

Merton Council Sustainable Communities Overview and Scrutiny Panel (call-in)



Date: 27 October 2016

Time: 7.15 pm

Venue: Council chamber - Merton Civic Centre, London Road, Morden SM4 5DX

AGENDA

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| 1 | Apologies for absence | |
| 2 | Declarations of pecuniary interest | |
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**This is a public meeting – members of the public are very welcome to attend.
The meeting room will be open to members of the public from 7.00 p.m.**

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Sustainable Communities Overview and Scrutiny Panel Membership

Councillors:

Abigail Jones (Chair)
Daniel Holden (Vice-Chair)
Stan Anderson
Michael Bull
David Chung
Russell Makin
John Sargeant
Imran Uddin
Laxmi Attawar

Substitute Members:

Mike Brunt
Janice Howard
Abdul Latif
Edward Foley

Note on declarations of interest

Members are advised to declare any Disclosable Pecuniary Interest in any matter to be considered at the meeting. If a pecuniary interest is declared they should withdraw from the meeting room during the whole of the consideration of that matter and must not participate in any vote on that matter. If members consider they should not participate because of a non-pecuniary interest which may give rise to a perception of bias, they should declare this, withdraw and not participate in consideration of the item. For further advice please speak with the Assistant Director of Corporate Governance.

What is Overview and Scrutiny?

Overview and Scrutiny describes the way Merton's scrutiny councillors hold the Council's Executive (the Cabinet) to account to make sure that they take the right decisions for the Borough. Scrutiny panels also carry out reviews of Council services or issues to identify ways the Council can improve or develop new policy to meet the needs of local people. From May 2008, the Overview & Scrutiny Commission and Panels have been restructured and the Panels renamed to reflect the Local Area Agreement strategic themes.

Scrutiny's work falls into four broad areas:

- ⇒ **Call-in:** If three (non-executive) councillors feel that a decision made by the Cabinet is inappropriate they can 'call the decision in' after it has been made to prevent the decision taking immediate effect. They can then interview the Cabinet Member or Council Officers and make recommendations to the decision-maker suggesting improvements.
- ⇒ **Policy Reviews:** The panels carry out detailed, evidence-based assessments of Council services or issues that affect the lives of local people. At the end of the review the panels issue a report setting out their findings and recommendations for improvement and present it to Cabinet and other partner agencies. During the reviews, panels will gather information, evidence and opinions from Council officers, external bodies and organisations and members of the public to help them understand the key issues relating to the review topic.
- ⇒ **One-Off Reviews:** Panels often want to have a quick, one-off review of a topic and will ask Council officers to come and speak to them about a particular service or issue before making recommendations to the Cabinet.
- ⇒ **Scrutiny of Council Documents:** Panels also examine key Council documents, such as the budget, the Business Plan and the Best Value Performance Plan.

Scrutiny panels need the help of local people, partners and community groups to make sure that Merton delivers effective services. If you think there is something that scrutiny should look at, or have views on current reviews being carried out by scrutiny, let us know.

For more information, please contact the Scrutiny Team on 020 8545 4035 or by e-mail on scrutiny@merton.gov.uk. Alternatively, visit www.merton.gov.uk/scrutiny

Committee: Sustainable Communities Overview and Scrutiny Panel

Date: 27 October 2016

Wards: Village

Subject: Call-in of the Belvedere Grove and Belvedere Grove Experimental Width Restrictions Review

Lead officer: Chris Lee, Director of Environment and Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

Contact officer: Mitra Dubet, futureMerton Commissioning Manager,
(mitra.dubet@merton.gov.uk/020 8545 3201

Recommendations:

- A. That the Sustainable Communities Overview and Scrutiny Panel consider the information provided in response to the call-in request and decide whether to:
- Refer the decision back to Cabinet for reconsideration; or
 - Determine that the matter is contrary to the policy and/or budget framework and refer the matter to Full Council; or
 - Decide not to refer the matter back to Cabinet, in which case the decision shall take effect immediately.
-

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1. This report provides a response to the points raised in the call-in request relating to decision taken by the Cabinet Member for Regeneration, Environment and Housing on 16 September 2016.

2 DETAILS

- 2.1. The call-in request and documents provided in response to this are appended to this report.

3 ALTERNATIVE OPTIONS

- 3.1. The Council's constitution requires the Panel to select one of the options listed in recommendation A.

4 CONSULTATION UNDERTAKEN OR PROPOSED

- 4.1. None for the purposes of this covering report.

5 TIMETABLE

- 5.1. None for the purposes of this covering report.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

- 6.1. None for the purposes of this covering report.

- 7 LEGAL AND STATUTORY IMPLICATIONS**
- 7.1. The Council's constitution requires the Panel to select one of the options listed in recommendation A.
- 8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**
- 8.1. None for the purposes of this covering report.
- 9 CRIME AND DISORDER IMPLICATIONS**
- 9.1. None for the purposes of this covering report.
- 10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**
- 10.1. None for the purposes of this covering report.
- 11 APPENDICES – THE FOLLOWING DOCUMENTS ARE TO BE PUBLISHED WITH THIS REPORT AND FORM PART OF THE REPORT**
- Appendix A: call-in request form
 - Appendix B: report setting out officers' response to the call-in with appendices 1 - 5
 - Appendix C: written representations from Parkside and Wimbledon East Hillside Residents' Associations
- 12 BACKGROUND PAPERS**
- 12.1. None for the purposes of this covering report.

Merton Council - call-in request form

1. Decision to be called in: (required)

Belvedere Road and Belvedere Grove Experimental Width Restrictions Review

2. Which of the principles of decision making in Article 13 of the constitution has not been applied? (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution - tick all that apply:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);	X
(b) due consultation and the taking of professional advice from officers;	X
(c) respect for human rights and equalities;	X
(d) a presumption in favour of openness;	X
(e) clarity of aims and desired outcomes;	X
(f) consideration and evaluation of alternatives;	X
(g) irrelevant matters must be ignored.	

3. Desired outcome

Part 4E Section 16(f) of the constitution- select one:

(a) The Panel/Commission to refer the decision back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns.	X
(b) To refer the matter to full Council where the Commission/Panel determines that the decision is contrary to the Policy and/or Budget Framework	
(c) The Panel/Commission to decide not to refer the matter back to the decision making person or body *	
* If you select (c) please explain the purpose of calling in the decision.	



4. Evidence which demonstrates the alleged breach(es) indicated in 2 above (required)

Required by part 4E Section 16(c)(a)(ii) of the constitution:

(a) proportionality (i.e. the action must be proportionate to the desired outcome);

There is a long history to this issue and the Cabinet's Member's decision is not proportionate to the desired outcome nor to the considerable time, effort and money that has been spent getting to this point.

The Council has previously agreed that something should be done to try and bring the matter to a satisfactory conclusion and, as such, devised two schemes that subsequently unravelled. However, the report and the Cabinet Member's decision appear now to conclude that 'it is all too difficult' and that the experiment should be dismantled with no firm commitment given on any further actions to meet the Council's original commitment.

We do not believe this is acceptable and neither do a significant number of residents within the area affected. Wimbledon Common and the railway continue to restrict traffic routes in the vicinity. Nothing material has changed to suggest that traffic volumes and speeds are no longer a significant problem in the Belvedere roads and it therefore remains the case that something should be done. Our view throughout has been that the Council should seek to keep these roads available to local people but less attractive to through traffic i.e. the Belvedere roads should be porous enough for the short trips that local people make but a less attractive cut-through for commuters.

The past ten years or so have been fraught with tension over this issue. It is not therefore unreasonable for residents to expect that the Council should have produced something that was generally acceptable rather than simply ceasing to pursue the matter any further. The recent experiment took us close to this goal (largely as a result of changed expectations) and – together with ward councillors - the Council should be building on that.

This is not the time to stop but rather it is the time to redefine expectations. After over ten years of discussion, there is now a more general acceptance

of a compromise solution than ever looked likely a few years ago.

Whilst we welcome the references in the Cabinet Member's Decision Notice to 'consider junction entry treatments' and 'to look at the introduction of a 20mph zone across this area', neither of these come with any timescale attached and both are subject to funding being made available, to which there is no commitment. These are significant caveats and provide no guarantees to which the Council can be held to account.

It is unclear from the Decision Notice how the Cabinet Member's decision not to consider further traffic measures in the immediate future can be justified given that the report states that approximately £900,000 has been spent since 2007 on pursuing a solution. To do nothing when an acceptable resolution is potentially within reach would mean that the money already spent had not offered value for money to Merton's council taxpayers.

(b) due consultation and the taking of professional advice from officers;

We note from the consultation results that a number of those stating they are against the width restrictions did so at the very outset (June 2015) when 'planter boxes' were being used to restrict the width. Whilst these are of course valid representations, it is not clear from the officers' report whether the subsequent use of posts may have affected these respondents' judgement on effectiveness.

At this point, there has also been no consultation at all with residents living in the streets affected on either point 2) or point 4) under part 6) of the Decision Notice, namely junction entry treatments and the introduction of a 20mph zone.

(c) respect for human rights and equalities;

There is no analysis provided in the report on the impact of the removal of both experimental width restrictions on vulnerable residents within the borough, and in particular the safety of children and young people. There is no evidence in the report that the Cabinet Member has given this due consideration when making his decision.

Para 8.1 of the report states that 'the width restrictions have had an impact on the wider community through displaced traffic and congestion'. However, there is no reference to the impact of removing the width restrictions.

(d) a presumption in favour of openness;

In the absence of the Street Management Advisory Committee being able to consider this in public and provide recommendations to the Cabinet Member, it is difficult to argue that this has been an entirely open and transparent process. Ward councillors in Hillside and Village have been frequently contacted by residents in and around the area affected by the experimental width restrictions precisely because there has been a lack of information forthcoming from the Council on what is happening.

Officers recommend at F) in their report that the Cabinet Member should agree 'to exercise his discretion not to hold a public inquiry on the consultation process'. Yet the key decision published by the Cabinet Member makes no mention of a public inquiry so it is not clear whether one is planned or not.

It would seem to us that a public inquiry would be entirely appropriate in these circumstances, particularly given the absence of democratic input from the Street Management Advisory Committee following its abolition.

(e) clarity of aims and desired outcomes;

There is a lack of clarity within both the report and at section 7) of the Decision Notice about the damage to the bollards constructed as part of the experimental with restrictions. The Cabinet Member gives as a reason for his decision 'the continuing damage to bollards as a result of the width restrictions bollards and the resources used to repair the damage'.

Yet at para 3.8 of the report, it states 'the problems with width restrictions in terms of damage and violations experienced here are not unique to this area and are experienced across all width restrictions'. This seems contradictory to the reason above given by the Cabinet Member for removing the width restrictions at Belvedere Road and Belvedere Grove. The logic of this statement that it is unsustainable to continue repairing the bollards is surely that no further width restrictions would be introduced anywhere in the borough in the future and that the existing ones would be removed. Yet this is presumably not what the Cabinet Member is proposing and it is difficult to understand why this is therefore used as a primary reason for removing the experimental width restrictions.

There is also a lack of clarity in the report and Decision Notice about what Belvedere Road and Belvedere Grove will look like after the experimental width restrictions are removed. There is no officer recommendation on this so presumably it was the officers' intention to leave a decision on that to the Cabinet Member? However, there is also no clarity on this provided by the Cabinet Member's Decision Notice. Will the road layout therefore revert to its original arrangement i.e. how it was before the features were introduced? Will any parking bays that were removed as part of the

experimental width restrictions be reinstated? These are questions that residents will wish to understand.

(f) consideration and evaluation of alternatives;

We are disappointed by the Council's decision effectively to do nothing when there are clearly other options available. We met both with officers and the relevant Merton Cabinet Member in August 2016 to look at alternative outcomes and we do not believe they have been given due consideration. This can be evidenced by paragraph 4.5 of the report which states that 'officers consider this particular project closed'.

We believe it is important that the Council remains engaged with finding an appropriate solution to on going concerns with traffic in the Belvederes. There was clearly an opportunity here for further enhancements to a scheme that, although not loved by all, was seen by most respondents to the consultation as proportionate and beneficial. A key element of this would be the maintenance of an appearance that inhibits through traffic.

Sufficient weight has not been given by the Council to the benefits of ending this longstanding problem, particularly given that it has been made worse in part by protective measures implemented by the Council elsewhere in the borough. We therefore consider there is an onus on the Cabinet Member to continue to explore options that would be satisfactory to the area.

As stated in the ward councillors' representation at page 39 of the report, we have asked officers to investigate further the way in which problems with the existing scheme could be ameliorated without having any further adverse impact on neighbouring roads. Yet the report provides no evidence that any such investigations have taken place and the results presented to the Cabinet Member for consideration.

At the very least we would want to see some road treatment(s) that emphasise that the Belvedere roads are a gateway to an area of homes and schools and not just a link through it to other distributor roads. That is why we have proposed to the Cabinet Member a raised platform and potentially a narrowing of the roads with some sort of visible reminder/illustration that they are residential e.g. a 'build out'. However, the Cabinet Member's decision does not commit the funding necessary for the installation of such measures.

The identified need to do something about traffic and pedestrians in Church Road (regardless of whether or not the experimental width restrictions are removed) is also not recognised or addressed in the report.

From a Hillside perspective, there is no reference in the Cabinet Member's Decision Notice to consideration having been given to further investigations or measures to address traffic volumes in Woodside.

Finally, despite Paul McGarry indicating he was willing to do so at a meeting with ward councillors in October 2015, there is no evidence in the report that the Council has considered Ridgway Place traffic issues as part of its review of the Belvedere width restrictions.

5. Documents requested

All papers provided to the Director of Environment and Regeneration/Director of Corporate Services/Chief Executive and relevant current and former Cabinet Members prior to, during and subsequent to the decision making process on the Belvedere Road and Belvedere Grove experimental width restrictions.

All emails, reports and associated documentation relating to the decision on the experimental width restrictions provided to the relevant Cabinet Members (both current and former), Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers.

Meeting notes of all meetings between officers and Cabinet Members (current and former) on the experimental width restrictions and any other traffic proposals previously or currently under consideration for the wider area.

All correspondence between the relevant Cabinet Members, Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers on the experimental width restrictions and any other traffic proposals previously or currently under consideration for the wider area.

Any papers/correspondence/reports/analysis to do with safety in the roads in and around 'The Belvederes'.

The Equality Impact Assessment (or any other equalities analysis carried out) in relation to a) the experimental width restrictions or their removal; and b) any other alternative traffic proposals for the wider area.

The detailed financial analysis of the projected costs of a) the experimental width restrictions or their removal; and b) any other alternative traffic proposals for the wider area.

The detailed risk analysis in relation to a) the experimental width restrictions or their removal; and b) any other alternative traffic proposals for the wider area.

6. Witnesses requested

Cllr Martin Whelton, Cabinet Member for Regeneration, Environment and Housing

Chris Lee, Director of Environment and Regeneration

Paul McGarry, Head of Future Merton

Mitra Dubet, Future Merton Commissioning Manager

Representatives from residents associations in the area(s) potentially impacted by this decision, and in particular:

- Belvedere Estates Residents' Association (BERA)
- New Belvedere Estates Residents' Association (New BERA)
- Wimbledon East Hillside Residents' Association (WEHRA)
- Murray Road North Residents' Association
- Ridgway Place Residents' Association
- Parkside Residents' Association
- Community of Woodside Area Residents' Association (CWARA)
- Burghley Road and Somerset Road Action Group

7. Signed (not required if sent by email):



Cllr Hamish Badenoch



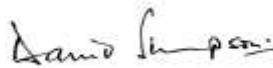
Cllr John Bowcott




Cllr Najeeb Latif



Cllr Daniel Holden



Cllr David Simpson



Cllr David Williams

8. Notes – see part 4E section 16 of the constitution

Call-ins must be supported by at least three members of the Council.

The call in form and supporting requests must be received by 12 Noon on the third working day following the publication of the decision.

The form and/or supporting requests must be sent:

- **EITHER** by email from a Councillor's email account (no signature required) to democratic.services@merton.gov.uk
- **OR** as a signed paper copy to the Head of Democracy Services, 8th floor, Civic Centre, London Road, Morden SM4 5DX.

