/belvederearea. You may also view the plans at Wimbledon Library and Merton Link at Merton Civic Centre, Morden during our workings hours, Monday to Friday between 9am and 5pm.

Hillside Ward Councillors	If you would like more information in your own language, please contact us at the address shown in the bottom box.	tion in your own language, s shown in the bottom box.
Cllr Suzanne Evans Tel: 020 8545 3396	Nese deshironi me shume informacion ne gjuhen tua kontaktoni ne adresen e dhene ne kutine me poshte	Nese deshironi me shume informacion ne gjuhen tuaj, ju lutemi te na kontaktoni ne adresen e dhene ne kutine me poshte.
Email: suzanne.evans@merton.gov.uk	اذا أردت معلومات إضافية بلغتك الأصلية الرجاء الاتصال بنا bib في العفوان المدون ضعن الاطار أنناد.	إذا أردت معلومات إضافية بلغتك الأص في العوان المدون ضمن الأطار أنناه
cur David Simpson Tel: 020 8543 3764 Email: david.simpson@merton.gov.uk	া যদি আপনার নিজের ভাষায় বেখা Bengaa Bengary সক্রে যোগাযোগ করুন, তে	র্জন আপনার নিজের তথায় লেখা আরও তথা না তাহলে গয়। করে আনাদের সারে যোগাযোগ করুন, তলার বক্সে আমাদের সিকানা রয়েরে ।
Cllr David Williams	5 如果你需要用中文印成的資料, 5 請按低端方格內提供的地址与我們聯系	≨料, 吐与我們聯系。
ret: ret: 020 0947 0000 Email: david.williams@merton.gov.uk	تيد، لطفًا با ما أز طريق أدرس زيرتماس 📴	اگر مایل به اطلاعات بیشتر به زبان خود هستید، لطفا با ما از طریق آدرس زیرتماس بگیرید.
	ល់ Pour tout renseignement complémentaire dans votre propre langu ៥ veuillez nous contacter à l'adresse figurant dans l'encadré du bas.	Pour tout renseignement complémentaire dans votre propre langue, veuillez nous contacter à l'adresse figurant dans l'encadré du bas.
Village Ward Councillors	≣ જો તમને તમારી પોતાની ભાષામાં ⊒ું ે. :::::	જો તમને તમારી પોતાની ભાષામાં વધારે માહિતી જોઈતી હોય,તો કૃપા કરીને જે હોય છે. છે
Cllr John Bowcott	ઉ નાચ અતમા આપલા ખાનામા દશાવલા સરનામ અમારા સપક કરા	ાવલા સરનામ અમારા સપક કરા.
Tel: 020 8946 1011 Email: john.bowcott@merton.gov.uk	ਲ਼ੇ ਜੇਕਰ ਤੁਸੀਂ' ਪੰਜਾਬੀ ਵਿਚ ਹੋਰ ਜਾਣਕਾਰੀ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ Ē ਹੇਠ ਲਿਖੇ ਬਾਨੇ ਵਿਚ ਦਿੱਤੇ ਪਤੇ 'ਤੇ ਸਾਡੇ ਨਾਲ ਸੈਪਰਕ ਕਰੋ।	ਜੇਕਰ ਤੁਸੀਂ' ਪੰਜਾਬੀ ਵਿਚ ਹੋਰ ਜਾਣਕਾਰੀ ਲੈਣੀ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕ੍ਰਿਪਾ ਕਰਕੇ ਹੇਠ ਲਿਖੇ ਖਾਨੇ ਵਿਚ ਦਿੱਤੇ ਪਤੇ 'ਤੇ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ।
Cllr Richard Chellew Tel: 020 8545 3396	Hadii aad u baahan tahay faahfa: Somali fadlan lana	Hadii aad u baahan tahay faaMaahin intaa kabadan oo ku soobsan afkaaka hooyo ama Af Somali fadlan lana soo xiira cinwaanka hoos ku qoran.
Email: richard.chellew@merton.gov.uk	51 Si usted desea más información en su propia lengua, 20 por favor contáctenos en la dirección al pie del formato.	n su propia lengua, zión al pie del formato.
Cllr Samantha George Tel: 020 8545 3396	ு. 1. உங்கள் மோழியில் மேலதிக தக 1. பேட்டிக்குள் தரப்பட்டுள்ள விசை	உங்கள் மோழியில் மேததிக தகவனவப் பேற விரும்பினால். அடிபிலுள்ள பேட்டிக்குள் தாப்பட்டுள்ள விசைக்தில் எம்றுடன் தொடர்பு கோன்குதங்கள்.
Email: samantha.george@merton.gov.uk	لاک بالی نادان میں حربہ معلمات مال کر مالیا جشاہی تو برد کرام تصلح اللہ پراللہ قائر کریں جرک میں شکور مالی جال ہے۔	ار سالی این از
	You can also get this information in large print, in Braille and on tape.	Edward Quartey, Merton Civic Centre, London Road, Morden, SM4 5DX

# INFORMAL CONSULTATION WIMBLEDON AREA TRAFFIC SCHEME Belvedere Area - Experimental Traffic Management Scheme

1111

## ISSUE DATE: 11 JUNE 2012

Dear Resident / Occupier,

Over the years, the Council has investigated numerous traffic management proposals to prevent through traffic from using the residential roads in the Village and Hillside Wards, all of which have been rejected following public consultation. At the Street Management Advisory (SMAC) meeting of 9 June 2011, members of the committee recommended that the Cabinet Member for Environmental Sustainability and Regeneration meet with local ward members to agree and develop suitable alternative proposals for the area.

