

CONSULTATION Wimbledon Area Traffic Scheme



Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

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Dear Resident/Business

This leaflet is to inform you of the outcome of the informal consultation carried out in March 2014 on the proposed traffic measures for Ridgway, Ridgway Place, Woodhayes Road, Southside Common, Belvedere Grove and Belvedere Drive, and the subsequent decision made by the Cabinet Member for Environmental Sustainability and Regeneration, following a meeting with Ward Councillors to discuss the results of the informal consultation and agree a way forward.

INFORMAL CONSULTATION AND DECISION

The results of the informal consultation showed that the majority of respondents were against the proposals in some of the roads. However there was support for the proposals in Ridgway Place, Belvedere Grove and Belvedere Drive from residents in close proximity to these proposals. The analysis and full details of the results can be viewed on the Council's website at www.merton.gov.uk/wats2013

On 13 November 2014, the Cabinet Member for Environmental Sustainability and Regeneration agreed to the following:

- Not to proceed with the proposed traffic measures in Ridgway and Woodhayes Road,
- Not to proceed with the proposed traffic measures and cycle track in Southside Common,
- Proceed with the statutory consultation on replacing the speed cushions in Ridgway Place with sinusoidal road humps
- Proceed with the making of an Experimental Traffic Management Order to implement a 6' - 6" (2.0 metres) width restriction with pedal cycle by-pass in Belvedere Grove.
- Proceed with the making of an Experimental Traffic Management Order to implement a 7' - 0" (2.1 metres) width restriction in Belvedere Drive.

PROPOSALS

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

RIDGWAY PLACE (Statutory Consultation)

- Replace the speed cushions within the vicinity of nos. 1, 17, 35, 45, 55, and 65 Ridgway Place with sinusoidal road humps, 75mm high. A sinusoidal road hump is a traffic calming feature similar to a round top hump, which spans the entire width of the road but with a shallower initial rise. The existing residential parking arrangement will not be affected.

BELVEDERE GROVE (Experimental Traffic Management Order)

- An experimental 6'-6" (2.0 metres) width restriction with a northbound pedal cycle by-pass within the vicinity of no. 2 Belvedere Grove, under Section 9 of the Road Traffic Regulations Act 1984, so that the impact of the scheme can be monitored.
- Removal of three 'pay and display' parking bays to accommodate the proposed width restriction.
- A priority traffic flow system will operate at this proposed width restriction. Drivers travelling towards Ridgway will be given priority over those travelling towards Arthur Road and beyond.
- 'At any time' waiting restrictions within the entire length of the northbound cycle lane and within the vicinity of nos. 2 and 4 Belvedere Grove.

BELVEDERE DRIVE (Experimental Traffic Management Order)

- An experimental 7'-0" (2.1 metres) width restriction within the vicinity of no. 3 Belvedere Drive, under Section 9 of the Road Traffic Regulations Act 1984, so that the impact of the scheme can be monitored.
- The residential parking bays within the vicinity of no. 2 Belvedere Drive will be relocated towards the junction of Wimbledon Hill Road. The parking bay within the vicinity of no. 3 Belvedere Drive will be shortened to accommodate this proposed width restriction.
- A priority traffic flow system will operate at this proposed width restriction. Drivers travelling towards Wimbledon Hill Road will be given priority over those approaching from the opposite direction.
- 'At any time' waiting restrictions within the vicinity of the proposed width restriction.

As both of the width restrictions are on experimental basis, they will be constructed in wooden structures with steel bollards for protection, until a final decision is made.

Experimental Traffic Management Orders are used to assess whether a particular proposal would produce the desired result, or to check what consequences would arise from the proposal, before it is made permanent. Anyone can object and make representations within the first six months (the statutory/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.

WHAT HAPPENS NEXT

Ridgway Place Statutory Consultation

A Notice of the Council's intention to implement the above measures will also be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. At this stage, representations for/against the proposals for **Ridgway Place** should be made in writing to the **Environment and Regeneration Department, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email trafficandhighways@merton.gov.uk by no later than **5 February 2015**, quoting reference **ES/WATS2013-RP**. Any objections must relate only to the elements of the scheme that are subject to this statutory consultation.