For further information or advice contact the Head of Democracy Services on 020 8545 3864

Committee: Sustainable Communities Overview & Scrutiny Panel

Date: 27th October 2016

Wards: Village

Subject: Belvedere Drive & Belvedere Grove Experimental Width Restrictions – Call-In

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

Contact officer: Mitra Dubet mitra.dubet@merton.gov.uk

Recommendations:

That the Sustainable Communities Overview and Scrutiny Panel:

- A. Notes the Cabinet Member's decisions dated 16th September 2016 regarding the future of the Belvedere Drive & Belvedere Grove experimental Width Restrictions (attached as appendix 1).
- B. Notes the background to the proposals and all relevant committee reports to date. Reports can be provided upon request.
- C. Notes the requested additional information regarding the various issues raised within the call-In paper attached as appendix 3.
- D. Considers whether to refer the decision back to the Cabinet Member for Regeneration, Environment & Housing or to reject the call-in.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The purpose of this report is to provide the additional information as requested for the 'call-in' of the Cabinet Member for Regeneration Environment & Housing's decision dated 16th September 2016.
- 1.2 This report sets out the response to the Call-In and asks the Sustainable Communities Overview and Scrutiny Panel and the Cabinet Member to consider further representations that have been made during the call-In and representations that will be made during the scrutiny meeting.

1. DETAILS

- 2.1 Whilst this is a Call-In for the experimental width restrictions, it is worth noting that the experimental restrictions were as a result of a larger scheme which was consulted on in March 2014 but failed to reach a consensus.
- 2.2 Following the conclusion of an 18th Months Experimental Order on width restrictions in Belvedere Drive and Belvedere Grove, a report containing representations made during the consultation period, speed and volume data before and after the introduction of the width restrictions, Hillside and Village Ward Members' comments and officer's recommendations was submitted to the Cabinet Member on 12th September 2016. This is attached as appendix 2.

2.3 Within the above said report officer's made the following recommendations:

- the removal of both experimental width restrictions.
- Not to undertake any further assessment in this area unless it is related to Personal Injury accidents and trends.
- Give consideration to undertake volume surveys in no less than 24 months-time subject to available resource and other highway priorities.
- Consider some aesthetically pleasing features such as junction entry treatment subject to available funding and other highway priorities within a separate highway improvement project
- Not to hold a public inquiry on the consultation process.

2.4 Following the publication of the Cabinet Member's decision (appendix 1), the decision was Called-In.

2.5 Response to points raised within the Call-In paper are set out within the following table. For further details please refer to Appendix 2 - Belvedere Drive & Belvedere Grove Experimental Width Restrictions Review report

a) proportionality (i.e. the action must be proportionate to the desired outcome)

There is a long history to this issue and the Cabinet's Member's decision is not proportionate to the desired outcome nor to the considerable time, effort and money that has been spent getting to this point.

The Council has previously agreed that something should be done to try and bring the matter to a satisfactory conclusion and, as such, devised two schemes that subsequently unravelled. However, the report and the Cabinet Member's decision appear now to conclude that 'it is all too difficult' and that the experiment should be dismantled with no firm commitment given on any further actions to meet the Council's original commitment.

We do not believe this is acceptable and neither do a significant number of residents within the area affected. Wimbledon Common and the railway continue to restrict traffic routes in the vicinity. Nothing material has changed to suggest that traffic volumes and speeds are no longer a significant problem in the Belvedere roads and it therefore remains the case that something should be done. Our view throughout has been that the Council should seek to keep these roads available to local people but less attractive to through traffic i.e. the Belvedere roads should be porous enough for the short trips that local people make but a less attractive cut through for commuters.

Response

The Council first began to explore technical details of the issues in and around the Belvederes in 2004, since then whilst there have been extensive consultations and experimental traffic scheme, the volume and flows of traffic have changed as has the capacity of the Council to be able to treat this as a priority.

There is no statutory duty for the Council to take action against alleged rat running / volume of traffic in any given road unless safety and access is compromised. There is a statutory requirement to maintain safety and flow of traffic and there is no evidence that there are safety and access problems here.

There is no minimum or maximum requirement in terms of volume of traffic in any given road regardless of its classification. There is no trigger point to initiate any action against rat running

unless there are serious safety implications evidenced by recorded personal injury collisions and excessive speed.

There is also nothing to demonstrate the level of rat running. Given the wide spread of the road network in this area, there is no evidence to suggest that majority of traffic is rat-run rather than local traffic.

When comparing the 2009 data with the most recent data September 2015, volume of traffic has decreased. The term 'acceptable' level of traffic is relative and a matter of opinion. The Council holds speed and traffic data for a number of roads (more densely populated), where volume of traffic is greater than within the Belvedere Roads and yet all demands for action have been rejected based on lack of safety related evidence and the diversion implications on neighbouring roads.

The Council no longer believe there is a problem that would require attention particularly when considering other priorities that include safety measures, accessibility programmes and regeneration across other parts of the borough.

It should be noted that the decision has been made on one specific measure which was to determine the future of the experimental Traffic Management Orders for the width restrictions only which was a legal requirement. It did not report on any other specific projects in the area as there are no specific projects that have been programmed or progressed in any way. Considering demands that are made for the Council to investigate and take action does not automatically become a programmed project. In addition to the decision relating to the experimental width restrictions, a further decision was sought and made in terms of seizing any further investigation / expenditure on unjustifiable schemes. This decision is more of an overarching decision on how the Council spends its limited resources.

The made decision was based on

1. The negative impact in terms of increase in volume of traffic in neighbouring roads
2. The disproportionate advantages in providing a small degree of relief to a vey small minority at the expense of the wider community.
3. The volume of traffic has declined evidenced by comparing the 2009 data against the latest data collected before the features were introduced without any intervention.
4. The Council no longer considers there is a problem significant enough to prioritise over other areas / projects which are prominently based on safety, access, regeneration and danger reduction immediately outside schools.

It is appreciated that there is a demand for commitment from the Council, however, the Council has very limited resources (funding and staff) and many competing demands and other priorities. For demands such as this, it is not possible to make a commitment at this time as funding for future years is yet to be identified and all competing demands would need to be prioritised and programmed accordingly. A commitment has been made to review traffic conditions in two years' time but again this would be subject to funding and other highway priorities. Additionally, there is an aspiration for a borough wide 20mph speed limit and the Council would need to identify the necessary funding.

The past ten years or so have been fraught with tension over this issue. It is not therefore unreasonable for residents to expect that the Council should have produced something that was generally acceptable rather than simply ceasing to pursue the matter any further. The recent experimnt took us close to this goal (largely as a result of changed expectations) and – together with ward councillors - the Council should be building on that. This is not the time to stop but rather it is the time to redefine expectations. After over ten years of discussion, there is now a more general acceptance of a compromise solution than ever looked likely a few years ago. Whilst we welcome the references in the Cabinet Member's Decision Notice to 'consider

junction entry treatments' and 'to look at the introduction of a 20mph zone across this area', neither of these come with any timescale attached and both are subject to funding being made available, to which there is no commitment. These are significant caveats and provide no guarantees to which the Council can be held to account. It is unclear from the Decision Notice how the Cabinet Member's decision not to consider further traffic measures in the immediate future can be justified given that the report states that approximately £900,000 has been spent since 2007 on pursuing a solution. To do nothing when an acceptable resolution is potentially within reach would mean that the money already spent had not offered value for money to Merton's council taxpayers.

Response

The Council appreciates that there are heightened expectations but the Council is responsible for the whole borough and there are compelling demands elsewhere and it is unreasonable and possibly discriminatory to reject other demands whilst continuing to allocate resources to what is considered as dissatisfaction experienced by a small minority of this particular local community.

It is considered that expenditure thus far is unreasonable and any further expenditure would be unjustifiable specifically when the Council does not hold any evidence that would suggest there is a safety, access or speeding problem. There is no evidence to suggest that there is an acceptable resolution on the horizon. The available data and the feedback received during the consultation does not indicate that the width restrictions offered substantive benefits and the fact that majority of those who wrote in support of the width restrictions also requested that more should be done.

Due to the network layout of the roads in this area, it would not be possible to address the issues of one group of residents without adversely affecting another group of residents particularly when there are other roads that complain about similar problems.

(b) due consultation and the taking of professional advice from officers;

We note from the consultation results that a number of those stating they are against the width restrictions did so at the very outset (June 2015) when 'planter boxes' were being used to restrict the width. Whilst these are of course valid representations, it is not clear from the officers' report whether the subsequent use of posts may have affected these respondents' judgement on effectiveness.

Response

Although the features were changed i.e. the planters were replaced with build outs, reports of poor driver behaviour and continual damage to the bollards continued and the cost of maintaining damaged bollards became unaffordable. The behaviour of drivers and damage to the new features did not change. Additionally, the Council did not receive any retraction of any objections. In some cases individuals reiterated their objections after changes were made. The consultation was based on the width restrictions rather than the features used for the width restriction.

Having viewed the dates of the representations received, it appears that the majority of the representations were received during December 2015

At this point, there has also been no consultation at all with residents living in the streets affected on either point 2) or point 4) under part 6) of the Decision Notice, namely junction entry treatments and the introduction of a 20mph zone.

Response

The Cabinet Member's decision refers to consideration of other measures which would need to be programmed and assessed. Consultation takes place once a design is prepared and agreed. It should also be noted that the introduction of a junction entry treatment does not require any form of consultation. But there will be an information letter advising residents and it would be more about the construction time frame. Normal practice is to consult ward Councillors prior to installation. In terms of a 20mph speed limit, as the Cabinet Member has an aspiration to introduce 20mph speed limit across the borough. If the Council become convinced of a case, this would be subject to identifying the appropriate funding and it would be incremental. The consultation would be an area wide statutory consultation, level of which will be determined in discussions with the appropriate Ward Councillors and the Cabinet Member.

(c) respect for human rights and equalities;

There is no analysis provided in the report on the impact of the removal of both experimental width restrictions on vulnerable residents within the borough, and in particular the safety of children and young people. There is no evidence in the report that the Cabinet Member has given this due consideration when making his decision. Para 8.1 of the report states that 'the width restrictions have had an impact on the wider community through displaced traffic and congestion'. However, there is no reference to the impact of removing the width restrictions.

Response

It should be noted that no such analysis was done when the experimental features were introduced and none were required by law. In fact no such human rights and equalities analysis has been carried out as part of any measures considered / investigated in this area. Such assessments for minor schemes would be beneficial but not essential. The key factor is to ensure that no one user group is not disadvantaged / adversely affected and if they are the Council must consider the appropriate mitigating action. The extent of such an assessment would be proportionate to the proposed measure. Within traffic, highway and parking schemes, the Council does consider the impact of its proposals and identifies any adverse impact with particular attention to more vulnerable road users. As part of the assessment, officers ensure that certain groups are not adversely and disproportionately disadvantaged as a result of anything the Council does.

Over the last 3 years there has not been any recorded personal injury accidents in Belvedere Drive and one in Belvedere Grove whereby the driver left his vehicle whilst the engine was running, and the vehicle rolled and hit another vehicle. There is no evidence that safety and access was a problem before the width restrictions were introduced and there is no evidence to suggest that safety of any road user would be compromised in any way now that the features are removed. In fact given the number of vehicles that have hit the features over the last 18 months, it could be considered that safety will improve with the features being removed.

It can be considered that the impact of the experimental width restrictions could potentially have a negative impact on the vulnerable road users such as children and young people whose safety may be compromised by increase in traffic through diverting traffic from specific roads onto neighbouring roads. It is being argued that mitigating action could be taken against the negative impact in neighbouring roads. However, the fact is that this approach is not sustainable nor in line with the principles of equality and Council's current practice when dealing with such issues. By attempting to address rat running the Council will be affecting other roads which will continue to have a domino effect and it is not considered to be the best use of Council's limited resources and it is questionable as to whether it deals with the 'problem'.

In terms of speed of traffic, according to the data, before the width restrictions were introduced, the 85 percentile of the speed in Belvedere Drive was 31mph in one direction and 29mph in the other; in Belvedere Grove, the 85 percentile of the speed was 23mph in one direction and 22mph in the other. Such speed is not considered as excessive speed and therefore do not require any action to be prioritised.

(d) a presumption in favour of openness;

In the absence of the Street Management Advisory Committee being able to consider this in public and provide recommendations to the Cabinet Member, it is difficult to argue that this has been an entirely open and transparent process. Ward councillors in Hillside and Village have been frequently contacted by residents in and around the area affected by the experimental width restrictions precisely because there has been a lack of information forthcoming from the Council on what is happening. Officers recommend at F) in their report that the Cabinet Member should agree 'to exercise his discretion not to hold a public inquiry on the consultation process'. Yet the key decision published by the Cabinet Member makes no mention of a public inquiry so it is not clear whether one is planned or not. It would seem to us that a public inquiry would be entirely appropriate in these circumstances, particularly given the absence of democratic input from the Street Management Advisory Committee following its abolition-

Response

The Council has carried out the standard consultation process here as elsewhere in the borough as applicable for similar projects. The Council has not deviated in any way.

It is normal practice to inform residents / update residents following the conclusion of any consultation and after Cabinet Member decision is made. Residents were advised that the width restrictions were implemented under an experimental Order and that a response would be made to those who make representations after a Cabinet Member decision is made. It is not a statutory duty to routinely update residents through the course of any project. Merton, however, does update residents via a newsletter after the decision. The newsletter often includes Cabinet member decision and the next course of action. Additionally any new information is posted on the website. The lack of an update would mean that there is nothing to update.

Anyone who may have contacted the Council would have received the appropriate response and every effort is made to update the Council's website. The majority of contacts were made to report damaged bollards and those who did contact the Council did so in making further objections or to reiterate their original objections. In conclusion anyone who contacted the Council was updated accordingly.

It is important to note that all Hillside and Village ward Cllrs were invited to 3 meetings. A meeting was held on 21st January 2016 between those ward cllrs who attended the meeting and Council officers, during which time the conclusion of the traffic data, the outcome of the representations and the impact of the width restrictions were provided and discussed at length. A second meeting was held on 10th February 2016 during which time the outcome of the consultation, the impact of the width restrictions and officers' recommendation were discussed.

Upon a request from Ward Cllrs, a copy of all representations were sent to Hillside and Village councillors on 20 April 2016.

A third meeting was held on 2nd August 2016 during which time all available information was discussed with Ward Members and the Cabinet Member. Officers advised all members present

of officer's recommendations and reasons for those recommendations which have been set out in officer's report which was later submitted to all the Hillside and Village Members and the Cabinet Member on the same day.

No minutes were taken by officers at any of the above meetings since they were discussions and not formal meetings of the Council.

The omission of *Not to hold a public inquiry* from the Decision sheet was done so in error. The Council has no intention of holding a public inquiry as the decision not to retain the width restrictions or progressing this project has been made based on the information that has been collected without prejudice and also being mindful of other factors such as the impact of the restrictions; dealing with rat running not being a priority for the Council; equality in the sense that all similar demands from elsewhere are refused and no justification can be brought forward as to continue with allocating resource into this specific area. It is considered that the Cabinet Member has considered all representations that were made and therefore was aware of the views held by those who responded as well those views of the Hillside and Village Ward Councillors.

(e) clarity of aims and desired outcomes;

There is a lack of clarity within both the report and at section 7) of the Decision Notice about the damage to the bollards constructed as part of the experimental with restrictions. The Cabinet Member gives as a reason for his decision 'the continuing damage to bollards as a result of the width restrictions bollards and the resources used to repair the damage'. Yet at para 3.8 of the report, it states 'the problems with width restrictions in terms of damage and violations experienced here are not unique to this area and are experienced across all width restrictions'. This seems contradictory to the reason above given by the Cabinet Member for removing the width restrictions at Belvedere Road and Belvedere Grove. The logic of this statement that it is unsustainable to continue repairing the bollards is surely that no further width restrictions would be introduced anywhere in the borough in the future and that the existing ones would be removed. Yet this is presumably not what the Cabinet Member is proposing and it is difficult to understand why this is therefore used as a primary reason for removing the experimental width restrictions.

Response

This has been taken out of context somewhat. This was in response to the expectations from Ward Cllrs and residents that the width restrictions should be constructed in a more robust manner and improved aesthetically. The report attempted to explain that the width restrictions were implemented in the same manner as if the features were permanent and that there is no solution to the continuous damage and further funding cannot be justified.

It is true that damage to bollards are not unique here and does happen elsewhere. However, the number of complaints and reported incidents are far greater from this area compared to other parts of the borough. There is a higher expectation to continually repair damaged bollards as a matter of urgency. Right or wrong, damage to other width restrictions are often unreported and do not receive the same attention.

It also important to note that as a rule width restrictions are not often fully supported by officers and where possible, such features are not introduced. In this instance, as the Council was not fully convinced of the merits; therefore, the width restrictions were introduced under an Experimental Order to gain evidence of the true scale of the problem and the impact on neighbouring roads. Since the evidence demonstrated that the benefits were minimal and its adverse impact disproportionate to the local community, officers did not consider that the width

restrictions should be made permanent. Full details of the impact and evidence are set out in the report dated 5th September 2016 attached as appendix 2.