Following subsequent meetings between the Cabinet Member, local ward members and senior Council officers, new proposals have been developed to prevent through traffic from using the residential roads in the Belvedere area.

### **PROPOSALS**

The proposals for the Belvedere area seek to reduce traffic volumes within the area by restricting access to a number of roads during certain periods of the day, as shown on the plan overleaf. It is proposed to implement these restrictions on an experimental basis under Section 9 of the Road Traffic Regulations Act 1984 so that the impact of the scheme can be monitored.

Experimental Traffic Management Orders are used to assess whether a particular restriction would produce the desired result, or to check what consequences would arise from the imposition of a restriction, before it is made permanent. Anyone can object and make representations within the first **six months** (the formal consultation period) of the experimental order coming into force. No consultation is required prior to the order coming into force. The regulations also allow modifications to be made to the scheme during the experimental period, after the scheme has been implemented. Experimental Traffic management Orders can remain in force for a maximum period of 18 months by which time the Council must confirm, amend or remove the scheme.

The proposals form part of an integral package of measures where all the individual elements contribute to the overall success of the scheme. Therefore the measures are interdependent and cannot be amended without impacting on the overall scheme.

# LET US KNOW YOUR VIEWS - WE ARE AT THE INFORMAL CONSULTATION STAGE

We are at this stage seeking your views to implement the proposals on an experimental period of 6 months and would like to know if you support the principle of the proposals. Please complete and return the enclosed prepaid questionnaire (no stamp required), with any further comments / suggestion by 9 July 2012. Please note that late replies may not be included and only one questionnaire per household will be accepted. If you fill in the paper questionnaire, then do not complete the online version.

The Council will use your response to determine the level of support for the proposals and provide statistical information to your ward members and the Cabinet Member for Environmental, Sustainability and Regeneration, who will then make a decision on the whether or not to proceed with the proposals. 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 respond to each respondent. However, all returned questionnaires will be analysed and the results reported to the Cabinet Member for Environmental, Sustainability and Regeneration.

#### Wimbledon Area Traffic Scheme

#### Proposed Belvedere Area - Experimental Traffic Management Scheme We would like to know your views.

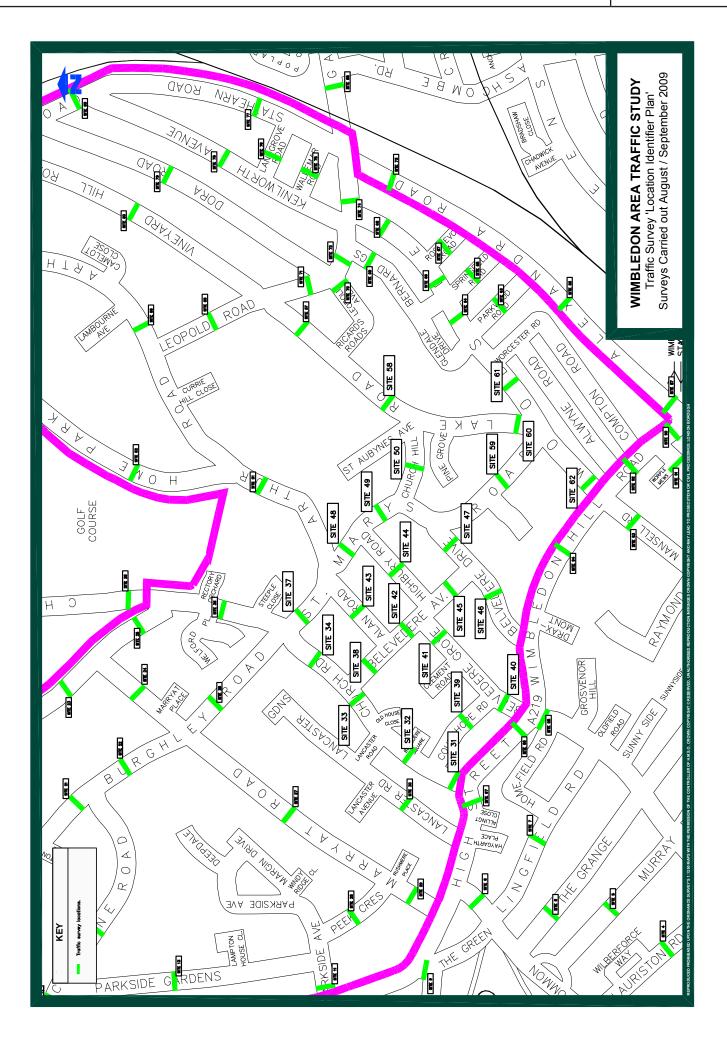
Please tick the appropriate boxes and return this card by 9 July 2012