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

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

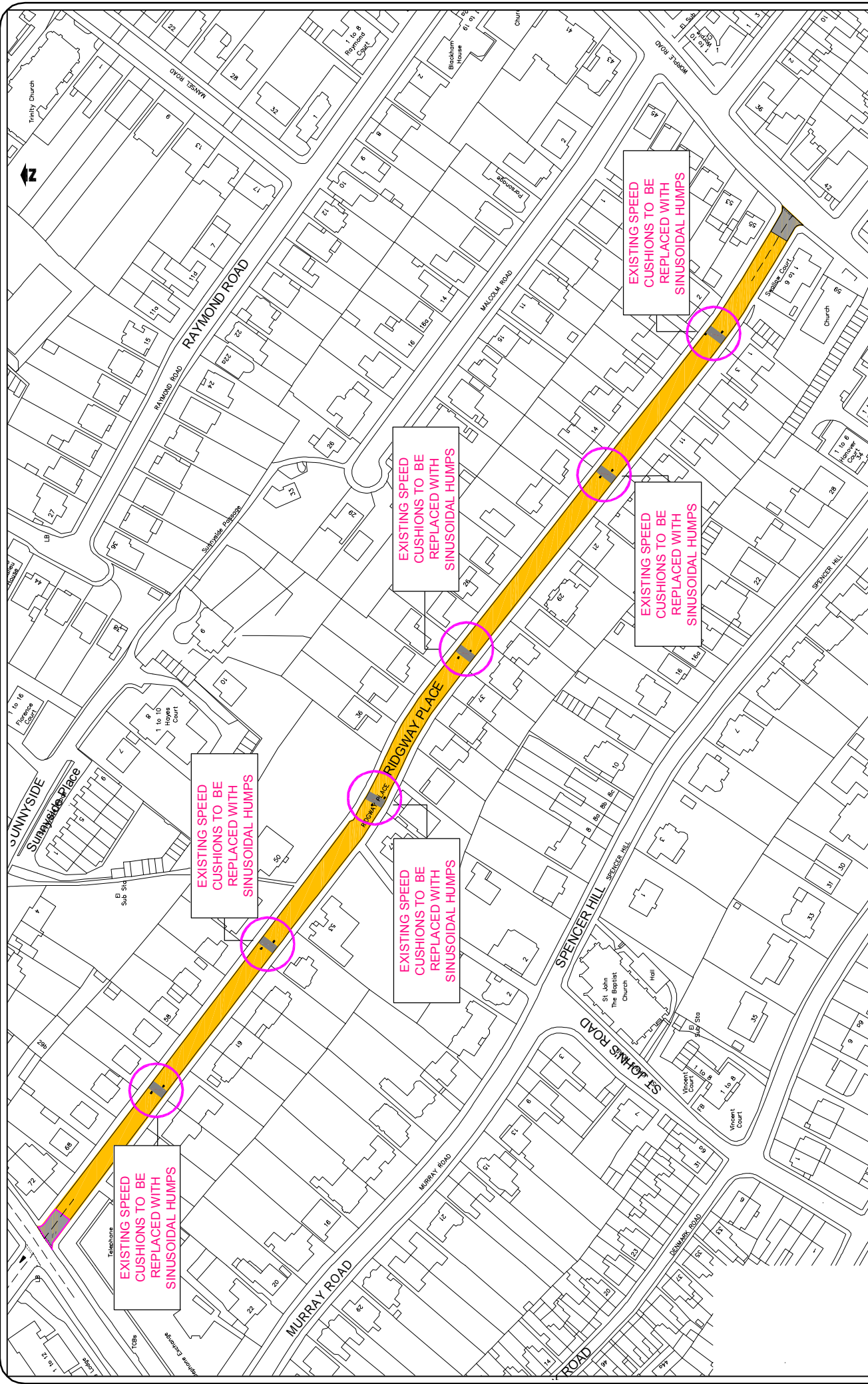
Belvedere Grove/Belvedere Drive Experimental Scheme

Please note: The experimental proposals in **Belvedere Grove** and **Belvedere Drive** are not at this stage subject to a statutory consultation. The statutory consultation period is taken as the first 6 months following implementation of the works, which is expected to start during the week commencing 16 February 2015. A notice will be posted on the Council's website when the works commences to advise residents of the start of the statutory consultation period. Additional notices will also be erected within the vicinity of the proposals to inform residents of the start of the statutory consultation.

Any objections to the proposals in Belvedere Grove and Belvedere Drive must be made in writing to the address/email above, quoting reference **ES/WATS2013-BG/BD** not later than 6 months after the works are completed. Please be aware that no objections will be accepted or addressed before the works are completed.