There is also a lack of clarity in the report and Decision Notice about what Belvedere Road and Belvedere Grove will look like after the experimental width restrictions are removed. There is no officer recommendation on this so presumably it was the officers' intention to leave a decision on that to the Cabinet Member? However, there is also no clarity on this provided by the Cabinet Member's Decision Notice. Will the road layout therefore revert to its original arrangement i.e. how it was before the features were introduced? Will any parking bays that were removed as part of the experimental width restrictions be reinstated? These are questions that residents will wish to understand.

Response

By its nature, within an Experimental Order, the options are to make the Order permanent, modify or remove the scheme. This was explained within the newsletter that was delivered to the area. This newsletter is attached as appendix 3 of the Belvedere Drive & Belvedere Grove Experimental Width Restrictions Review report attached as appendix 2 to this report.

All changes that were introduced under an Experimental Order have now been removed. With the Experimental Order having expired, the road layout has reverted back to the original layout (before the experimental changes were made).

(f) consideration and evaluation of alternatives;

We are disappointed by the Council's decision effectively to do nothing when there are clearly other options available. We met both with officers and the relevant Merton Cabinet Member in August 2016 to look at alternative outcomes and we do not believe they have been given due consideration. This can be evidenced by paragraph 4.5 of the report which states that 'officers consider this particular project closed'. We believe it is important that the Council remains engaged with finding an appropriate solution to on going concerns with traffic in the Belvederes. There was clearly an opportunity here for further enhancements to a scheme that, although not loved by all, was seen by most respondents to the consultation as proportionate and beneficial. A key element of this would be the maintenance of an appearance that inhibits through traffic. Sufficient weight has not been given by the Council to the benefits of ending this longstanding problem, particularly given that it has been made worse in part by protective measures implemented by the Council elsewhere in the borough. We therefore consider there is an onus on the Cabinet Member to continue to explore options that would be satisfactory to the area.

Response

This has been explained elsewhere within this report as well as within the Belvedere Drive & Belvedere Grove Experimental Width Restrictions Review report - in that officers do not believe there to be a significant problem that requires priority attention in terms of safety and access. For many years the Council has considered one option after another and continuing with this project is not justifiable particularly when considering other priorities such as safety, access, excessive speed, regeneration. The Council is responsible for all the network in the borough and it must be acknowledged that there are roads more densely populated that carry more traffic than the Belvedere Roads and the standard response has always been that the Council does not deal with rat running which should be noted has not been quantified in anyway.

As stated in the ward councillors' representation at page 39 of the report, we have asked officers to investigate further the way in which problems with the existing scheme could be ameliorated without having any further adverse impact on neighbouring roads. Yet the report

provides no evidence that any such investigations have taken place and the results presented to the Cabinet Member for consideration. At the very least we would want to see some road treatment(s) that emphasise that the Belvedere roads are a gateway to an area of homes and schools and not just a link through it to other distributor roads. That is why we have proposed to the Cabinet Member a raised platform and potentially a narrowing of the roads with some sort of visible reminder/illustration that they are residential e.g. a 'build out'. However, the Cabinet Member's decision does not commit the funding necessary for the installation of such measures. The identified need to do something about traffic and pedestrians in Church Road (regardless of whether or not the experimental width restrictions are removed) is also not recognised or addressed in the report.

From a Hillside perspective, there is no reference in the Cabinet Member's Decision Notice to consideration having been given to further investigations or measures to address traffic volumes in Woodside. Finally, despite Paul McGarry indicating he was willing to do so at a meeting with ward councillors in October 2015, there is no evidence in the report that the Council has considered Ridgway Place traffic issues as part of its review of the Belvedere width restrictions.

Response

It is important to note that this report was purely to report on the Experimental width restrictions. It was not meant to report or consider any other projects or issues.

However, in response to the on-going complaints from Ridgway Place, it is important to note that despite the lack of evidence, the Council did introduce speed cushions which were then changed to sinusoidal road humps as the residents felt the cushions did nothing to slow traffic. According to latest speed data that was collected during 2014, the 85 percentile speed was concluded as 26mph in one direction and 24mph in the other. It is recognised that Ridgway Place is subject to a 20mph speed limit, however, it should be noted that the surveys were taken before the cushions were changed to sinusoidal road humps which are better speed reducing features when compared to cushions. According to the personal injury accident records, the last PI accident took place in November 2012, dark conditions, whereby a parked vehicle attempted a U turn and hit a cyclist.

Again, in the absence of any evidence that safety is an issue, the Council is not minded to concentrate its resources on this matter any further.

Although the Council acknowledges the desire to have certain features within these roads, it would all have to be subject to identifying the appropriate resource whilst considering other priorities.

5. Documents requested

All papers provided to the Director of Environment and Regeneration/Director of Corporate Services/Chief Executive and relevant current and former Cabinet Members prior to, during and subsequent to the decision making process on the Belvedere Road and Belvedere Grove experimental width restrictions.

Response

All relevant correspondence on this matter is being held by Democracy Services and can be viewed on request by contacting Democracy Services Team, Corporate Services, Merton Council, 020 8545 4035

All other documents, with the agreement of the chair, are available online

www.merton.gov.uk/belvederearea. One printed copy of all these are available to view in each of the group offices

After implementation of the experimental width restrictions:-

Document provided to the current Cabinet Member is the report dated 5th September 2016 which is attached as appendix 2. The report can also be viewed on the Council's website.

All emails, reports and associated documentation relating to the decision on the experimental width restrictions provided to the relevant Cabinet Members (both current and former), Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers.

Response –

Report dated 5th September 2016 is posted on the Council's website and attached as appendix 2

Cabinet Member decision is attached as appendix 1

All relevant correspondence on this matter is being held by Democracy Services and can be viewed on request by contacting Democracy Services Team, Corporate Services, Merton Council, 020 8545 4035.

Meeting notes of all meetings between officers and Cabinet Members (current and former) on the experimental width restrictions and any other traffic proposals previously or currently under consideration for the wider area.

Response –

Notes related to this project taken by the Director of E&R at meetings with Cabinet Members can be viewed at the Civic Centre by contacting Democracy Services Team, Corporate Services, Merton Council, 020 8545 4035

Every effort has been made to locate notes that may have been produced by previous officers who lead on this project. Those notes that have been found are available online www.merton.gov.uk/belvederearea. One printed copy is available to view in each of the group offices.

With regards to notes generated by current officers - no minutes were taken at any of the meetings. Meetings that were held discussed information such as representations made to the consultation and traffic data. These meetings were more about sharing of information.

All correspondence between the relevant Cabinet Members, Leader of the Council, Chief Executive, Director of Environment and Regeneration, Director of Corporate Services and other council officers on the experimental width restrictions and any other traffic proposals previously or currently under consideration for the wider area.

Response

All relevant correspondence on this matter is being held by Democracy Services and can be viewed on request by contacting Democracy Services Team, Corporate Services, Merton

Council, 020 8545 4035.

Any papers/correspondence/reports/analysis to do with safety in the roads in and around 'The Belvederes'.

Response to road safety analysis

According to personal injury accident records as provided by London Accident Analysis Unit, within the last 3 years there has not been any recorded personal injury accidents in Belvedere Drive but one in Belvedere Grove whereby the driver left his vehicle whilst the engine was running, and the vehicle rolled and hit another vehicle. Report is attached as appendix 4. There is no evidence that safety and access was a problem before the width restrictions were introduced.

In terms of speed of traffic, according to the data that was collected, before the width restrictions were introduced, the 85 percentile of the speed in belvedere drive was 31mph in one direction and 29mph in the other; in Belvedere Grove, the 85 percentile of the speed was 23mph in one direction and 22mph in the other. Such speed is not considered as excessive speed and therefore do not require any action to be prioritised.

As part of the experimental width restrictions the Council only collected volume and speed data within neighbouring roads. This data has been provided within the report attached as appendix 2. A plan showing the accident clusters within a 1m radius (as requested by Ward Cllrs as part of the Call-In process) can be viewed at the Civic Centre by contacting Democracy Services Team, Corporate Services, Merton Council, 020 8545 4035 and One printed copy is available to view in each of the group offices.

No correspondence relating to safety analysis could be found.

The Equality Impact Assessment (or any other equalities analysis carried out) in relation to a) the experimental width restrictions or their removal; and b) any other alternative traffic proposals for the wider area.

Response

Officers have been unable to locate a full Equality Impact Assessment when consideration was given to the actual implementation of the Experimental width restrictions or any other proposed measures in this area. However, as a rule certain considerations are given within any design. Such considerations include accommodating vulnerable road users such as those with disabilities, the old and the young. Within any design every effort is made to ensure that such road users are not adversely disadvantaged whilst considering the advantages and disadvantages of specific proposed features or / and overall proposed scheme.

EAs measure whether there is a negative or positive impact on different communities. There is an expectation from the Council to look for opportunities to promote equality that have previously been missed or could be better used, as well as negative or adverse impacts that can be removed or mitigated.

Given the representations made against the width restrictions and the evidence that demonstrates the adverse impact the width restrictions have had on the local community, it could be considered many more were disadvantaged when compared to the very few who enjoyed little benefit.

The Council does not consider rat running as a priority and thus far has treated this area

favourably, something that has not been afforded elsewhere in the Borough. This is an opportunity to treat the borough in a consistent manner. The Cabinet Member's decision adheres to this approach / expectation.

Additionally, by continuing to address rat running in this area and not anywhere else, would mean that the Council will continue to remain inconsistent and discriminatory in its approach to such issues and be potentially discriminating against some of its residents.

Having conducted an Equality Impact Assessment, it has also become evident that socio-economics is an issue that has not been considered when dealing with the Wimbledon Village Area Study which has been primarily based on addressing rat-running. This is an issue for the Council as the residents in the disadvantaged and more densely populated areas of the borough are more adversely affected by traffic and parking matters including, safety and access, congestion, rat running etc but with disproportionate amount expenditure in this area has meant that funding could not be allocated to those other areas.

An Equality Impact Assessment based on the width restrictions and the continual demand to deal with rat running is attached as appendix 5.

The detailed financial analysis of the projected costs of a) the experimental width restrictions or their removal; and b) any other alternative traffic proposals for the wider area.

Response to (a)

Surveys - £11,415

Planters and signs - £20k

Removal of planters and construction of buildouts - £32k

Officer' time -£60k

TMO publications, Notices, Newsletters - £4k

Removal of width restrictions & associated works - £9,600

Repairs - £6,195 (does not include officers' time in dealing with complaints and reports of damage; site assessment and commissioning contractors for remedial works)

Response to (b)

Currently there are no alternative traffic schemes proposed for this area

The detailed risk analysis in relation to a) the experimental width restrictions or their removal; and b) any other alternative traffic proposals for this area.

Response

Officers have been unable to locate any safety risk analysis prior to the implementation of the experimental width restrictions or on any previously proposed traffic schemes in this area. However, since there was no evidence of any medium or high risk before the width restrictions were installed, there is no evidence to suggest that there is now a higher level of risk with the features removed. In fact their removal has removed the medium / high risk of damage only accidents that took place since they were introduced.

3. ALTERNATIVE OPTIONS

3.1 There are a number of options that could be considered and these are set out below:

- one option would be to re-introduce the width restrictions. This would require the undertaking of a statutory consultation. However, being aware of the minimal benefits, adverse impact on the neighbouring roads and traffic, it would be difficult justifying the progression of this option. The problem with the damage will continue and the council will not be in a position to sustain the required resource for ongoing repairs. This option would also be contrary to the majority of feedback received during the Experimental consultation stage.
- To continue to find a solution that would be satisfactory to the area. However, this has been tried over the years and currently there is no funding available to undertake any further design / consultation. Given that the Council does not believe that rat running / volume of traffic is an issue (particularly when compared to other areas in the borough) such matters are not and should not be prioritised; to continue would mean that the council would not be consistent with its adopted practice when considering traffic related schemes.

4. CONSULTATION UNDERTAKEN OR PROPOSED

4.1 The consultation that was undertaken on the experimental width restrictions has been detailed in Belvedere Drive & Belvedere Grove Experimental Width Restrictions Review report attached as appendix 2 within this report. Currently there are no further consultations proposed.

5. TIMETABLE

5.1 This would depend on what may be agreed

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1 This would depend on what may be agreed

7. LEGAL AND STATUTORY IMPLICATIONS

7.1 Experimental Traffic Orders can only be made for a maximum of 18 months. The 18 month period expired on Friday 23 September 2016 and a decision whether to make it a permanent Order had to be made before that date.

7.2 In accordance with the Council's Constitution the Cabinet Member for Regeneration Environment and Housing made the decision to remove the width restrictions on 16 September 2016, such decision being subject to a call-in.

7.3 Should it be decided to re-impose the width restrictions, this could not be on an experimental basis and the statutory process for a permanent Order would need to be followed.

7.4 Other legal considerations are within the body of the report.

8. HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

- 8.1 To continue to allocate limited resource to address traffic volume in these roads would mean that:
- Other justifiable schemes would not be progressed
 - The impact on any measure would displace traffic onto neighbouring roads thereby causing a disproportionate disadvantage to those residents as well as all road users.
 - The Council does not deal with rat-running and other areas with similar, if with higher level of traffic, are not offered any consideration. The Council must be transparent and consistent in dealing with such matters.
- 8.2 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 experimental Order consultation process has provided the local community to air their views.
- 8.3 The needs of the residents are given consideration but it is considered that improving safety and access on borough roads take priority over issues such as rat running and dissatisfaction and inconvenience.

9. CRIME AND DISORDER IMPLICATIONS

- 9.1 N/A

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

- 10.1 There is no evidence that safety is an issue. These have been detailed elsewhere within this report.

11. APPENDICES – the following documents are to be published with this report and form part of the report

Appendix 1 – Cabinet Member decision

Appendix 2 – Belvedere Drive & Belvedere Grove Experimental Width Restrictions Review report to Cabinet Member

Appendix 3 - Newsletter

Appendix 4 – Accident report for Belvedere Grove

Appendix 5 – Equality Impact assessment

12. BACKGROUND PAPERS

- 12.1 With the agreement of the chair, these background papers are available online www.merton.gov.uk/belvederearea. One printed copy of all these documents is available to view in each of the group offices.

- Non-key decision Cabinet Member decision sheet – 16 September 2016
- Non-key decision Cabinet Member decision sheet – 13 November 2014
- Non-key decision Cabinet Member decision sheet – 22 October 2014
- Non-key decision Cabinet Member decision sheet – 23 September 2013
- Non-key decision Cabinet Member decision sheet – 18 December 2012
- Consultation Newsletter – 15 January 2015

- Consultation Newsletter – 13 March 2014
- Consultation Newsletter – 18 January 2013
- Consultation Newsletter – 11 June 2012
- Street Management Advisory Committee Report – 18 September 2013
- Street Management Advisory Committee Report – 4 December 2013
- Street Management Advisory Committee Report – 19 September 2012
- Appendices 1-5 for 2012 report
- Wimbledon Area consultation results – March 2014
- Wimbledon area consultation results – June 2012
- Z36-30-10-1 Ridgway Place
- Z36-24-19-2 Experimental traffic management scheme – area wide
- Z36-30-10-2 – Experimental width restrictions in Belvedere Grove & Drive – Planters
- Personal Injury accident data – Belvedere Grove
- Minutes of officer's meetings
- Three year accident plot -1 mile radius from Belvedere Grove/Drive
- Current traffic schemes near Wimbledon Village

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NON-KEY DECISION TAKEN BY A CABINET MEMBER

See over for instructions on how to use this form – all parts of this form must be completed. Type all information in the boxes. The boxes will expand to accommodate extra lines where needed.

1. Title of report and reason for exemption (if any)

Belvedere Road & Belvedere Grove Experimental Width Restrictions Review – Report

2. Decision maker

Councillor Martin Whelton, the Cabinet Member for Regeneration Environment & Housing

3. Date of Decision

16 September 2016

4. Date report made available to decision maker

12 September 2016

5. Date report made available to the Chairs of the Overview and Scrutiny Commission and of any relevant scrutiny panel

N/A

6. Decision

1. Having considered the representations made during the consultation on the experimental width restrictions on Belvedere Drive and Belvedere Grove: to approve the removal of both experimental width restrictions. This follows analysis of the available data in terms of volumes, speed and vehicle type that were collected before and after their introduction
2. Subject to available funding, to consider junction entry treatments in response to representations from Hillside and Village ward councillors to address traffic management issues.
3. Not to undertake any volume surveys or further traffic assessments for two years unless related to personal injury accidents and trends. This will be subject to available funding and other highway priorities.
4. Subject to funding: to look at the introduction of a 20 MPH zone across this area as part of a Merton borough-wide scheme.