Please write in BLOCK capitals				
Name: Road: Email:	Proper	ıre: ty No./Name: ode:	•••••	
Please tick if you would like the above information to be conf	fidential. [			
1. Do you support the introduction of the proposed experi traffic management measures, as outlined in the attached		□ Yes	🔲 No	Undecided
2. Do you have any additional options/comments regarding t	the proposa	als? (Please write i	n BLOCK capita	ls).
	• • • • • • • • • • • • • • • •		•••••	
Please Note: In view of the large number of responses receiv				
individually to each respondent. It will be appreciated if you would complete the monitoring in	nformation	requested below.		
		-		
Equal Opportunity M				
This information is requested so as to enable the Council to develo of the community and hence to test whether or not the channe				
				-
Gender Male Female Do you conside	r yourself to	have a disability?	Yes	No
Age Group (please tick one box)				
15 or under         20 - 24         30 - 34         4	0 - 44	50 - 54	60 - 64	70 - 74
16 - 19     25 - 29     35 - 39     4	5 - 49	55 - 59	65 - 69	75 or over
Ethnic Origin (please tick one box)				
White         Mixed Ethnicity           White - English         White & Black Caribbean		<u>r Asian British</u> ian		<u>Black British</u> ibbean
White - English     White a Black Cambbean       White - Scottish     White & Black African		kistani		
White - Welsh White & Asian	=	ngladeshi	🗌 Oth	er (please specify)
White - Irish     Other (please specify)       Gypsy / Roma / Traveller	Tar	nil ner (please specify)	Chinese	& Other
Other (please specify)		(France specify)	Ethnic C	Groups
				nese ean
				er (please specify)

#### **CONSULTATION RESULTS**

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

ROAD		NUMBER OF	% OF	Q1 Do you si	upport the intro	odcutin of the p meas	roposed experi sures	mental traffic	management
	CONSULTED	RETURNS	RESPONSE	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%
Total	2240	701	31.3%	79	587	35	11.3%	83.7%	5.0%