A copy of the proposed TMO/Notices, plan identifying the area affected by the proposals and the Council's 'Statement of Reasons' for the proposals can be inspected by prior appointment at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council's working hours, Monday to Friday, between 9am and 5pm. The documents can also be inspected at Wimbledon Library during opening hours. Alternatively, this information can be viewed on Merton Council's website, www.merton.gov.uk/wats2013

WARD COUNCILLORS			
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	Cllr. David Williams	020 8947 8835	david.williams@merton.gov.uk
Raynes Park	Cllr. Adam Bush	020 8545 3396	adam.bush@merton.gov.uk
	Cllr. Jill West	020 8545 3396	jill.west@merton.gov.uk
	Cllr. Stephen Crowe	020 8545 3396	stephen.crowe@merton.gov.uk
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	Cllr. Hamish Badenoch	020 8545 3396	hamish.badenoch@merton.gov.uk
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EXISTING SPEED CUSHIONS TO BE REPLACED WITH SINUSOIDAL HUMPS

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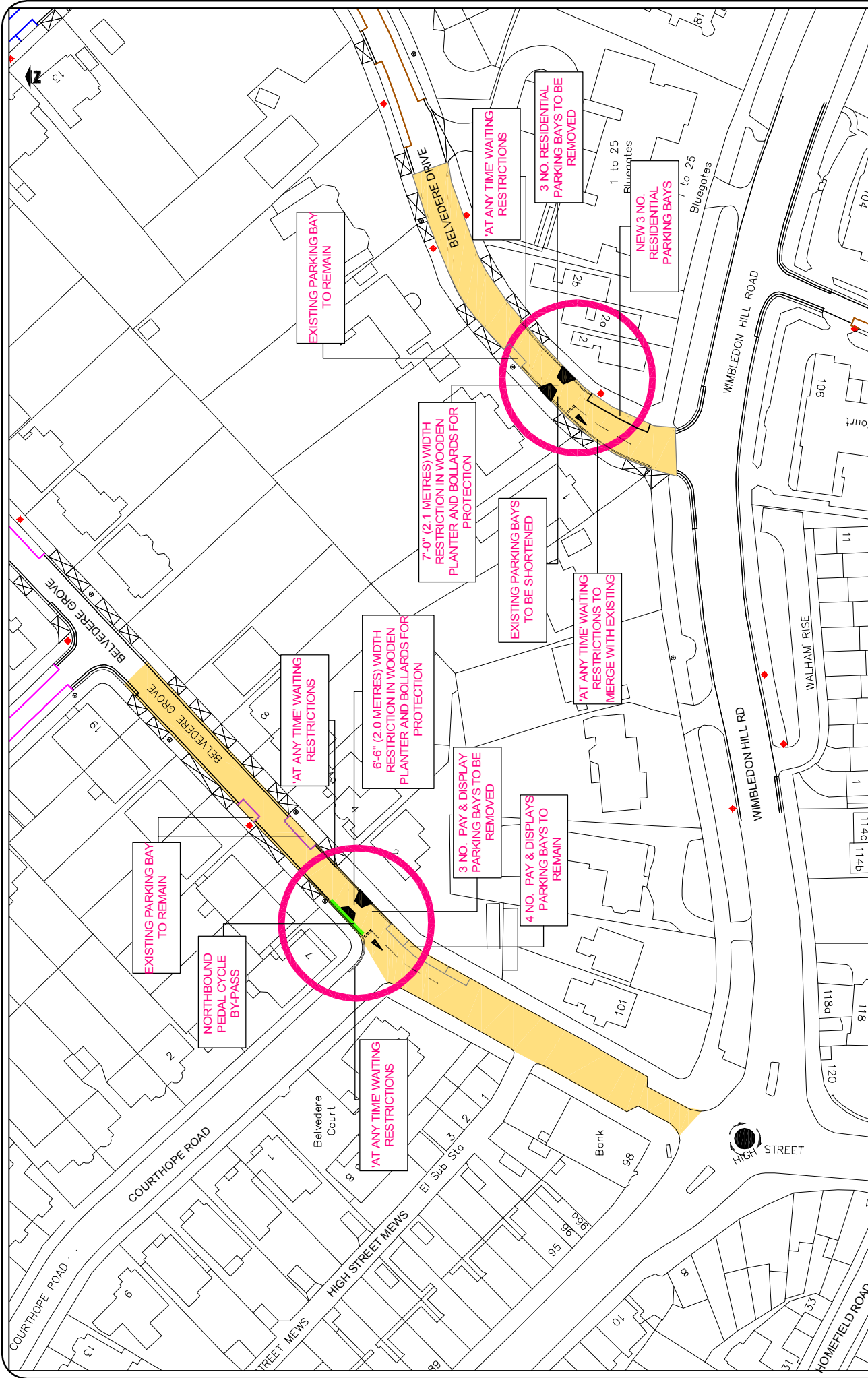
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RIDGWAY PLACE - PROPOSALS



BELVEDERE GROVE/DRIVE - EXPERIMENTAL PROPOSALS

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