7. Reason for decision

1. The continuing damage to bollards as a result of the width restrictions bollards and the resources used to repair the damage. The continuing cost of repair is not sustainable with over 30 site inspections which included undertaking repairs to the bollards on numerous occasions.
2. The knock-on impact on neighbouring roads as a result of the restrictions and the displacing of traffic in the wider area, which in turn, has led to representations from other roads.
3. Backlog of stationery traffic on to Wimbledon Hill Road as a result of the restrictions on Belvedere Drive.

4. Overall reduction in the volume of traffic has been minimal.

8. Alternative options considered and why rejected

There are a number of options that could be considered and these are set out below:

- One option would be to repair and maintain the features. However, the problem with the damage will continue and the Council can no longer sustain the funding for ongoing repairs.
- To repair and retain the features but without the bollards. This, however, will do nothing to address congestion and the adverse impact it is having on one particular resident and other road users including emergency services. Additionally, many of the feedback received have commented on the aesthetic of the features.
- To modify the features aesthetically but not as a width restrictions. This, however, would be subject to available funding.
- To continue to find a solution that would be satisfactory to the area. However, this has been tried over the years and currently there is no funding available to undertake any further design / consultation.

9. Documents relied on in addition to officer report

None

10. Declarations of Interest

None

11. Publication of this decision and call in provision

Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.



Martin Whelton

Cabinet member for Regeneration, Environment and Housing

16 September 2016

Cabinet Member for Regeneration Environment & Housing

Date: 5th September 2016

Agenda item: N/A

Wards: Wimbledon Village

Subject: Belvedere Road & Belvedere Grove Experimental Width Restrictions Review

Lead officer: Chris Lee, Director of Environment & Regeneration

Lead member: Councillor Martin Whelton, Cabinet Member for Regeneration Environment & Housing

Forward Plan reference number: N/A

Contact Officer: Mitra Dubet, Tel: 020 8545 3201

Email: mitra.dubet@merton.gov.uk

Recommendations:

That the Cabinet Member considers the issues detailed in this report and

- A) Notes the result of the Experimental Order on width restrictions in Belvedere Drive and Belvedere Grove which came into effect on 23 March 2015.
- B) Considers the representations received in respect of the introduced width restrictions. All representations are detailed in Appendix 1.
- C. Considers the impact of the width restrictions in the area as identified by means of the available data in terms of traffic volumes, speed and vehicle type that were collected before and after the introduction of the width restrictions and through all the feedback that have been received.
- D. Approves the removal of both experimental width restrictions.
- E. Agrees not to undertake any further assessment in this area unless it is related to Personal Injury accidents and trends.
- F. Give consideration to undertake volume surveys in no less than 24 months-time subject to available resource and other highway priorities.
- F. Agrees to exercise his discretion not to hold a public inquiry on the consultation process.

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report details the result of the Experimental Order on the width restrictions in Belvedere Drive and Belvedere Grove and seeks Cabinet Member approval to remove both width restrictions and not to take this project any further.
- 1.2 The report provides all representations received since the introduction of the experimental features and the data that have been collected before and after the Experimental Order came into effect.

2. DETAILS

- 2.1 For a number of years, residents, Ward Councillors and Resident Associations in the area have made representations that traffic volumes and speeds within their residential roads are at an unacceptable level. This has led to the Council investigating and consulting on a number of proposals for the area. Although there have been strong support for some of the various options of traffic management measures for the area, it has not been possible to agree a set of measures that would satisfy the wishes of the majority of local residents. This is primarily due to the network arrangement of the roads

in that one specific measure would invariably have knock-on effects on other roads, limiting the effectiveness of any measure at a neighbourhood level.

- 2.2 With regards to the most recent set of proposals, following meetings with the previous Cabinet Member, Ward Councillors, Council officers and some resident groups, it was agreed that an experimental traffic management scheme to address some 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. It was agreed that a width restriction is introduced in Belvedere Drive and another in Belvedere Grove.
- 2.3 The key objectives of introducing the experimental width restrictions are as follow:
 - Reduce the number of large vehicles and HGV's using Belvedere Drive and Belvedere Road.
 - Encourage through traffic to use main distributor road in the Wimbledon Village area.

3. CONSULTATION

- 3.1 Following an area wide informal consultation during March 2014 on a range of traffic related measures, on 13 November 2014, based on the feedback received and in discussion with the Ward Councillors, the previous Cabinet Member approved the introduction of the width restrictions on Belvedere Drive and Belvedere Grove on an Experimental basis. The width restrictions were introduced under an Experimental Traffic Management Order (ETMO) with the initial 6 months being the consultation period. The consultation ended on the 22th of December 2015. However all representations since the closing date have been included within this report. The introduction of the experimental width restrictions in Belvedere Drive and Belvedere Grove are outlined in the consultation leaflet including a plan attached as Appendix 3.
- 3.2 The width restrictions were introduced on 24th March 2015 and comprised of planters, bollards and signage. Following numerous complaints regarding collisions and damage to the planters it became necessary to remove the planters and introduce islands with posts and a gap for cyclists. This was completed on 22nd June 2015 and the consultation period was revised to start from this date. However, despite the introduction of a more traditional width restriction, bollards continue to be damaged or / and deliberately removed and since their introduction the Council has made in excess of 30 site inspections and undertaken remedial works which is unsustainable.
- 3.3 To determine the impact of the width restrictions, traffic surveys were undertaken prior and after the introduction of the width restrictions. The data have been summarised in table 1 below and detailed in appendix 2. During the data collection, there were a number of sites that survey equipment were deliberately interfered with and as a result data had to be collected on more than one occasion for those specific sites. This is indicated within the table (attached as appendix 2) as 're-run'.
- 3.4 According to available data, reduction in overall traffic in terms of weekly average per day is less than expected particularly when compared to the knock on increase in traffic in neighboring roads.

Minus sign indicates a reduction & positive sign indicates an increase
The figures shown are the % change in weekly average per day

Table 1

Location of survey	Direction 1 % change	Direction 2 % change
Belvedere Ave o/s 15/13	+38	-22
Belvedere Ave o/s 19	-2	+31
Belvedere Grove o/s no 2	-19	-3
Belvedere Drive o/s no 3	-4	+6
Highbury Rd o/s no 9	+4	-18
Alan Rd o/s no 5	-14	-1
High street o/s no 17	+2	+6
Church Rd o/s no 20	-5	+3
St Mary's Rd o/s no 15	+5	+13
St Mary's Rd o/s no 26	+12	-5
St Mary's Rd o/s no 31A	+5	+3
Church Hill o/s no 34	-7	-8
Lake Road o/s no 6	+1	-11
Lake Road o/s no 16	+12	+1
Woodside o/s no 62	+17	+1

3.5 The tables below show a sample of traffic volume data that were collected between 25th September and 1st October 2009 which have been used as a comparison with the latest available data. As it can be seen, the total traffic Volume / 7 day average on Belvedere Grove, Belvedere Avenue and Alan Road were higher in 2009 than it is now (even before the width restrictions). Although surveys are indicative and the actual collected data can be affected by a number of factors such as events, road traffic accident, time of the year etc, it is normal practice to rely on the available data. It could be considered that there has been a change to pattern of traffic which has resulted in a general decrease in volume of traffic since 2009 without any intervention despite the recent increase in development related construction work in the area. Appendix 2B shows the volume comparison chart for the area.

% Decrease relates to decrease between 2009 & 2015 data. During 2009 data was collected at more than one location in some of the roads. For comparison purposes the highest figure has been used.

Belvedere Grove	Northeast Bound			% Decrease	Southwest Bound			% Decrease
	25.09.09	09.01.15	19.09.15		25.09.09	09.01.15	19.09.15	
Total traffic Volume	22304	19501	15836	29%	20109	16151	15666	22%
Weekly average per day	3186	2786	2262	29%	2873	2307	2238	22%

1 Belvedere Avenue	Northwest Bound			% Decrease	Southeast Bound			% Decrease
	25.09.09	09.01.15	19.09.15		25.09.09	09.01.15	19.09.15	
Total traffic Volume	14644	2683	2630	82%	14651	2040	2678	82%
Weekly average per day	2092	383	376	82%	2093	291	383	82%

Belvedere Drive	Northeast Bound			% Decrease	Southwest Bound			% Decrease
	25.09.09	09.01.15	19.09.15		25.09.09	09.01.15	19.09.15	
Total traffic Volume	12486	19501	15836	27%	11184	16151	15666	40%
Weekly average per day	1784	2786	2262	27%	1598	2307	2238	40%

Alan Road	Northeast Bound			% Decrease	Southwest Bound			% Decrease
	25.09.09	09.01.15	19.09.15		25.09.09	09.01.15	19.09.15	
Total traffic Volume	14059	12083	10441	26%	16789	13430	13239	21%
Weekly average per day	2008	1726	1492	26%	2398	1919	1891	21%

3.6 Feedback and Representations received.

Officers received numerous communications including reports of congestion and damage to vehicles and the width restrictions. There were also some continuous dialogue from some individuals and these have been considered as one representation from those individuals. Having sieved through these communications, it has been identified that there have been 87 representations which are detailed in Appendix 1 and summarised in table 2 below. It is important to note that even those who commented in support, the majority stated that more needs to be done, despite traffic data showing that volumes have decreased since 2009.

Table 2

Address	Against	Support	Concern / comments
Belvedere Drive	4	10	1
Belvedere Grove	1	6	2
Belvedere Avenue	1	-	1
Alan Road	-	3	
Church Road	7	-	
Church Hill	1	-	
Woodside	3	1	

St Marys Road	3	2	
Leeward Gdns	3	-	
Lancaster Ave	1	-	
Lancaster Gds		1	
Clement Road	1	3	
Helme Close	1	-	
Pine Grove	6	2	
Highbury Road		1	1
Courthope Rd	-	-	2
Lambourne Ave Sw19	1	-	-
Murrey Rd RA	1	-	
BERA	-	-	1
Home Park Rd	1	-	
Hampton Close SW20	1	-	
Ridgway	1	-	
Wimbledon address	3	1	
No address	5	1	3

3.7 Main comments derived from the various communications and not necessarily through representations include:

- Problem with initial planter design
- Restrictions cause backlogs of stationary traffic, noise and pollution
- All Wimbledon Village area should be 20mph zone
- Not for the greater good / Displaced traffic onto other side roads, therefore, no benefit to neighbourhood overall
- Too narrow / bad design / Should be like Burghley Road
- Both restrictions should be 2.1m / 7.0ft
- Un-necessary
- Always damaged / Should be improved
- Increased speed and noise
- More must be done

3.8 Many of those who have contacted the Council believe that the width restrictions have been ineffective due to their construction and a more robust construction would resolve the on-going violation and damage to the features. However, the islands have been permanently constructed and the bollards are the standard type bollards used elsewhere at width restrictions. The problems with width restrictions in terms of damage and violations experienced here are not unique to this area and are experienced across all width restrictions. The Council has attempted various types of bollards and locks (elsewhere) but with little success. Due to the facts that (1) one of the bollards must be removable for emergency services and (2) damage to property and persons (vehicles and vehicle occupants) must be minimal, there is a limitation in terms of material that can be used.

3.9 On going issue

The posts are regularly damaged or / and removed by motorists. According to records there have been many reported incidences which thus far have cost the Council £6195 which does not include more than 25 hours of Highway Officer time checking and arranging repairs. This does not include other officers' time who have also been dealing with complaints etc. It must be acknowledged that vandalism and / or bollards being hit is normal occurrence with width restrictions and consequently these features are expensive to maintain and there is likely to be a reasonable amount of waiting time between damage / missing bollards and remedial works. It is important to note that remedial works would be subject to available funding. This does not improve the street scene environment.

A solution would be to set the posts in concrete but this will prevent the fire brigade from gaining access. If a decision is made to retain these features, this solution would need to be seriously considered with a more careful consultation with the Fire brigade.

3.10 Disadvantages of the introduced width restrictions

- Traffic congestion
- An increase in noise and pollution
- Traffic related problems moved onto other local roads within the area
- Increased travel time
- Increased delays to emergency service vehicles.
- Inconvenience and nuisance for the frontages directly affected by the features
- Continuous damage to vehicles (due to poor driving)
- Unsustainable costly maintenance
- Hindrance and increase in costs to freight including deliveries
- Unacceptable delays for emergency services caused by the congestion

Advantages

- Decrease in number of Medium and Heavy Goods on limited number of roads.

Safe cycle path

3.11 Officers have had 2 meetings with the Village and Hillside Ward Councillors during which the outcome of the consultations, volume data and officer's concerns and recommendation were discussed. The Ward Members have made their representations which are attached within Appendix 1.

3.12 The Council must also consider the suitability of the public highway for general use. Over the years it has been argued that through traffic should be removed from these residential roads. By layman's definition, almost all roads in the borough are residential i.e. residential units adjacent to the highway. The primary purpose of a road is for all traffic to pass and repass and despite historical road-classification there are some roads that are less suitable to accommodate heavy traffic. It is appreciated that the Belvederes and some neighbouring roads may be inconvenienced by through traffic but given the wide nature of the roads and that the residential properties are set back from the carriageway, traffic can easily be accommodated when compared to other roads in the borough including the Wimbledon area. Although in an ideal world all traffic should aim at staying on Local or / and London Distributor Roads, given the overall increase in volume of traffic those roads are already congested which often lead to what majority residents consider as rat-running. However, when located within a wider road network

with good connectivity, it could be argued that those who live locally and use these roads to gain access cannot and should not be classed as rat-running.

- 3.13 Over the years, the Council has invested a great deal of resource and funding devising options and has undertaken many consultations to address volume of traffic in a few roads in this area. However, it must be acknowledged that the Council routinely receives concerns, requests and demands regarding safety, congestion and rat running from all over the borough many of which are far more densely populated with greater activities than those roads in the Village that the Council has concentrated on over the years. Table 3 is an indication of some small densely populated residential roads in Wimbledon / South Wimbledon area. As it can be seen, volume of traffic is comparable with and in some cases higher than those in Belvedere area with a similarly low level of reported speeding or accidents.

Table 3

	Road A	Road B	Road C	Road D
Total traffic volume	19059	19010	9258	7574
Weekly average per day	2722	2716	1323	1082

- 3.14 Due to limited available resource and funding and the demand for action that far outweigh the available funding, the Council prioritises by giving first consideration to those areas with recorded personal injury accidents and areas outside schools. Engineering solutions are then considered to address accidents' contributory factors. It is, therefore extremely difficult for the Council to continue to act in an inconsistent manner and it has become even harder to justify the on-going expenditure and attention to this project.
- 3.15 According to available information, since 2007 the Council has spent approximately £900k. A breakdown of costs include:
- Construction works for Wimbledon Hill Road signals; Ridgway Place traffic calming replacement; Burghley Road traffic calming and the width restrictions have amounted to approximately £288k.
 - Surveys; modelling; consultations and officers' time at a cost of approximately £612k
- 3.16 In addition to the above, the Council has thus far spent £6,195 in repairing and replacing the bollards since the modifications to the Belvederes width restrictions in June 2015. This does not include staff costs.

4. RECOMMENDATIONS

- 4.1 It is acknowledged that the number of larger vehicles have decreased, however, the data and those who have contacted the Council, confirm that it has not had the desired effect. The features cause daily congestion which contributes toward noise and pollution and have created an unacceptable environment particularly for one particular household.
- 4.2 When considering the overall benefit for the local community, the Council must consider a number of factors including:

- the number of residents adversely affected outweigh the number of residents who feel they have benefited. For example there are 71 properties in Belvedere Drive, 48 in Belvedere Grove and 351 in Woodside. It is considered that the limited benefit on very few in the Belvederes has had a greater adverse impact on greater number of residents in Woodside.
 - On-going issues as set out in section 3.8 of this report
 - Advantages vs disadvantages as set out in section 3.9 of this report
 - Lack of funding
 - Council's other priorities such as schemes that are closely linked to recorded personal injury accidents; areas outside schools; areas with high footfall; encouraging sustainable modes of transport and regeneration etc.
 - Given that there is no funding available to take any action on Woodside which is already traffic calmed and subject to a width restriction or any other affected roads, the Council must be mindful of its priorities whilst making its decision.
 - Although it is appreciated that residents in the area may feel there is a traffic problem, the Council cannot consider this to be a severe enough problem that would require further attention particularly as this problem is Borough wide if not City wide. As a rule the Council does not address rat running as a priority and given its limited available resource must concentrate on its other priorities such as evidence based safety issues and casualty reduction schemes.
- 4.3 Based on the statutory consultation responses, there is majority support to retain the restrictions, however, alongside the support there continue to be concerns and demands for more to be done as majority do not consider the width restrictions to be fully effective or aesthetically acceptable for the conservation area.
- 4.4 Given all the above, it is recommended that both width restrictions are removed and that no further assessment is undertaken in this area unless there are personal injury collisions that would require attention over and above other borough safety priorities.
- 4.5 Although officers consider this particular project closed, in response to Village and Hillside Ward Councillors' representations, the Council could consider some aesthetically pleasing features such as junction entry treatment subject to available funding and other highway priorities within a separate highway improvement project.