																																			1 Church Road (Site 33) = (Existing Traffic) + (50% of Belvedere Grove Existing)		2 Belvedere Drive (Site 47) = (Existing Traffic) + (50% of Belvedere Grove Existing) + (5% of Belvedere Avenue Predicted)		3 Alan Road (Site 43) = (8% of Church Road Predicted)	4 Hichbury Road (Site 44) = (2% of Church Road Predicted)		5 St Mary's Road (Site 59) = (38% of Belvedere Drive Predicted) + (St Mary's Road (Site 49) Predicted)	6 St Mary's Road (Site 49) = (50% of Existing Traffic)		7 Lake Road (Site 60) = (St Mary's Road (Site 59) Predicetd) - (St Mary's Road (Site 49) Predicetd)	0 M/mutridio (Glini Ed.) = /10/, of Existing Tradito.)		9 Betvedere Avenue (Site 38) = (15% of Church Road Predicted Traffic)												
	Belvedere Avenue (Site 42)	South-eastbrd	AM PM		125 0	204	+	37 163	86	+	12 102		27 262	123 204	607		154 258	$\vdash$	_	30 285	_	218	+	132 266	252		2114 2591			Belvedere Avenue	(Site 38)	South-eastbrid	_	21 52	-	7/		15 46			2 46	13 40		22 52	09 P0		23 59		6/	+	70 53	78		20	+	2	898 716		(-) 56 (-) 72	
	Woodside (Site 61)	North -eastbound	AM PM		100 148	154	7 121	15 105	-	+	5 79		27 142	+	147		119 145	$\vdash$	_	23 164		10/	+	113 146	169	$\left  \right $	1528 1982	_		Woodside	(Site 61)	North -eastbound	AM PM	0		7	C	0			0	- 0		0			0	1	-	0		. 2		0,		4	15 20		66 ( - ) 66 ( - )	-
	toad (Site 60)	North-eastbnd	MA		19		17	12		u	0 40	,	13	6		18	19			22				14			225			toad (Site			ΡM	+	+		262	226			204	10/		272	+		363			+	334			305	+	+	3 3891		(+)1629	
= 1	ad Lake Road 60)		PM AM		84 19	55	4	42 2	4	*	- ~	1 m	28	9	10		56 20		_	66 2		ß		74 18	5	$\vdash$	869 383		(AS CONSULTED)	ad Lake Road		<u>Nor</u>		37 63	2 258	070		21 44			22 10	39 23		29 64	318 318		41 58		339	+	34 299	377		40 68	+		435 3683		(-) 50 (+)861	_
$\sim$	St Mary's Road (Site 49)	North-westbrd	AM		77 8	129	4	_	27			24	11	+	140		87 5		_	15 6		124	19 7	73 7	152		1217 8			St Marv's Road		North-westbi	_		39 4	G		10			1	3		+	36			44	68	a		62		_	3/ 3/	0,	609 4:		(-) 50 (-)	
EXISTING TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION	St Mary's Road (Site 59)	Southbound	۶	+	113		+	70		77	65	8	123	+		+	133	$\vdash$	_	132	+		+	122	+	╞	1637	_	PREDICTED TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION	arv's Road	(Site 59)	uthbound	M	313	296 334		+	247			226	18/		301	+		404	-		+	367	+		344	+	+	4326		(+)164	
ASTBOUN					3 69	144	+	5 18	40	+		-	6 12	+	5		$\left  \right $	127	_		2 60	142	+		157	╞	4 1177	_	EASTBOU					+	296	+		6 50	128		+	22		69	388		64			+	342	439		78	102	ţ	3 4291		(-) 89 (+) 265	_
IORTH-E/	Highbury Road (Site 44)	North-eastbrd	M		46 43	47	+	8 25	18	+	3 18	12	2 36	+	70		40 39	41	_	34		5		42 37	43	$\vdash$	498 474	-	NORTH-E	Highbury Road	(Site 44)	North-eastbn	MM PM	3	6			2	, 1 m	0	0	- 2	0 0		1	0		10 7	_		, o	10	0	' ص	- 	2	120 53	-	(-) 75 (-)	_
MEFOR					147		_	125		136	121		163	_			160			187			+	164			2206 4		UME FOR	┢				_		+	27	24	1		24	17		28	-		31			+	28			30	+	+	382 1	╀	(-)83 (-	
	Alan Road (Site 43)	North-eastbrd		+	245	_	+	41	76	+	+	29	8	+	202	+	┢	225	_	83		242	+		236	+	3009		FIC VOLI	Alan Road	(Site 43)	North-eas.	AM	=	36 28	8	e.	) @	13			4 -		12	36	!	12	39	94	11	37	42		11	804	╀	479	+	(-)84 (	_
	e Drive 17)	stbnd	Md	169	177		132	125		107	101	2	151	1/3		246	169			199	205		184	165			2278		ED TRAF.	Drive	17)	stbnd	Μd	282	298	T	268	230	2		208	NL		278	967		370	287	+	337	341	5		311	298		3971	T	(+)74	-
	Belvedere Drive (Site 47)	North-eastbrid	AM	19	103	185	4	21	53	-	+ -	20	16	125	7/1	18	127	182		24	136	907	22	113	205		1763		PREDICTL	Belvedere Drive	(Site 47)	North-ea	AM	65	263 298	000	15	45	117		1	40 23		65	324		60	287	346	73	305	384		2020	373	6/6	3758	T	(+)113	_
F	Church Rd (Site 33)	p		-	91 228	35	+	4 201	9	+	2 175		7 223	+			34 241	┢	-	6 239	-	2 2	+	222 22	+	+	38 3119		-	Church Rd	(Site 33)	orth-eastbrid	AM PM	39 345	346	2	+	8 304	159 001		7 305	+		15 347	+		52 392	-	- A	+	350			35 371	+	+	88 4776		(+) 48 (+) 53	
	Belvedere Grove C (Site 33)	p	Md	221	313 236 291		266	47 206 74		107	32 184 32	2	96 248 97	239		242	313 231 334	-		95 270 96	266		248	260	329 340		3900 3314 4038	_		Belvedere Grove C		2	ΡM	+	0	4	c	0	,		0	0 0 48		0	0 0 455		0 0 152	0	0 49	c		0 523		0 0 135	+		0 0 5988		(-)100 (-) 100 (+)	
	ă		×	Fri		2	Sat		+	a of the second			Mon		7	Tue		e,	_	Wed 9	en o	ñ	Thur		6		36			Be	i		`	Ξi			Sat				Sun			Mon			Tue			Wed	+			Thur					76 (-)	

																					3 Alan Road (Site 43) = (8% x Church Road Predicted)	4 Highbury Road (Site 44) = (2% x Church Road Predicted)	5 St Mary's Road (Site 59) = (98% x Belvedere Drive Predicted) + (St Mary's Road (Site 49) Predicted)	6 St Manys Road (Site 49) = (50% x Existing Traffic)	7 Lake Road (Site 60) = (St Mary's Road (Site 59) Predicetd) - (St Mary's Road (Site 49) Predicetd)	8 W codside (Site 61) = (1% x Existing Traffic)	9 Belvedere Avenue (Site 38) = (15% x Church Road Predicted Traffic)						
	Avenue 42)	-eastbnd PM	0 0		123	119 102	262 204	266	258	285 267	276 266		1.607		Avenue	38) astbnd	52 52			46	Т	46		52		59		53		55	716		(-) 72
	Belvedere Avenue (Site 42)	South-ea	21 125 204	204	10 37 86	9 12 8	27 123 205	28	154 225	30 145 218	23 132	252	41.12		Belvedere Avenue	(Site 38) South-eastbnd	21 21	67 72	Ľ	15	74	2 7	13	22 68	79	23 74	75	27 Q 8	2	20 67 76	9 868		( - ) 56
			166 148		121 105	103 79	142 141	164	145	164 215	143 146		1967			e (Site 61) astbound	PM	-	-							1 2		7 7			20		66 ( - )
	Woodside (Site 61)	AM -ea	22 100	104 104	7 15 32	4 0 4	27 121	26	119	23 104 167	18	169	97CI			Woodside (Site 61) North -eastbound	0 AM	7	c		-	00	0	0 -	-	0 -	-	0 - 0	ч i	0 - 0	15 2		66 ( - )
(QAD)	Lake Road (Site 60)	eastbnd PM	40		12	2 2	9	18	19	22 5	26 14		077	ROAD)		Lake Road (Site 60) North-eastbnd	276 276	258 292 326 292	262	226		204 167		272 289		363 281		330 334		305 292	3891		(+)1629
RY' AT HIGHBURY ROAD	Lake Roa	North-ea	2 19 EE	66	- 0 4	+ 2 e	3 13 57	5 4 6	20 48	2 13 60	2	54	202	. RY' АТ НІGНВИRY ROAD)		Lake Roa	AM 63	258 326	14	44	611	10 23	68	64 283	318	58 281	339	71 299 377	10	68 265 265	300 <b>3683</b>		(+) 861
. AT HIG	ary's Road Site 49)	th-westbnd PM	74 84		44 42	44 40	58	82	26	66 67	79 74		803	Y' AT HIG	ary's Road	Site 49) h-westbnd	37 37	39 42 65 42	22	21		22 23		30 29		41		34	9	40 37	435		(-)50
ENT	ž V	AM	77	671	4 12 27	2	11	2 7 2	87 136	15 86 124	19 73	152	/171	O ENTR'	StM					1 w 7	±	- v	12	9 36	20	9 4	68	8 43 8 69	70	10 37 76	9) 609		(-)50
DN.) NO	St Mary's Road (Site 59)	Md	138		89 70	74 65	123 106	182	133	132 161	129		103/	TION ('N	y's Road	(Site 59) Southbound	313 313	334	284	247		226 187		301 319		404 309		363 367		344 329	4326		(+)265 (+)164
DIRECTI				144	3 40	- 2	12 68 131	13	127	17 60 142	10	157	//LL	D DIREC				390 390	46	202	071	11 25	51	69 319	388	64 325	407	79 342 430	2	301 301	442 <b>4291</b>		
BOUND	Highbury Road (Site 44)	eastbnd PM	34 43		55 28	17	36	22	68	34 42	37		4/4	TBOUN	ury Road	(Site 44) North-eastbnd	M4	~	0	9	0	5	0	~	0	~	0	- ~	0	2	53		( - )
TH-EAS1		AM	6 46 17	4/	9 8 2	- e 6	37 37 52	3 ~ 3	4 4	38 51	4 42	43	430	RTH-EAS	<u> </u>	North (Si	ω M	9	• •	- ~ ~	n 0	0 +	0 7	<i>с</i> б	0 7	0 9	60	n n €	20	ю Ф	1 <b>20</b>	$\vdash$	(-)75
OR NOR	Alan Road (Site 43)	n-eastbnd PM	86 140 245 147 243		192	136	163 151	164		187 189	167	$\left  \right $	9077	FOR NO	Alan Road (Site	43) North-eastbnd	PM 28	58	27	54		24		28 27		31		<sup>58</sup> 30		30	382		4 (-)83
					13 76	13 25 29			244	83 275 245	84 249		+	OLUME						ο œ ξ		- 4	2	36		39		11 37 42	++	36 11	40 479		4 (-)84
FFIC VO	Belvedere Drive (Site 47)	North-eastbrid AM PM	169		132	107	151	246	169	199 205	184	┝┥┝	8/77	AFFIC V	Belvedere Drive	(Site 47) North-eastbnd	282	298	268	230		208 170		278 295		370 287		337 341	++	311 298	3971		3 (+)74
EXISTING TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION ( 'NO					5 53 53	4 ~ 20	125	1 18	127 182	24 136 206	22		1/63	PREDICTED TRAFFIC VOLUME FOR NORTH-EASTBOUND DIRECTION ('NO ENT	┝──					45		23	40	65 289		60 287		73 305 384	+	270 273			3 (+)113
EXIST	Church Rd (Site 33)	h-eastbnd PM	94 234 291 228		202	206 175	223 213	271		239 217	247		3118	PREDI	Church Rd (Site	33) h-eastbnd	PM 345	448 346 479	335	304	+	305 267		347 333		392 357		374 350	+	371 352	3 4776		8 (+) 53
_					22 74 96	10 32 65			334 339	96 299 348	88 292				-			448 479	32	98	RC	48	85	145 455	530	152 491	499	144 465 523	367	135 446 606	2002 2088		0 (+)48
	Belvedere Grove (Site 33)	North-eastbrd AM PM	221 236		266 206	197 184	248 239	242		270 266	248 260		3314		Belvedere Grove	(Site 33) North-eastbnd	₩ o	0		0		00		00		00		00		00	•	++	0 (-) 100
	Belve	AM	313	887	19 47 126	39 32 33	96 321	81	313 320	95 332 349	93 308	329	2300		Belve	- Nor	0 AM	00	c			00	0	00	0	00	0	000	+		•		D (-)100
			Έ		Sat	Sun	Mon	Tue		Wed	Thur						Ē		Sat	50		Sun		Mon		Tue		Wed	ſ	Thur		%	Increase/D ecrease