5. ALTERNATIVE OPTIONS

- 5.1 There are a number of options that could be considered and these are set out below:
- One option would be to repair and maintain the features. However, the problem with the damage will continue and the Council can no longer sustain the funding for ongoing repairs.
 - To repair and retain the features but without the bollards. This, however, will do nothing to address congestion and the adverse impact it is having on one particular resident and other road users including emergency services. Additionally, many of the feedback received have commented on the aesthetic of the features.
 - To modify the features aesthetically but not as a width restrictions. This, however, would be subject to available funding.

- To continue to find a solution that would be satisfactory to the area. However, this has been tried over the years and currently there is no funding available to undertake any further design / consultation. Given that the Council does not believe that rat running / volume of traffic is an issue (particularly when compared to other areas in the borough) such matters are not and should not be prioritised. To continue would mean that the Council would not be consistent with its adopted practice when considering traffic related schemes.

6 FINANCIAL RESOURCE AND PROPERTY IMPLICATIONS

- 6.1 The cost of removing the features is estimated at £10k.
- 6.2 To retain the features without the bollards and make good damage to existing features is estimated to cost approximately £600
- 6.3 All costs will have to be met from Merton Capital. However, Merton Capital allocation for 2016/17 is fully committed and funding needs to be identified for the removal of the features or / and make good the existing damage or indeed any other action that may be agreed upon.

7. LEGAL AND STATUTORY IMPLICATIONS

- 7.1 The Traffic Management Orders that have been made under an Experimental provision would need to be revoked or made permanent pending Cabinet Member decision. If the width restrictions are to remain, the Order would be made under Section 6 and Section 45 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.
- 7.2 The Council has discretion as to whether or not to hold a public inquiry before deciding whether or not to make a Traffic Management Order or to modify the published draft Order. A public inquiry should be held where it would provide further information, which would assist the Cabinet Member in reaching a decision.

8. HUMAN RIGHTS & EQUALITIES AND COMMUNITY COHENSION IMPLICATIONS

- 8.1 The width restrictions have had an impact on the wider community through displaced traffic and congestion.

9. CRIME AND DISORDER IMPLICATION

- 9.1 N/A

10. ENVIRONMENTAL IMPLICATIONS

- 10.1 To implement a scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

10.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

11. APPENDICES

14.1 The following documents are to be published with this report and form part of the report.

Appendix 1 – Consultation responses including Ward Members' representations

Appendix 2 – Comparison traffic data

Appendix 3 – Consultation Leaflet and plan

Representations

Appendix 1

Belvedere Drive – Against -- (*The resident most adversely affected*)

I live in Belvedere Drive and feel I must now say something about the trial road narrowing system. It is a complete shambles - as the 2 attached photos illustrate. The planters (which have not even been painted or planted up) have been physically moved a number of times to widen the passage and they have also been bashed up and are now sitting partly on the pavement!. The bollards have been sledgehammered at least 3 times and removed.

It now looks so unsightly so as to be embarrassing to anyone visiting Wimbledon - this issue **MUST** be addressed, the same story in Belvedere Grove.

If you're going to trial something then it should be done properly to see whether it's effective - or done away with. At the moment it's the worst of both worlds is totally ineffective, with no decrease in traffic (including trucks/buses) and causing no end of annoyance with swearing and hooting by passing vehicles. I would humbly suggest abandoning the scheme, it's simply not working and is an embarrassment to all local residents of Wimbledon.

As raised briefly by my husband earlier today I would like to make some further comments.

We are still having serious issues with this experimental road narrowing outside our house. Whilst I understand there is real concern about the size of vehicles and the increase in traffic in the Belvederes I really do not feel that this scheme is worthy to be tested in its current format any longer.

We have the following issues:

- The location of the narrowing restriction results in queueing traffic which means at peak times we cannot exit /entry from our drive way. This is unacceptable and gives rise to further problems listed below.



This photo was taken this afternoon and the traffic was queuing a long way back down Belvedere Drive.

- The increase of car related noise has been huge. It includes the constant blast of horns, swearing, revving of engines and of course the crashing and scraping sound of vehicles bulldozing their way through. We have lost count of how many times the bollards have been reinstated only to be smashed down the same day. It's a mess.

- I have also been subject to many unpleasant foul mouthed rants as I've come out of our front gate as drivers vent their frustration. While I don't take it personally I really hate this especially when I have the children with me.

- Apart from our obvious issue with access I think the restriction is too close to the Hill as it often backs up at peak times.

- The bike lane on our side of the road is just dangerous because of the parking bay. It really is not safe.



I can see that there has been a reduction in very large vehicles but as photo shows above it does not deter medium size lorries/ skips etc. In fact it feels a much busier road. I would be interested to see any official counts on this subject.

So what's the solution?

A possible idea is to restrict the road opening into Belvedere Drive so that large buses / vehicles cannot turn into it from the hill and reinstate the parking bays that acted as form of speed restriction?



Secondly would be to continue with the restriction idea but to put in a more robust construction in place where it doesn't restrict anyone's driveway.

A final option - we go back to where we were, accepting that we are part of a large city and the traffic that goes with it?

I look forward to hearing your thoughts.

Further to my email in March I would like to find out where we stand with this scheme? Please find further photos showing the traffic build up at peak time (these were taken this morning) which illustrates the blocking of our drive. As we suspected I understand from a local neighbourhood meeting there has been no significant reduction in the vehicle road count. Please also note that we do still get a large amount of lorries through the bollards and there is no let up to the noise associated with this scheme.

We once again ask you to take action and remove this scheme from this location. It clearly does not achieve what it set out to do but does have an extremely detrimental effect on us both in terms of access and noise. Without doubt there is a much greater build-up of traffic at this end of Belvedere Drive since the implementation of the scheme which makes it feel much busier than it ever did before. It also has a very negative visual impact on the street scene and in particular the frontage of our home.



Belvedere Drive – Against

These comments relate to the width restrictions in Belvedere Drive, a route I use several times a day and which I can see from my house. I am strongly opposed to these restrictions because:

1. they have caused a number of accidents, witness the number of times that the bollards have had to be righted or re-attached.
2. they cause tail-backs of traffic in Belvedere Drive approaching Wimbledon Hill Road
3. they cause tail-backs of traffic on Wimbledon Hill itself as cars attempting to turn left or right into Belvedere Drive are unable to do so until traffic bottlenecks at the width restrictions clear.
4. I have witnessed a number of occasions on which vans and lorries have had to reverse either back into Belvedere Drive or on to Wimbledon Hill.
5. overall, they have not improved safety in this congested road, rather the situation in the area (including Wimbledon Hill) has got worse.

Additional comments:

6. The area around the bollards is inadequately lit at night, increasing the risk of accident.
7. The location of the parking bays adjacent to the bollards and near Wimbledon Hill creates further congestion in this difficult area.
8. Sightlines in both directions on Belvedere Drive are difficult because of the bend in the road, the T-junction with Belvedere Avenue and particularly with the location of the various parking bays.

Belvedere Drive – Against

I would like to protest against the imposition of a road width restriction on the junction of Belvedere Drive and Wimbledon Hill and ask that it be withdrawn as soon as possible. This so called 'solution' to a virtually non-existent 'problem' is a waste of money and an irritant to those who have to live in its vicinity. Belvedere Drive had very few real problems with traffic before this imposition but now regularly has queues attempting both to exit and enter the road.

I live in a ground floor flat in Bluegates which is now cursed with vans and lorries executing U turns – damaging our paving, and polluting us with noise and fumes in the process. On a personal level I feel virtually trapped between this restriction and the one on Woodside which mean that, in order to avoid these very narrow 'gates', I am forced either into the centre of Wimbledon or onto a very circuitous route down minor residential streets whose residents probably do not welcome my passage any more than I would theirs.

If there is somewhere I should lodge my request for withdrawal of this unnecessary restriction please let me know the details. Thank you for your attention.

Belvedere Drive – Against

I am writing in respect of the latest traffic experiment on Belvedere Drive, involving width restriction at the top of the road leading onto Wimbledon Hill. I cannot imagine why this was considered a good use of taxpayers' money, since it serves absolutely no useful purpose.

Firstly, it is wrongly situated, causing obstruction just where traffic is either entering or exiting Wimbledon Hill Road

Secondly, having negotiated the obstacle, drivers resume driving (often at speed) down Belvedere Drive. If the intention is to reduce speed, then low speed-humps would better serve the purpose.

Thirdly, drivers using Belvedere Drive have always been aware that oncoming traffic would necessitate one or other vehicle to give way, and this, involving common sense, has always worked quite efficiently.

Lastly, the wooden 'planters' have rapidly become receptacles for rubbish and weeds, which hardly improves the ambiance of Wimbledon Village. In all, an expensive and pointless experiment.

Belvedere Drive - Against

I have spent quite some time watching the traffic movement through the width restriction in Belvedere Drive. Vehicles travelling towards Wimbledon Hill Road proceed at the same pace until they reach the restriction, and, in some cases, don't slow down at all; in the opposite direction, drivers put their foot down as soon as they are through the restriction. So no traffic calming achieved.

Yesterday afternoon, returning home into Belvedere Drive from the Hill, I was stuck waiting for a queue of vehicles on both sides of the restriction, waiting to get out on to the Hill. Then a queue built up behind me, resulting in a log-jamb. On the same day I witnessed a lorry slowly reversing all the way to Belvedere Avenue, to turn round, followed by a funeral cortège. That was embarrassing.

Finally, I must ask you to respond to my question about fire engines, should they be needed. If precious minutes were lost, resulting in loss of life, that would have to be on your conscience.

The width restrictions have the backing of only a very small minority of local residents, and, from what I have been told by one of my ward councillors, they are going along with it, as an experiment, because they don't have much option.

Two instances today of the problems caused by the width restriction: a lorry delivering building materials to my block of flats caused a traffic jam while he parked up to find out how to get here; another big lorry - not for the first time - reversed into the convenient entrance to my block of flats in order to turn round. Previously, there was the incident of a private ambulance getting stuck in the restriction, with the driver bursting into tears at his predicament. What happens if precious minutes are lost when there's a fire?

On a very personal note, I can't get my own car safely through the new restriction; that sends me off to Church Road, which is already clogged with traffic.

No doubt you are conducting the experiment with the best of intentions, but it is miring us in the law of unintended consequences. One neighbour in Belvedere Drive has complained to me about the noise of queuing traffic right outside the room from which she works, and the lady next door to her thinks the restriction is justified because she has had two cats run over.

If there has to be a restriction - though I believe traffic has to go somewhere, and the more it's spread around the better for everyone - why can't it be like the ones in St Mary's Road?

Belvedere Drive - support

As a Resident of Belvedere Drive I am writing to support the maintenance of the width restrictors at the Hill end of our road. While the road counts appear to suggest little change in the volume of traffic I am sure you will be under great pressure to remove them, however I want to emphasise that, most importantly, the TYPE of traffic and SPEED of traffic certainly appears to have improved. I live at the intersection with Belvedere Avenue and notice this particularly. Less heavy goods vehicles and Buses, has meant a quieter and safer road. Drivers having to give way to others do seem to calm them down! Added to which I have not witnessed any dangerous behaviour or traffic build up as a result of the restrictors, except for the inadequate drivers unable to steer their vehicles through successfully, whose ability to drive safely should be questioned! So please don't remove a feature which has improved life, albeit in a small way, in what should be a residential street!

Belvedere Drive - support

Just to register my support for implementing road narrowings, as the experimental scheme appears to have stopped large lorries using Belvedere Drive as a cut through from Wimbledon Hill to St Mary's Road. As with previous correspondence, I still feel strongly that Belvedere Drive and Belvedere Grove should be treated equally - I am still to be convinced of the reasons for having 7ft in Belvedere Drive, and 6ft6in in Belvedere Grove; I note that the experimental scheme actually used the same width restrictions (I measured with a tape), and would support continuing with equal widths.

Belvedere Drive - support

I am resident of Belvedere Drive since 1975 and we'll remember how quiet this road used to be. I understand that traffic volumes have since greatly increased which I accept. The current experimental scheme of narrowing access at Wimbledon Hill Road have been great improvement by restoring the road to more of just residential traffic while allowing the workmen vans to get through as well. We no more have skip lorries thundering with great noise at XX and no more huge lorries and buses coming throughout the day. I also noticed that there are now fewer speeding cars. We all here appreciate the fact that it has become easier to cross the road as well which is particularly important as there are number of elderly people living in our area. I implore you to make this scheme permanent. It really made living in Belvedere Drive much better

Belvedere Drive - support

THIS IS JUST TO RECORD THAT IN THE ABSENCE OF ANYTHING MORE SUCCESSFUL WHICH WE HAVE NOT BEEN ABLE TO AGREE FOR THE PAST 8 OR 9 YEARS, OUR VIEW IS THAT THE RESTRICTIONS SHOULD REMAIN – AT ANY RATE FOR THE TIME BEING

Belvedere Drive -support

I am writing to let you know what an improvement has been achieved for the residents of the Belvederes. The number of heavy goods vehicles and coaches has been reduced significantly as well as the noise level and pollution. It is also so much safer crossing the roads and reversing our cars out of our drives. There were times before the traffic calming measures were brought in when it was difficult to cross (what should be quiet suburban roads) during busy times. The junction with Wimbledon hill has also been made safer because of reduced numbers of cars coming out of the Belvederes at busy times. I would very much support these measures being made permanent.

Belvedere Drive - support

As a resident of Belvedere Drive my house is situated very near to the junction of Wimbledon Hill. The traffic calming posts near my house slow the traffic down so that I am able to exit my property in my car without getting run down by a ten ton lorry. PLEASE PLEASE do NOT take them away.

Belvedere Drive - support

I am writing to give my views on the above experimental width restrictions. From my observation, the

restrictions do not appear to have deterred much of the car/van traffic that uses Belvedere Drive and Belvedere Grove, which both remain busy for much of the day - although clearly Belvedere Grove suffers more from incessant traffic, Belvedere Drive does at least have some comparatively quiet periods during the course of the normal day.

The restrictions do seem to have had some impact on northbound traffic speed in Belvedere Drive, and have certainly had a dramatic effect on returning heavy commercial vehicles (skip lorries, cement mixers, large lorries, earth-moving lorries and coaches) to more appropriate roads - in particular Alexandra Road, Worple Road and Wimbledon Hill Road - and so enforcing the 7.5 ton lorry ban that had regularly been ignored. So from my observation the restriction in Belvedere Drive has had a beneficial and appropriate effect and I would like to see the restriction remain on a permanent basis.

If the Belvedere Drive restriction is made permanent, it would obviously be appropriate and fair for the Belvedere Grove restriction to remain as well. If the restrictions are to be made permanent, they should be constructed with more durable materials, as the temporary structures have been regularly knocked over by impatient/aggressive/careless drivers.

Belvedere Drive - support

We have lived in Belvedere Drive since 1978. Over the years the use of the road as a cut-through or rat-run has increased hugely. We were very pleased when the experimental traffic controls were brought in earlier this year, and, although it is probably not true to say that the number of cars passing through has greatly decreased, there have been many fewer lorries and other large vehicles, which has lessened the noise and also the vibrations caused, particularly by lorries with skips on board, that go over small bumps in the road with an incredible clatter. Most of these have now disappeared, which has been great. Many cars still speed up once they have come through the narrow opening, but the forced slowing-up needed as you enter the road has, I think, made drivers a little more careful. It seems to me that it would be a great shame if the controlling barriers were removed, unless another solution were found, which was as effective or hopefully more effective in reducing the amount of through traffic.