																											1 Belvedere Grove (Site 33) = (90% of Highbury Road Predicted)	- 2 Church Road (Site 34) = (Existing Traffic) + (50% of Alan Road Existing)	- 3 Belvedere Drive (Site 47) = (70% of St Mary's Road (Site 59) Predicted)	4 Highbury Road (Site 44) = (50% of Church Hill Predicted) + (30% of St Mary's Road (Site 59) Predicted)		- 5 St Marys Koad (Site S9) = (/U% of Woodsled Predicted) + (SU% of Lake Koad Predicted)	- 6 St Mary's Road (Site 49) = (50% of Church Hill Predicted)	- 7 Lake Road (Site 60) = (Existing Traffic)	8 Woodside (Site 61) = ( Existing Traffic)	- 9 Church Hill (Site 50) = (Existing Traffic)	- 10 Belvedere Avenue (Site 38) = (Highbury Road Predicted)									
	Belvedere Avenue (Site 42)	North-westbnd AM PM	88 0	271 0	23/	17 207	44 171 96		27 134 36	H	88 183 297 181	257	78 190	201 102		307 209 298		91 199 275 105		3424 2214	+		Belvedere Avenue	North-westbrd		11 70 81 65		8 44	15 38 33		2 38 7 29	20		76 57 126 57		81 77 122	+	76 67		12 104	81 85 125	1144 900	$\parallel$	(-)65 (-)59		
	Church Hill E (Site 50)	North-westbnd AM PM	15 69	101 70	611	7 39	20 42 41 42		9 30 23	$\parallel$	15 84 90 57	131	11 82	100 84	7 77	89 72 118	$\left  \right $	12 86 08 02		1245 928	070		Church Hill E	+	AM PM	15 69 101 70		7 39	20 42		9 44 30	23	15 84			100 84 128	7 77	RQ 72		+	98 92 114 92	1245 928	222	0		
0	Woodside (Site 61)	South-westbnd AM PM	138	131 108	607	20 93	23 61 49	-	10 51 36	$\left  \right $	23 138 132 107	233	31 136	217 139	25 143	126 114	$\mathbb{H}$	26 261 132 164		2057 1709	+	(D)	Woodside	South-westbrid	AM PM	13 138 131 108		-	23 61	+	7 56 10 51	36	23 138	132 107 233 107		129 139 217	++	126 114 126 114	220	+	132 164 265 164	2067 1709	++	0		
N (AS CONSULTED)	Lake Road (Site 60)	South-westbnd AM PM		22 52	6/	4 33	3 25 14 25	2 26	4 19	$\square$	6 38 21 38	74	4 39	29 30 85	6 47	35 49 87		6 40 28 30		508 513	+	ON (AS CONSULTED)	Lake Road	South-westbrid	AM PM	2 41 22 54		4 33	3 25		2 4 19		6 38			29 36 85		35 4/	87 43	-	28 83 30	698 613	++	0		
D DIRECTION (	St Mary's Road (Site 49)	Northbnd AM PM	12 74	77 84	671	4 44	12 42 27 42		5 40 24	$\parallel$	11 58 71 59	140	11 82	8/ 50 136	-	86 67 124		19 79 73 74	152 / 1	1217 869	-		St Mary's Road	Northbrid	_	8 35 54	28	+	10 21 21		5 15 5	12	8 42	45 29 66 29		50 42 64		45 36	28	+	49 46 57 46	623 464	┼┼	(-)49 (-)47		
TH-WESTBOUN	St Mary's Road (Site 59)			95 79	16/	14 59	10 42 36 42	+	11 35 21	$\mathbb{H}$	17 105 97 88	187	26 113	85 90 183	_	105 84	$\left  \right $	24 172 08 110	193	1589 1256	0071	UTH-WESTBOU	St Mary's Road		AM PM	10 117			18 55		6 52 9 45	$\left  \right $	19 116	103 94 200		105 115 104	++	106 104	198 104	+	106 130 227	1739 1453	++	(+) 10 (+) 16 (		
EXISTING TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTIO	Highbury Road S		7 43	32 49	48	1 52	5 44 25 44		4 35	$\left  \right $	4 46 28 44	45	3 48	3/ 4/ 50 4/	7 41	30 48 64		3 50 37 47	48 44	483 6.27	170	PREDICTED TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECT	Highbury Road S		ΡM	11 70 81 65	3		15 38 33	+	2 38 7 29	$\left  \right $	0 13 77	76 57 126 57		81 77 13	++	76 67	118 07	+	81 85 125 85	006	8	(+) 137 (+) 43 (		
G TRAFFIC VOL	Alan Road (Site 43)	South-westbnd	234	128 196	761	7 127	38 155 92 155	-	15 108 53	$\square$	24 248 145 203	206	32 250	14 / 220 202	_	153 248 191	$\square$	27 279 147 251		207.4 2930	+	ED TRAFFIC VC	Alan Road	South-westbrd	Md			-	0		00	0	0	0		0				-	0	-	,	(-) 100 (-) 100 (		
EXISTIN	Church Rd (Site Belvedere Drive 34) (Site 47)	South-westbnd South-westbnd AM PM AM PM	43 320 25 151	200 251 158 117		210	29 68	192 7	37 144 16 51 108 31		61 322 26 165 187 235 144 121	253	352	226	327 25	209 264 154 134 318 215		331	234	3301 3633 2231 1822	0.000	PREDICT	Church Rd (Site Belvedere Drive	South-westbrid	PM AM PM	53 437 7 82 264 340 72 71	130	274 11	98 251 12 39 160 20 20	2	23 256 4 37 45 198 6 32	19	446	72 140	477 17	297 365 73 81 424 136 136	466 14	26 400 14 6/ 286 388 74 73	138	471 15	280 386 74 91 448 159	4338 5098 1217 1017		(+)31 (+)40 (-)45 (-)44 (		
	Belvedere Grove CI (Site 33)	h-westbnd			+	Sat 13 172	44 181 114	_	18 119 63		Mon 34 285 170 234	279	Tue 32 332	285 290	_	196 320 272		Thur 31 327 180 307	286 307	2741 3575	+		Belvedere Grove CI	South-westbrd 5	AM PM	Fri 9 63 73 50	8	-	34 34 34	3	Sun 2 34 6 26		69		68	73 69 110	89	90 61		93	73 76 113	1030 810		(-) 62 (-) 77	ecrease	

#### TRAFFIC VOLUME ANALYSIS

South-Westbound

#### **APPENDIX 4**

																										ting Highbury Road)		d)														-
																										toad Existing) + (50% of Exis	<ol> <li>Predicted)</li> </ol>	(50% of Lake Road Predicte		Hill Predicted)												-
																									0% of Belvedere Avenue)	ing Traffic) + (50% of Alan F	% of St Mary's Road (Site 5	% of Woodsied Predicted) +	% of Church Hill Predicted)	Traffic) + (50% of Church	Traffic)	10% of Existing traffic)					+					-
																								ASSUMPTIONS	Belvedere Grove (Site 33) = (10% of Belvedere Avenue)	Church Road (Site 34) = (Existing Traffic) + (50% of Alan Road Existing) + (50% of Existing Highbury Road)	Belvedere Drive (Site 47) = (70% of St Mary's Road (Site 59) Predicted)	St Mary's Road (Site 59) = (70% of Woodsied Predicted) + (50% of Lake Road Predicted)	St Mary's Road (Site 49) = (50% of Church Hill Predicted)	Lake Road (Site 60) = (Existing Traffic) + ( 50% of Church Hill Predicted)	Woodside (Site 61) = (Existing Traffic)	Belvedere Avenue (Site 38) = (10% of Existing traffic)										
	Belvedere Avenue (Site 42)	westbnd	0	271 0 237 0		171		164 134		183	5	190	162	219	209	199	195		2214		Belvedere Avenue	(Site 42)		<b>8</b>	1 1	2	17 3 Be	4	13 5 St	9	18 7 W	8	16		22	12	20	20		221	06 ( - )	no ( - )
	Belvede (Sit	North-	88	271 237	!	17	96	13	36	88	257	78	267 277	88	307 298	91	275	697	3421		Belvede	North-	W	6	24	2	46	-	ω4	6	30 26	α	27	87	9	30	6	28	ī	342	06(-)	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
	Church Hill (Site 50)	North-westbrd	15 69	101 70 115	1	20 42		1 44 30	23	15 84 00 57		11 82	100 84 128	7 77	89 72 118		98 92		1245 928	-	Church Hill	(Site 50)	AM PM	15 69			20 42 41	1 44	9 30 23	$\vdash$	90 57 131		100 84	128		89 72 118	12 86	98 92 114	+	1245 928	•	
( ROAD)		South-westbrd				20 93 23 61	49	7 56 10 51	$\left  \right $	23 138 132 107		31 136	129 139 217 139	25 143	126 114 220		132 164		2057 1709	Y ROAD)	Woodside	(Site 61)	MM PM	13 138	+		23 61 49		10 51 36		132 107 233		129 139	/12	25 143 26 143	126 114 220	26 261	132 164 265	++	2057 1709	0	
IGHBUR					$\left  \right $	33		26 19	2	888	+	39		47			30		513 2	HIGHBUR	(Site		+	76			46		34	$\square$	67	$\left  \right $	18		86		+	76	++	977 2	06 (+)	- 20/+
RY' AT H				22 52 79		4 c	41	6 4	4	9 7	74	4	85	9	35 87	9	28	83	598	<b>TRY' AT I</b>	Lake Road	South-weethod	AM	10	137	80	35	e	9 16	14	66 140	ę	62	149	10	80 146	12	77 140	P	1221	(+) 104 (	