Belvedere Drive - support

As a long term resident of 5 Belvedere Drive I can assure you that the width restrictions in Belvedere Drive, although having initial teething problems ie wrong width and obviously idiot contractors, are absolutely wonderful. My house no longer shakes with the vibrations of too large vehicles and skip hauliers rushing up and down the road. It's quieter in the morning and all those on school runs can easily get their cars through. And it is beginning to get through to the truck drivers that they can't use Belvedere Drive or Belvedere Grove. The beginning of the queue problems were because of the trucks not realising they can't use the road anymore so had to turn round. The queue in the morning is just cars and literally are only for a very small space of time. It has always happened anyway particularly because of the huge trucks blocking the road. So PLEASE keep it as a permanent restriction.

Belvedere Drive – support but...

I support the principle of width restrictions in the Belvederes in order to slow and reduce traffic flows. The current trial however is flawed and has been since a week after installation. The planters have been shunted and moved by heavy vehicles so the widths are now not as intended for the trial. I have reported this to the Council several times but no corrections have been made. The widths need to be re-instated for any trial to be tested properly. Any restrictions, adopted after the trial (or before) should be improved in the following way:

1. Flower beds and restrictors are too low so you can't see them as you pass through
2. Restrictions should be lit at night.
3. Warning signs to the restrictions are poor. Belvedere Grove, heading towards the hill, you can't see the directional sign until too late as a tree blocks the sign. No clear signage early enough from Belvedere Avenue turning onto Bel. Drive towards hill. Skip lorries and delivery lorries get down the road and then

have to reverse out.

4. Position of the Bel. Grove restriction to be re-thought. Turning right into Courthope road is near impossible, blocked by traffic queuing to go through restrictions.
5. Restriction designs to be more similar to Burghley Rd but with the tighter width.

In any event, 20mph should be adopted on ALL this grid of roads. 30mph is an unacceptable speed on these residential roads.

Belvedere Drive - comment

I am writing about the width restrictor which has recently been installed on Belvedere Drive. It keeps getting knocked by vehicles and so the gap is about 8.5 feet rather than the 7 feet it should be. I think it is quite dangerous (especially at night) as it is not very well lit. Also, as it is experimental, then presumably data is being collected about traffic volume. This data is meaningless unless the width restriction is of the correct size. I appreciate that it is a measure to help reduce traffic in our area and I am grateful for this. However, I think a better design is required.

Belvedere Grove – Against

I've lived in this road for the last 5 years. There has never been an issue with traffic on this road. Why you have decided to put width restrictive plant pots in the place, I have no idea. Its the most ridiculous waste of time and money. You have now clogged both Belvedere Grove AND Courthope Road, causing excessive traffic because nervous drivers simply struggle to get through. The pots have been hit several times already and people are honking their horns in frustration on a very regular basis. Having spoken to other residents, I can't understand why it's been done at all. Nobody has asked for it. Its ridiculous. Please remove it.

Belvedere Grove - concerns

Belvedere Grove is one of the roads that comes off the roundabout at the edge of Wimbledon Village, before you go down the hill into towards Wimbledon Station. Unfortunately, for the traffic coming along Ridgway our road is the natural route to take if you are heading down towards Southfields or Wimbledon Park, as it is more direct and avoids the traffic lights on the High Street. And coming from the direction of Southfields and Wimbledon Park, with Ridgway the obvious route to the A3 it also attracts a lot of traffic going the other way. The simple summary is that for a road classified as residential, it attracts an exceptionally high volume of traffic. I thought that there were limits to the amount of traffic that residential roads were expected to take. I thought that they were predominantly supposed to be used for traffic generated from the immediately surrounding roads, and with the volume of cars that is definitely not what is happening at the moment. Could you please advise.

I am asthmatic and my eldest son is asthmatic... and the traffic is so heavy that I can smell the car fumes in the air at times during the day.

The council has installed a width restriction on the road and we are grateful. But it doesn't seem to have discouraged people from using the road. Instead it seems to cause a backlog of cars around the restriction, and I think that cars waiting and then accelerating off actually increases the amount of fumes that are generated. Although to be fair it will have slowed traffic on the road down. Please, please, please do what you can to reduce the traffic on the road to that appropriate with its residential status. My suggestion for what it is worth, is to turn the road into a cul de sac. I will leave the issue with you. But would very much appreciate the opportunity to speak to someone about it.

Belvedere Grove – dissatisfied

I understand that you are currently undertaking a consultation in respect of the temporary road width restrictions in Belvedere Grove and Belvedere Drive. With reference to your consultation I comment as follows:

1. There is a problem in Belvedere Grove and Belvedere Drive (as well as in the other roads which together with the two before mentioned make up the Belvedere Roads) of traffic volume caused by road users

- (principally from outside of Merton) using the Belvedere Roads as a rat run to avoid Wandsworth town.
2. It is my view that:
 - 2.1 the road width restrictions have had barely a marginal effect on this volume; and
 - 2.2 the time has now come for the introduction of a relatively small number of banned turns within the Belvedere Roads supported by cameras. Such banned turns will deter road users using the Belvedere Roads as a rat run. Further cameras and the fining of infringers of banned turns is likely to result in a revenue stream for Merton.
 3. The width restrictions have resulted in a few road users not using Belvedere Grove and Belvedere Drive being users of very large vehicles. However, it is also the case that the almost constant repair of the width restrictions since they were installed also shows that many other users of such vehicles have attempted to pass through the restrictions!
 4. Before the width restrictions were installed there was **not** a traffic speed problem in the Belvedere Roads. It follows that as there was not a problem, the restrictions have not needed to provide a solution.

Belvedere Grove - support

As a resident of Belvedere Grove, I am in favour of the concept of width restrictors currently being trialled. Unfortunately the temporary width restrictors have been hit by motorists (I saw one van deliberately shunt one) and are also not very visible, but they have contributed to a reduction in traffic on our road and cars are definitely slowing down, making it easier for my three children to cross the road in safety. I would be in favour of keeping width restrictors and reducing the speed limit to 20 mph since this is a residential road and not the rat running thoroughfare many motorists seem to think it is.

Belvedere Grove - support

Please note this firm polite vote in favour of the URGENTLY NEEDED WIDTH RESTRICTION Once the posts are immovable & permanent The signs are clear & not tree restricted We thank you for this VERY LONG OVERDUE TRAFFIC CALMING.

Belvedere Grove - support

we are very much in favour of the current trial with the narrowing of Belvedere Grove and would welcome if it were to become permanent. Our experience as residents has been that nearly all heavy vehicle traffic has disappeared, apart from the refuse collectors and some odd trucks serving some building sites. Without having access to counting results in respect of the number of cars travelling though our road in comparison to earlier figures, our subjective feeling is that we have lost some of the rat running traffic. It feels a bit quieter overall. We still have a problem with the speed at which some cars accelerate though the street until having to slow down for the narrow part, which leaves it as dangerous as before.

Belvedere Grove - support

We write with regard to the consultations on the width restrictions in the Belvedere Roads. We are residents of xx Belvedere Grove. We note that there has been a 6.5 percent reduction of traffic in our road and we welcome this as it has reduced the heavy vehicle traffic but sadly not the white vans. We consider that the width restriction should be preserved and that further width restrictions should be installed in the Belvederes together with other measures to curb the amount of traffic passing through the road. Speed bumps may be a consideration. In the circumstances we would ask that the restrictions be kept and further action be taken to restrict the amount of traffic using the Belvedere roads.

Belvedere Grove - support

We are weary of waiting for anything at all to help.....SO.... this long overdue width restriction from which our bed is less than 30 feet away & has been for 30 years plus SO please leave it there, it works perfectly by all means fill it with plants securely attach it but if you care about the job it is intended to be doing take a seat beside it at 630 AM stay until 11AM any weekday you will see every aspect of speeding, courteousness & impatient arrogance IT WORKS..WHITE VAN MAN versus school run mum all of whom live miles & miles away hate it but will now avoid it...IT WORKS leave it alone. we do not tell the Belvedere Drive residents what we think of their problem or Lancaster Rd B.E.R.A (OR NEW B.E.R.A !) members what they should be doing...IF, WE, do not like new restrictions elsewhere we avoid them. let all the above ESPECIALLY including all opinionated NON RESIDENTS of this road LEAVE US IN PEACE it's been a long wait our prayers have been answered..it's great..nice trees too..some attractive planting & bingo a job well done.....LEAVE IT

ALONE.... WE FINALLY GOT WHAT WAS SO BADLY NEEDED.....

Belvedere Grove - support

We live at xxxxxx Belvedere Grove and have previously written to councillor Judge about the speed and volume of traffic on Belvedere Grove which is supposed to be a residential road. We are very supportive of the width restrictors that have been put in place. Our perception is that it has reduced the level of large vans and works traffic in particular which used to use the road dangerously. It would be a great next step to institute more permanent restrictors that cannot simply be driven over and damaged by vehicles passing at speed.

Councillor Judge proposed some years ago the introduction of a 20mph speed limit. This is already in place at the top of St Marys road. A similar arrangement should be put in place in the Belvederes to address the speed of the cars which still pass through. Thank you for what you have done so far in making the area safer for pedestrians and returning the road to a level of traffic consistent with a residential road.

Belvedere Avenue - comment

I understand that the Consultation period is due to close regarding the width restrictors on Belvedere Grove and Belvedere Drive.

We have not seen a noticeable decline in traffic volumes however, the restrictors do appear to have prevented the majority of large lorries travelling through the Belvederes.

Speed was never an issue in the Belvederes and there doesn't appear to have been any change. The Council has established (and it is widely recognised) that there is a problem with the vast amounts of traffic travelling in the Belvederes which are designated " Local Access Roads" . We look forward to seeing the next proposal to solve this issue given that the width restrictors have not worked. Banned turns appear to be in the next logical step.

Belvedere Avenue – Against

I live in Belvedere Avenue and am very concerned about the new width restrictions. I have never supported the introductions of width restrictions and do NOT want them. They are also far too tight and the impact is to make an already exclusive area almost into a gated development.

London has small streets and works well precisely because of the free passage around the streets. generally free passage. These particular restrictions have been VERY poorly conceived. They are ridiculously narrow (much, much narrower than other width restrictions in roads such as Burghley Road and cause tail backs. They became scratched and scraped after only a few days and have already had to be moved back several times. We have recently needed to use the emergency services as one of our children suddenly became seriously ill, I dread to think what might have happened if they had been delayed by the build-up in traffic caused by the width restrictions.

I realise that you can never please everyone in your job (!)(but I cannot think these are good for the Village generally. What would be much more sensible would be a 20 MPH speed limits in the Village area including Church Rd for the safety of pedestrian as well as road users and emergency vehicles.

Alan Road - support

I live in Alan Road, and work from home. In my view the present traffic restrictions have been a huge success. I know this view is not universally shared, and indeed New BERA has conducted counts which suggest this is not the case! But my perception is that traffic has been calmed during the peak hours, because the queuing at those times has slowed everyone down and undoubtedly some drivers are now using alternative routes.

Speeds at those peak times are much slower than they were before restrictions were put in place. I see traffic outside our house at all times of the day as I work irregular hours. The number of speeding drivers appears to me to have reduced since the calming measures were introduced. I think it might also help if 20mph speed limits were applied across the Belvedere area.

I sincerely hope that the present traffic restrictions will be retained in their current form, and see no need for additional measures (unless in the nature of 20mph speed limits across the zone).

Alan Road - Support

I write in support of the width restrictions in Belvedere Drive and Belvedere Gardens. They have reduced traffic speeds and, slightly, amounts of traffic - particularly heavy skip carriers etc. I would like to see such restrictions installed in Alan Road to reduce speeds and heavy vehicles.

Alan Road - support

Irrespective of the impact on the overall volume of traffic (which appears limited), the width restrictors have stopped nearly all of the skip and other large lorries that routinely used our roads as a commuting rat run. It should be noted that these were lorries already banned under the weight limit that has never been enforced.

I therefore support the width restrictors being made permanent and look forward to the council's next proposals to more significantly reduce the volume of traffic along our roads and advance their own stated objective to return through traffic onto the distributor road network. There are many low cost and simple solutions that have been suggested over the years and, in some cases, proposed by independent third party consultants. Could one of these not at least be trialled?

Church Road - Against

I am responding to the consultation regarding the "pinch points" experimentally installed in Belvedere Grove and Belvedere Drive. I understand that the consultation period was extended until December because the narrowings were, initially, incorrectly installed.

My basic view on this experiment is that the structures are both unsightly and an unnecessary restriction on the free flow of traffic as well as being costly for the Council to maintain given the damage frequently caused to the posts. The traffic in Church Road has increased substantially which was probably the purpose of the experiment made to satisfy a small number of residents in the "Belvederes" several of whom have now moved away. It should be recognised that, whatever the formal designation of these roads - be they local access roads or local distributor roads - ,they are all residential roads with houses in Church Road housing just as many young children as in the Belvedere roads - probably more.

Having said this, if the Council concludes that the experiment is a success, however this is measured, I would not object to it becoming permanent subject to the following:

- * the road narrowing in Belvedere Grove at 6'6" should be widened to at least 7', which is the normal minimum width in other parts of the Borough. Preferable still would be to use the structures and widths adopted to general satisfaction in Burghley Road.

- * the speed of traffic in Church Road can be extreme and I would urge the adoption of a 20mph speed limit in the north Wimbledon area whether or not physical methods of speed restriction are introduced.

- * given the huge expense that the Council has incurred over nearly 10 years in trying to satisfy a very vocal minority in the Belvederes, I would like the Council to state explicitly that no more such measures as the pinch points will be considered for the foreseeable future

Church Road - Against

I am writing to oppose very strongly the road narrowing in Belvedere Grove and Belvedere Drive. Our opposition is based on the fact that all the heavy traffic is now diverted to Church Road. We have already suffered for years from this, and it has been increasing rapidly. Have you considered that it is a bus route as well?

This selfish attitude of the Belvedere residents is unacceptable, and we are completely against the new proposals.

You say it is only temporary, but please DO NOT make it permanent. It is a very unfair situation for us all.

It will mean parking in the village will become congested and that will mean less customers for the retail trade. The village never recovered from the confusing parking restrictions in Church road, and when all is said and done you will kill the village. Is that what you want?

Church Road - Against

We are residents of Church Road and as such have suggested a 20mph limit on repeated occasions over the last 5 years. We feel very strongly (and have emphasized this in all previous consultations) that there should be a 20 mph speed limit restriction, with full traffic calming devices, in the portion of Church Road between Wimbledon Village High Street and Burleigh Road. This section of Church Road is mainly residential with very

narrow pavements. It is used heavily by pedestrians, often the elderly or mothers with young children. Traffic is heavy and given the speed at which cars, lorries and vans drive along this part of Church Road without any regard for the current 30mph limit, it is an accident waiting to happen.

Secondly, the new width restrictions in the Belvederes appears to be making the traffic density even worse in Church Road. Why should the Belvederes get priority treatment over a busy road such as Church Road?

Finally, we believe the best solution would be to introduce a 20 mph limit over the whole area as has been implemented by a number of other London Boroughs. However, we understand that such a wide-ranging policy might take a while to adopt but in the meantime we would request your urgent action with specific regard to the above-mentioned section of Church Road. We trust you will give this matter your full and rapid attention.

Church Road - Against

I did not support the road narrowings and wrote to say so when I lived in Belvedere Drive (where I lived for 15 years) I have recently moved to Church Rd and am still of the same opinion.

I continue to use both roads as regularly as before and as far as I can see the narrowings have had no appreciable impact other than being irritating, causing occasional tailbacks and being regularly damaged or knocked down.

From the 'break away' resident association meetings it is clear that a small minority of vociferous residents have pushed for traffic restrictions for many years. We lived on the 'cut through' in Belvedere Avenue and the traffic really was not an issue. My parents used this as a route through in the 60s, 70s and 80s and I and my wife did too in the 80s and 90s until buying a house right it. The roads have been used in this way before the current residents moved in and objections are founded on 'mimbyism'. London roads carry traffic! And traffic is increasing everywhere. There also frankly no really sensible alternative routes that won't clog up the Village even more than it is already. I do hope that this long running waste of Council time and money can be stopped once and for all.

Church Road - Against

I am emailing you to disagree thoroughly with the narrowing of the roads above.

Not only are the boxes hideous, but this extremely selfish proposal has lack of vision.

Some residents tried to make the Belvederes a special place years ago, and in the end, lost their quest. Why should The Belvederes consider themselves so special?

Church Road is a main road, but the amount of extremely heavy traffic now coming down that road is, never the less, out of proportion.

All these roads are part of the community and should be treated as such.

I beseech you not to let this plan be finalised, in fact, I hope you will abolish it straight away.

Church Road - Against

I am writing again to ask you to remove the road blocks in the Belvedere Roads.