EXISTING TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTION ( 'NO ENTRY' AT HIGHBURY ROAD)	St Mary's Road (Site 49)	Northbrd	74	84	$\parallel$	44		44		58	+	82	+	99			74	_	7 869	PREDICTED TRAFFIC VOLUME FOR SOUTH-WESTBOUND DIRECTION ('NO ENTRY' AT HIGHBURY ROAD)	St Mary's Road	(Site 49)		35		+	21		15	$\vdash$	29		42	-	39		43		+	3 464	( - ) 47	+
DIRECTIO	5				$\left  \right $	59 4 42 12		47 2 35 5		105 11	+	113 1-	136 136	105 15	124		119 73		1256 1217	DIRECT			•	134 8			66 10 21		53 5	$\square$	108 45 66		136 50	ă	143 44	22 45		153 49	++	1685 623	(+) 34 (-) 49	
BOUND	St Mary's Road (Site 59)	Northbound	10 1	95 7 167		10	$\left  \right $	11		17 1	+		85 183		105 8		98 1		1589 12	TBOUNE	St Mary's Road	(Site 59)		14 14			23 6		33 33	$\vdash$	125 1		130	526	++	227 1		131 1	+	2050 16	(+) 29 (+	1 07 1
H-WEST						52 44		33	:	46	+	48	+	41			47		627 1	TH-WES			-	0		0	0	0	0	$\vdash$	0	$\left  \right $	0		00		_	0		0	-) 100	
R SOUT	Highbury Road (Site 44)	South-we	7	32 49 48	+	5	25	- 4	4	4 6	45	e	37	7	64 30	m	37		483	OR SOU	Highbury Road	South-weethod	AM	0		0	00	0	00	-	00	c		-	0	0 0	0	00		0	(-) 35 (-) 100 (-) 100 (-) 100 (-) 100	1
UME FO		_	-	128 196 192		127 155		127 108		248	67	250	226	278	248	279	251		2930	ILUME F	Alan Road		+	0	-	0	0	0	0	0	0	c	0		0	0	0	0	T	0	(-)	
FIC VOL		South-w	20	128 192		38	92	9 15	53	24 115	206	32	147 202	29	153	27	147	112	2074	FFIC VC		(Site 43) South-weethod	AM	0	- 0	0	00	0	00	0	00	c		>	0	00	0	00	-	0	( - ) 100	· · · · ·
G TRAFI	ere Drive e 47)	westbnd	151	158 117 216 216		73 62		79 51		165		174	149	150	134	219	177		1822	ED TRA	sre Drive	South-weethod	MA	94	233	64	46	44	37	96	76	QF	95		100	86	157	107	- + +	1179	( - ) 35	
EXISTIN	e Belved (Sit					3 29	68		31	2 26		2 33			4 154 215				3 2231	REDICT	e Belved	_	-	10	150	12	36 16	4	23 8		88 163	6	6 16	158	16	90 159	17	92	+	1435	9 (-) 35	
-	Church Rd (Site Belvedere Drive 34) (Site 47)	South-westbrd	43 320	322 251		26 210 79 173	123	18 192 37 144		61 322 187 235		64 352	323 252	43 327	318 26/		206 260		3301 3633		Church Rd (Sitk	33) South-weethod	AM PM	57 459	+		101 273 182		47 216 137		274 359 446		315 389	449	61 487 201 412	301 412 446	67 496	298 409 472	+	4580 5412	(+)39 (+)49	
	Belvedere Grove ( (Site 33)	South-westbnd		177 251 272 251	1	13 172 44 181	$\mathbb{H}$	9 141 18 119	+	34 285 170 234	+	12 332	201 290	0 328	196 320 272 320		189 307		2741 3575	-	Belvedere Grove Church Rd (Site Belvedere Drive	(Site 33)	AM PM	0		-	0 2	2		$\left  \right $	3 2	•	3 2 4		2 0	3 3	1 2	3 2		34 22	) 66(-) 66(-)	ee(-)
	Bel	<i>ଁ</i>	2	1:		- 4	+	5,5	9	ιά f	27	e,	2 2	ň	1:	é	12	Z.	27		Be	ð	5∥ ₹		5 N		Ĭ		00	Ц			0	1			Ţ				% Increase/D (-)	

TRAFFIC VOLUME ANALYSIS

South-Westbound

**APPENDIX 4** 

2