After most residents in this area wrote objecting to the structures, they went ahead and put them up anyway.

The result has been that they are bashed about, unsightly, and have caused Church Road to become more prone to traffic jams. The heavy load of traffic is unbearable and unnecessary if the Belvedere Roads took their share of the traffic and you removed the blocks.

Church Road - Against

We are writing to express our concern at the experimental width restrictions in Belvedere Grove and Belvedere Drive.

Driving around our immediate roads has become a true headache. The width of the restrictions is not even as narrow as the proposal and still they are very difficult to negotiate. The result is very long queues and dangerous and difficult parking in the remaining parking bays in Belvedere Grove in particular. The road is not wide enough to accommodate the traffic going through the restriction, the waiting traffic, and the cars trying to park in the metered bays.

We doubt that this scheme has eased the concerns of some residents around the Belvederes that wished for

less traffic in their roads. There may be less traffic, but it will certainly noisier and more inconvenient for them. It feels more congested to us. If indeed the traffic has been reduced in their streets, surely it has been pushed to Church Road, where we live, which is hardly best equipped to take more traffic when it already has buses and heavy lorries going through it.

We live in an urban village environment and just closing or squeezing some roads simply moves the problem to the neighbour. Traffic has to pass around and through the village, and we should all share the burden.

We are also worried for the businesses in the village who clearly depend upon available metered parking near the high street. As recent history has shown, the parking limitations introduced, and now removed, in Church Road, had very negative, swift, and permanent consequences for the high street businesses. The experimental width restrictions have eliminated parking places again for people wanting to use the high street. For the sake of the high street we urge you to reinstate the parking and cancel this experiment as soon as possible.

Lastly, we wonder what plans there are for the flow of traffic during the Wimbledon Championships when Church Road becomes one way in the evenings. Will it mean that the Belvederes will also become one way? In that case, the current queues at the width restrictions could become unmanageable. Please stop this experiment as soon as possible.

Woodside – Against- concerns

The restrictions of access in Belvedere Grove and Belvedere Drive where these roads meet Wimbledon Hill Road. These changes have displaced south-east-bound traffic (including larger vehicles), diverting vehicles further down the hill or across St Mary's Road and right turn into Woodside. The majority of the southbound traffic has turned right into Woodside, towards the Broadway and Worple Road. The impact of the restrictions in the Belvedere area is mostly felt on Woodside and the neighbouring 'finger roads' of Parkwood, Springfield and Rostrevor Road.

Normally the council bans the 'No right turn' but in the case of Woodside and due to Width restrictions in Belvedere the council has allowed Heavy duty vehicles and large vans taking right turns from St. Mary's Road into Woodside at its junction with Wimbledon Hill Road /Broadway/Worple Road. This is apart from the large number of vehicles turning left from Wimbledon Hill Road into Woodside at its junction with Alexandra /Leopold road. The majority of the southbound traffic has implications mainly on Woodside and neighbouring roads in the Wimbledon hill area Woodside.

Residents within the Belvedere's and other areas with vehicles larger than the width restrictions are using Woodside as a rat run. While the lucky residents within the Belvederes now have fewer vehicles on their roads (including large vehicles), this traffic has been diverted to Woodside and neighbouring roads Restricting large vehicles in the Belvederes and diverting it into Woodside and other neighbouring roads, in other words-just diverting larges vehicles traffic from one residential road to other residential roads. Where is the logic?

Woodside which is part of the hill side ward considered historically and geographically part of the town centre similar to the roads in the Trinity ward area(Kings, Princess, Queens and South Park road) unlike Belvedere Grove and Belvedere drive which are part of the village.

Woodside is purely a residential road. Woodside is not affected only from Wimbledon Hill road but also from St.Mary's due to the major steps taken to restrict traffic in the Belvedere area. Woodside should be protected from both directions.

I find that a sad outcome, given the clear results of the consultation. The result (July 2012) was:
83.7 % rejected the proposal 5.0% were not Sure 11.3% supported the proposal.
Nine resident associations also have rejected the proposal.

A unilateral decision was taken against Hill side ward (Mainly Woodside) by Council Andrew Judge labour spokesman on environmental issues supported by Stephen Alambritis leader of the council.

1) According to my records the traffic weekly volume in Woodside Pre September 1992 was approximately 800 Northbound and 800 Southbound making a weekly total of 1600 vehicles(similar to South Park road).

2) According to Traffic Engineer (WA) e mail dated 11th February 2011, the North Bound figure is showing 4506 While the South Bound figure is showing 7124 making a total of 11630 (please refer to valid reason for increase of traffic provided in Part 1). These figures were much higher prior to the arrangement of the traffic island at Woodside/Mansel road junction at Wimbledon Hill road.

3)The total weekly figure taken from 12th January TO 18TH January 2015 showing 6677 North Bound and 7217 South Bound making a total of 13894. Please note there is an increase of approximately 48% of the traffic towards North bound (please refer to valid reasons for increase of traffic provided in Part 2 and 3). I understand there is a natural increase in traffic volume but there must be a limit to it when it is only affecting Woodside.

4) The total weekly figures according to my estimate from 12th March TO 18th March 2016 showing 8146 North Bound and 8010 South Bound making a total of 16156. Please note there is an increase of approximately 22% of the traffic towards North bound and 11% south bound making a total increase of 33% within 9 months period.

Since July 2011 to March 2016 the traffic level increases to 8146 from 4506 Northbound. (82% increase). While south bound showing increase to 8010 from 7217 (11%) increase. These are results of the measures taken in July 2011 and June 2015.

A unilateral decision was taken against Hill side ward (Mainly Woodside) by Council Andrew Judge labour spokesman on environment I issues supported by Stephen Alambritis leader of the council

I am not exaggerating matters.

To ascertain my statement a new survey can be conducted opposite 62 Woodside using the same methodology as the pre-wave. We need to agree suitable dates to conduct 'replacement' research, if indeed data for 19th September 2015 to 25th September 2015 is lost for Woodside.

The impact on Woodside due to the restrictions in the village, increased volumes includes many large vehicles including HGV, heavy constructions vehicles, vans and other large vehicles probably being diverted from Belvedere Grove and Belvedere Drive. Further concerns are about speeding large vans and heavy duty vehicles. These vans and Lorries are meant to be on distributor roads and not on Woodside, a residential road with thousands of pedestrian commuters, Tourists locals 'workers, and school children and their families. We are very concerned about safety here, and since the width restrictions in the area, three signs and bollards have been knocked over by speeding vehicles.

Woodside - Against

I was wondering if you had had any feedback regarding the new width restrictors in the Belvederes. I have never seen such chaos in the area in the 30 years I have lived in Wimbledon. It seems they are totally counter-productive and whereas before traffic flowed easily it is now taking 5 minutes to pass through one set of restrictors at certain times (this Friday at 3pm). I am a local resident and this has made the area far more congested. I feel it make more sense to allow the traffic to enter and exit the village without impediment. I also note the design of the planters makes passing through them very perilous. You have to open the window and lean out to see whether you are clear of them. The one by NatWest Bank has already been damaged, with splintered wood and soil everywhere. This is a particular hopeless and ill-conceived plan, and it is hard to believe the consequences are what were intended.

Woodside - Against

I would like to object strongly to the current width restrictions on Belvedere Drive and Grove. I live locally and drive a wide car. These width restrictions are much too narrow and I have great difficulty in getting my car through. I don't have any problems with other less narrow restrictions including the one on Woodside which I drive through easily most days. Also due to the narrowness the bottlenecks that are created can often stack back to Wimbledon Hill Road which in my view is dangerous. Please remove these restrictions asap!

Woodside – Support

I recently received a letter suggesting I contact you about the new traffic restrictions. I live on Woodside, own a car and often walk up to Wimbledon Village through the backstreets. I appreciate controls that help keep heavy traffic on main roads, away from residential streets. I hope you will keep these restrictions as they encourage drivers to keep to main roads, particularly if they own large vehicles.

I have seen some drivers struggle with the width restrictions but I hope you don't cave in to pressure from these people. Drivers incapable of controlling their vehicles should not be on the road. Finally, thank you for installing these traffic management controls and making the area I live a more pleasant place to walk.

St Mary's Rd- Against

OBJECTING TO WIDTH RESTRICTIONS Belvedere Drive/Belvedere Grove Belvedere Drive

Since the restrictive bollards were put in, I have witnessed but failed to photograph as I felt it rude, an ambulance taking a very long while getting through. The co-driver was out on the street gesturing with his hands how the driver should bring the ambulance through. They would have had to do the same to leave the area as well or taken another route. I have also seen two stretch limousines back up onto the hill. They started driving down Belvedere, realised they couldn't get through, had to manoeuvre backwards onto the hill. Two cars in a row. Not very safe on any level.

Belvedere Grove - I think the constrictions there are not very safe at all considering you have lots of parked cars, a three way junction and the restriction is not seen very clearly so is stumbled upon too late to allow the cars to position themselves properly. And as we all know that not all drivers are considerate and able, it does not make for a constructive scenario.

St Mary's Rd- Against

As a resident of St Marys road I would like to understand why you have installed "traffic calming" barriers on the West side of Wimbledon village. I had presumed that the "movable" barriers you originally installed would prove that the system was unnecessary and that it would end at some stage. Not so the barriers have been erected that having the effect of bringing traffic to a standstill and increasing journey times. Furthermore my own house is opposite a "narrowing section" of the road that forces traffic coming down the hill to swerve towards my house. The curve of the road and the camber of it is such that vehicles are projected towards my front gate. Rather than slowing vehicles down a driver can instead swerve away from the obstruction without reducing speed and thus endanger pedestrians on the footpath.

St Mary's Rd- Against

I write in relation to the above road width restrictions and wish to lodge my objection to them - they are causing untold damage to cars scraping through them and to my mind seem to serve no purpose other than to cause traffic to back up onto Wimbledon Hill Road (as it tries to turn left onto Belvedere Drive) which in itself is even more of a traffic problem and a potential cause of accidents. I understand you are running a 6 month consultation period for this new scheme and therefore do wish for my objection to be formally acknowledged.

St Mary's Rd – support & dissatisfied

I am writing with regard to the width restrictions in Belvedere Grove and Belvedere Drive. I believe that the restrictions have somewhat reduced the traffic volume on both roads, however they have not necessarily

reduced the road speed as the restrictions are positioned at the end of the roads and cars are able to speed up once through the restrictions. Therefore I would be interested to know from the council whether the restrictions are aimed at reducing the speed or the volume of traffic, and therefore it is hard to judge whether the measures have been a success or not. I feel that by not setting success criteria at the start of the project, the aims are not transparent. If the restrictions are to remain, I have a number of issues with the detail of their implementation:

- the barriers are unsightly

- the width restrictions should be changed to be consistent at 7 foot width each, to reduce the damage to vehicles and enable ambulances to travel through unhindered

- speed restrictions should be introduced in Church Rd to counter the knock-on effects of increased traffic on that road. A 20mph speed restriction on that road would be well received by many residents, who believe that the speed and volume of traffic on Church Road is dangerous on a narrow road with narrow pavements.

St Mary's Rd - support

As the period of this experiment draws to a close, I sense that it will be deemed to have been successful. Successful, equals:

- Reducing the total volume of traffic using Belvedere Grove (BG) and Belvedere Drive (BG) and preventing large vehicles from using BG and BD. Such vehicles have to use other roads in the vicinity of Wimbledon Village but not to the point that, for example, Church Rd becomes a nightmare for traffic and residents. The recent traffic counts and residents' responses in directly affected roads will be useful in gauging the impact of the experiment.
- Enabling local residents to use roads in the Belvederes reasonably easily. This experiment was a compromise between those residents in the Belvederes who had campaigned for roads in the Belvederes to be closed to through traffic and local residents who wanted no traffic restrictions.

As a daily user of these two roads, my concern is the high frequency that the constriction posts in BG and BD are seen to have taken hits – this must be many times a week, they are rarely all straight.

You could say that drivers should be more skilful in negotiating the constrictions but the damage caused to cars by the posts on these two roads must be costing drivers lot of money and costs Merton something to keep resetting them upright so you could also conclude that Merton has introduced a driving hazard. This was the case about two years ago with the bollard that was installed outside Elys where drivers turning right off Wimbledon Hill Rd into Worple Rd, frequently, as in about 30 times in a couple of months, hit this bollard severely damaging their cars. This bollard was eventually modified (raised) to give drivers better sight of it. .

I wonder if the posts in BG and BD could be made more driver friendly (perhaps less restrictive, perhaps softer material) and hence reduce the maintenance costs associated with continuously having to straighten them?

Leeward Gardens - Against

We spoke recently about the temporary installation in Belvedere drive. Whilst we could tolerate this unsuccessful measure, my wife and I are angered by its replacement.

I drive an Audi Q7 and live in Leeward Gardens. The installation of the width restriction on Belvedere Drive leaves exactly 6cm either side before I scrape the alloy wheels of my car on the over-sized curbs. My regular commute takes me along Ridgeway in the direction of the A3 and it is outrageous to think I am now trapped in Leeward Gardens with only the most absurd route out. To get to Ridgeway I now cannot exit via Belvedere Drive or Belvedere Grove. If I take Woodside there are very slow traffic lights and only give me the option of turning left towards Wimbledon town and then a further set of traffic lights before turning right onto Worple Road and then having to drive back up the hill to join Ridgeway. My only other alternative is to drive up Belvedere Avenue, left along Church Road, back down the High Street and right onto Ridgeway – again a very

slow option and adding to the traffic in and around the High Street.

I appreciate there has been much consultation regarding possible solutions to traffic calming in the Belvederes but I honestly fail to understand how this width restriction can be the correct answer. Speeds humps, chicanes, speed restrictions, priority passing (as found on St Mary's Road) – yes, but the width restriction serves little more purpose than to restrict residents access. It is extremely difficult to pass with 6cm either side of the wheels and my alloys were damaged at the very first attempt. I will be pursuing the council for damages. This point is further demonstrated by the immediate damage that has taken place to the bollards and curbs.

I wish to protest in the fiercest possible way against this installation as we feel like prisoners in our own road. I happily accept that an Audi Q7 is not a small car but it is a standard road car and not an uncommon sight amongst families in the Hillside Ward. I am not entirely sure what vehicle this restriction is trying to prevent but it certainly does not go to the heart of the issue – the fact that these roads can be used as a cut-through by speeding vehicles. Vans and trucks will still happily pass through (generally without expensive and easily damaged alloy wheels) and I have never been aware of an issue with much larger vehicles that would actually be restricted by the installations.

Please register my objection and I would appreciate you confirming the timeline for future consultation on this 'temporary' installation and who I should contact about claiming compensation. I can only imagine there are numerous residents that share my anger.

Leeward Gardens - Against

I live in Leeward Gardens SW19 7 QR and would like to register my protest against the traffic management order implemented. The barriers are too narrow, cause traffic disruption and have at-least on two occasions caused damaged to my car. I also think that they have constituted a safety risk as people have to brake suddenly on the turn and will cause an accident. It is also worrying that given the percentage responses it is clear that ~ 13 respondents can cause so much inconvenience to so many. I also question the conclusion that they are Strongly in Favour! If after this review, the council does plan to keep the barriers could you please advise me for my avenue for protest.

Leeward Gardens - Against

I would like to put on record my concerns about the new width restrictions, erected recently at the junction of Belvedere Drive and Wimbledon Hill Road SW19. I do not believe they are necessary and cannot see what Merton Council is trying to achieve by having the restrictions in place. I have seen 3 or 4 cars waiting to pass through the restrictions from Wimbledon Hill Road (cars give way to vehicles approaching along Belvedere Drive), causing turning traffic to slow abruptly or stop on Wimbledon Hill Road. I was cycling home on Tuesday, coming down Wimbledon Hill Road and turned into Belvedere Drive. I was confronted by a stationary line of cars in the middle of the road, waiting to pass through the restrictions, and had to brake very sharply. I only narrowly avoided an accident. In addition, the post and flower containers have already been hit by vehicles on a number of occasions, causing unnecessary and avoidable damage. I believe the restrictions are temporary, whilst an assessment is undertaken. Please can you confirm what the plans are for these restrictions and how long they will be in place.

Highbury Road – support but dissatisfied

We are writing with regard to the Belvedere Grove/Belvedere Drive Experimental Scheme and wish to voice our strong objection to the size of the current width restrictions in these two roads. We have no objection to the restrictions themselves, but by making them of different widths they re-distribute traffic unfairly. This is made even more evident as residents are routinely widening and/or narrowing them as they choose which has the effect of channelling traffic one way and then the other depending upon who last moved the restrictions! The only way adequately to deal with this, and deal with it fairly, is for them to be of the same size. In our view, this

should be at the 7' size, not 6'6" as this is more suitable both for emergency vehicles and family cars whilst deterring larger vehicles.

Highbury Road –Dissatisfied

We write with regard to the experimental width restrictions in Belvedere Grove and Belvedere Drive. We regret to see that the scheme has been very poorly implemented and we'd like to make the following points:

1. The restrictions in Belvedere Grove and Belvedere Drive should be of the same width to prevent new "rat runs" being created by unequal restrictions thus ensuring that all roads in the Belvedere Estate are treated equally.
2. The current restrictions/planters look a mess. They are not at the specified widths as they have been repeatedly hit by vehicles and moved out of place.
3. The current scheme will not give an accurate picture of any impact the experimental restrictions may have on traffic flow through the Belvederes, although they may already be preventing larger lorries/coaches from travelling along the Belvedere roads at present, and that is a very good thing.
4. It is hard to see who has priority at the restrictions when heading southbound down Belvedere Grove, as a large conifer is overhanging the pavement and blocking sight of the priority sign, and this is causing problems with the flow of traffic.
5. Regrettably, the existing restrictions do not appear to be curtailing the speed at which vehicles travel along the Belvedere Roads (Highbury Road, in particular, is plagued with speeding vehicles).
6. In addition to equal width restrictions in Belvedere Drive and Belvedere Grove, we would also like to see a 20mph zone implemented across the Belvedere Estate.

Lancaster Avenue – Against

The width restrictions in Belvedere Avenue are too narrow. I would urge you to widen them. I have a small car and it can pass through but when other cars pile up in front of the access reducing the space to centre the car and there are cars behind one there is a likelihood of scraping the side of the car which happened to me last week. Hitting the tyres on the raised sections causes punctures and frayed tempers I have heard of many similar problems for other motorists which are expensive and a nuisance to rectify. Please would you note my objection to the existing scheme

Lancaster Gardens - support

The experimental width restrictions have been in place now for some months. As a cyclist, I am keen to avoid the main roads which I find intimidating and so frequently cycle along the Belvedere roads. I am in favour of maintaining the width restrictions, as they seemed to have slowed down the traffic a bit and reduced the volume as well. Also, given the long dispute over restricting traffic in the Belvederes, the width restrictions seem to be a good compromise.

Ridgway - against

I would like to voice my opposition to the experimental road restrictions on Belvedere Grove which has been implemented with only consultation of the residence in the Belvedere area. This is a public road and the public should have been consulted as well as local residents. I have lived in Wimbledon for 25 years and regularly use these roads. It is unfair to favour the views of a group of residents over the greater good.

I was shocked to see a mature tree was removed to accommodate the raised planter beds although this is meant to be a trial. Anyone who has had dealings with the Merton Council tree preservation department will know how impossible it is to have any trees removed even in valid circumstances and yet a healthy mature tree was sacrificed for a trial. I have observed over the weeks since the raised beds were installed, the lack of planting of the beds and also the amount of damage which has been sustained to the wooden planters and

also the width restricters. This would mean there are also many vehicles with equal damage. I demand a full consultation into this traffic scheme as it affects the greater Wimbledon Village Area.

I have been waiting for a reply to my email which you will find below regarding to width restricters in Belverdere Grove. I have since found the documents online with regards to the temporary scheme which was implemented in July 2015. The experiment was meant to conclude after 6 months in Dec 2015, however there are no conclusions on the website. I noted there was 63% (352 people against the scheme and only 21%(121 people) for the scheme during the original consultation and yet the council have spent an extraordinary amount of money on a badly thought out test which is blatantly a failure on many levels.

I note since my last email on 29th July, the bollards have been hit again with such force 2 have been removed from the ground, and replaced 12" further away from the edge of the traffic island. This does not help as drivers will think the width is 7' not 6' , which could cause damage to a vehicles tyres and suspension when they line up centrally to pass through the width restricters . Merton council is liable for any damage to vehicles as this is not legal and the experiment period has passed without a decision.

This morning the newly reinstalled width restricters have been hit again on the side closer to the edge of the traffic island proving my point.

Width restricters are legally 6'6" or 7' not 6' as has been installed by Merton Council on Belvedere Grove.

I would like to know

1. Why have my emails not been counted in representations against this scheme. I have written twice and yet not received a reply to either email.
2. How much has been spent on installing the wooden planters, removal of the wooden planters, installing 4 bollards on 2 traffic islands and the repair of these bollards every 2 weeks when they are hit by a vehicle.
3. Has a final decision been made on the experiment to try this traffic control scheme and if so when was it. If not why not and when will it be resolved. Will the public be invited to contribute their opinion.
4. Why was a perfectly healthy tree removed from the pavement for this experiment which could be temporary , depriving the public of a social amenity. Had the council already made its mind up on the "experiment" and had always intended to leave the bollards in place from the outset.

I am hopeful that my points will be taken into consideration by the powers who will decide on this consultation.

Many more people objected to this scheme than supported it but only the Belverdere residence were taken into consideration. If my letters had been received , why were they not acknowledged. I know of a few other people who also wrote but received no acknowledgement. How do we know what the public thoughts were. During a planning application letters for and against are published on the website. I only knew this scheme is an experiment after I was told by a friend and finding the info online was not easy. Has a public notice been posted at the site ?

You may believe the constant damage to the current bollards is due to bad driving but moving the bollards to 7' and leaving the islands at 6 1/2 ' berms drivers are mislead into thinking the width is wider than it actually is causing damage to cars & bollards.

Wimbledon village is made up of many more people than the few who live in the Belverderes and I ask the council to listen to the majority.

On behalf of Murray Road North RA - against

I would like to draw your attention to the ridiculous traffic jams related to the recently altered width restrictions in Belvedere Drive with the junction of Wimbledon Hill Road. Because they are narrower than before people are taking more time to go through and because you have put stop lines as you approach from Wimbledon Hill Road, nobody is giving way from the other direction and the traffic turning into this road is backing up from the Hill. I am a resident and can't believe how much time is wasted now and how this is just not working, all that is happening is more traffic congestion. I would be grateful for your call or reply.

New BERA

New BERA wishes to thank Merton Council for the trial of the above in an attempt to address the rat-running issue in the Belvederes that was caused when Merton introduced all the measures in Woodside, Alwyne and Compton. Firstly they seem to have encouraged more cyclists and enforced the 7.5 tonne limit which had previously been flouted. The restrictors seem to have improved the rat-runners awareness of the width of their cars as most of them seem to fly through them.

Sadly they have not made a sizeable reduction in the rat-running volumes. The traffic numbers are down slightly when compared to a count taken prior to their installation, <1% in Alan, ~4.5% in Belvedere Drive and ~6.5% in Belvedere Grove, so on that basis they have not achieved what was wanted, ie a sizeable reduction in the rat-running volumes but at least they were tried.

I was unsure as to whether they would work or not prior to their installation and I did raise the issue that if they did not work, what is plan B?

Clement Road – Against

For the record I am a resident of Clement Road therefore adjacent to Belvedere Grove. I assume it's clear by now that the experiment has turned out to do more harm than good. The extra chaos and disruption has not I suspect materially altered the volume traffic whilst adding considerable frustration to users of the road many of whom do actually live here or nearby.

Whilst not directly affected by the volume of traffic past my door it is blindingly obvious that diverting traffic onto Church road which we have started using ourselves only makes the problem there much worse and it's a fact of life that Church Road is not wide enough in several places to take any extra traffic. The irony that the 6'6 dimension forces only bigger vehicles up the narrower Church Road is comical.

For what it's worth I think the problem in Belvedere Grove is mildly overstated anyway in that other than at rush hours it's hardly that busy and frankly everywhere is busy in the rush hour. There is no such thing as a quiet residential street anymore when you live in a very busy city and 50 yards from a high street.

If speed is a problem and on the curve just after the width thing it was then put one or two humps there. They don't cut traffic but they do cut speed.

Even the practical details of the barrier are also wrong:

Firstly the 6'6 thing does nothing to eliminate so called white van man which some people seem exercised about as all white vans will fit through as will other surprisingly large vehicles. Since most of the residents get deliveries in vans I trust they would like that to continue.

Since there is already a weight restriction the ridiculously tight width restriction only serves to inflict damage on larger cars which, like it or not plenty of people have and are entitled to have. Family with children need big cars - it's a fact and this is a family part of London. Several of them including me live here.

If somebody thinks a single lane flow is the answer then frankly a 9' width restriction would do that job just the same and if you want to keep big vans etc out then a height restriction is what you need.

The combination of position of the barrier and the location of the parking spaces outside number 4 means that in many cases the Southbound traffic cannot get close enough to the restriction to claim their "priority" which

results in chaos and noisy frustration behind.

Similarly for northbound traffic the give way line is so close to the restriction that once you have stopped at it the turning angle to then proceed through the restriction is very tight causing further frustration in anything larger than a Fiat 500.

In summary:

It cannot be right that the solution to a traffic problem is just to cause enough chaos and frustration that it goes elsewhere because it doesn't. By this process all you have really achieved is to make the world more frustrating for no real reduction in traffic.

We all know that the part of the problem is caused by decisions made elsewhere in closing roads further down the hill. Rather than have a wide consultation about closing ones round here which are bound to get rejected by people that don't live here can I suggest a wide consultation about opening up some of the rounds down the hill which would likely be met with wide approval

Meanwhile put it back as it was and tell people that if they can't live with a few cars they are in the wrong city.

Clement Road – support but...

This is to let you know that I think these narrowings, which were introduced on an experimental basis, should now be made permanent.

Although I suspect they have not reduced the number of rat-running vehicles by very much, they have certainly had the following beneficial results:

1. Preventing large lorries from rat-running, which was previously quite a frequent occurrence
2. Slowing traffic down, particularly in the vicinity of the restrictors
3. Making the roads somewhat more bicycle friendly, with a noticeable increase in the number of cyclists now using the Belvedere Roads
4. Generally making drivers more aware that these are not main roads, with I believe some improvement in road safety
5. Also it is worth noting that there has been no disruption whatever to nearby roads

So I certainly hope you will make these restrictors permanent. However I believe that in addition further measures should now be taken to reduce the unacceptable level of rat running, building on the success of this experiment.

I think that some system of banned turns should be introduced on a trial basis. Failing that, maybe you should try a system of timed closures, which was mooted in the past but never followed up. Also it would be sensible to introduce a 20mph limit on the roads to and from the Belvederes ie Copse Hill, The Ridgeway (particularly since there are so many schools in it or near it) Arthur Road and perhaps some others. This should reduce the attractiveness of this route to and from London compared to the main roads and might improve safety for all of the road users, including cyclists and pedestrians.

Clement Road – support but ..

My wife and I live at Clement Road, a turning off Belvedere Grove. We wish to tell you of our experience of the experimental road restrictors and the overall rat running in the area.

The restrictors seem to have helped to reduce the rat running slightly and this is to be welcomed. There has been a reduction in large vehicle traffic also. However, the morning and evening busy periods are still plagued by rat runners. This is exacerbated by the large number of schools situated on and close to the Ridgeway. In the morning it can take 20 minutes to drive from Clement Road to the A3. This is a major inconvenience for local residents.

The issue is a difficult one, but we would like to encourage the traffic and highways department to continue to seek innovative ways to reduce the use of the Belvedere Roads by through traffic users. The restrictors have had a beneficial effect and if further progress can be achieved by other ingenious schemes it would be much appreciated by those living in the area. Don't give up on seeking a solution to this problem. Hopefully, the

consultation period that is due to finish at the end of December will yield some worthwhile evidence for effective change.

Clement Road – support but ..

As a member of BERA and a supporter of traffic and width restrictions in the Belvederes, we wanted to express our opinion on the experiment. In sum, my wife and I believe the experiment, once agreed and perfected should be made permanent. However, in the remaining period of the experiment, we comment as follows on the Belvedere Grove work (we are not users of the Drive experiment):

1. The "pinch" effect has a salutary effect in slowing the speeding on part of Belvedere Grove between the High Street and the pinch and one way from the other direction. However I have noted numerous occasions when the drivers heading towards Belvedere Avenue see the clear straight road after exiting the pinch and accelerate sharply, affecting entry from Clement Road onto Belvedere Grove and especially dangerous to bikers such as myself, trying to leave Clement. I agree with BERA that a couple of speed tables (well marked) on Belvedere Grove would prevent a clear accelerating path from being misused.
2. Since the experiment has been put in place, I have noticed an increase in the number of bikers riding along Belvedere Grove. I am very pleased with these "shoots of spring". Why not put in clear bike lanes on each side of the road that is also the aim of our Mayor--also why not put a bike lane on the other side of the road where the planters are? I have written to Merton Council twice about the experiment in the past few weeks (and have yet to receive a reply or an actionable response on the road) complaining that the bike lane created on one side of the road with the experiment had been blocked by an incident I witnessed. In a fit of road rage, a van pushed one of the green wooden planters (which have no flowers and are growing weeds) into the bike lane and lodged up on the curb! The bike lane is now impassable. All this was an attempt to widen the gap for the cars because while one side of the road has a metal post, the other side only has the two planters! The planters should be immovable (and nice flowers and plants inserted--in time for Wimbledon Tennis) so the bike lane as part of the experiment cannot be tampered with and indeed expanded to run the length of Belvedere Grove! My dream would be for children to feel safe in biking to schools in Wimbledon Village, something my children were unable to do. Bike lanes on Belvedere Grove would be a step forward.
3. I do disagree strongly with BERA however on two points in their May 2015 Newsletter:
 - a. I strongly support the intended 6 foot 6 inch width, not the wider approach considered by BERA. The only reason that a driver would find the 6 foot 6 inch width inconvenient is that he/she is driving too fast, something we are trying to avoid. At slow enough speeds we drive through the gap with ease. Widening beyond 6 feet 6 inches would, esp without road tables, increase speeds on the rest of Belvedere Grove. In fact by the time a car reaches the Clement Road entrance, they are often travelling at least as fast if not faster than before the experiment was launched!!
 - b. BERA makes no mention of biking and seems completely out of touch with the aspirations of this Mayor and a large number of road users, such as myself and my family, that are avid bikers. They only represent car drivers and hence are of limited value to some residents such as myself. Bikers have every right to safely enjoy our roads in the Village in the same way as cars, respecting one another. BERA appears to avoid representing their interests and has never shown any serious attempt at recommending the numerous comments I have expressed in writing and at meetings. I doubt that BERA will ever change and come up to date with its views as its history has shown no willingness to change on the subject of biking and therefore hope that Andrew Judge continues to support and improve upon the interests of bikers. As I said however, a simple incident of road rage on a temporary wooden planter had rendered the bike lane impassable for the experiment.

Please consider my suggestions and comments favourably as they are intended to improve the use of our roads for ALL Village residents.

Helme Close - Against

We wish to register our opposition to the continued imposition of traffic bollards on Belvedere Grove and Belvedere Drive. As local residents, we are forced to re-route various trips and to sit in traffic jams caused by nervous drivers uncertain of the width restriction in relation to their vehicle.

The restrictions are disproportionate to any original problem and have in addition, resulted in numerous emission and noise -enhancing traffic jams as vehicles struggle to navigate the restrictions.

From their installation these bollards and the wooden earth-container boxes before them, have been frequently damaged and knocked out. This surely demonstrates them to a hazard to road users and to their vehicles. Please remove the bollards.

Church Hill - Against

I wish to object to the above restrictions in no uncertain terms.

The restrictions are

- (a) dangerous as I have seen (on many occasions) traffic building up on Wimbledon Hill waiting for traffic to ease at the restrictions in Belvedere Drive
 - (b) do not seem to impact on speed reduction or volume reduction (except obviously at the point of the restrictions)
 - (c) the traffic diverts to the adjoining roads so simply clogs up other roads in the vicinity
 - (d) most importantly, causes deep frustration as these are unnecessary restrictions and so drivers then become angry after this and may drive faster (I am a Forensic Clinical Psychologist and have experience in this area)
- I would advise on removing these unnecessary (and unsightly) restrictions that not only serve no purpose but are DANGEROUS.

Pine Grove - support

I've just received a notification about the width restrictions in the Belvederes which made little sense. However, if it were asking whether I was in favour of these width restrictions, the response is that I am in favour, ideally making them even more difficult to negotiate than at present and of course more robust so that they do not have to be continually refurbished.

Pine Grove - support

I wanted to comment on the recent results of the Belvedere Drive / Belvedere Grove Width restrictions consultation.

Firstly, since I live directly adjacent to the roads in question (Pine Grove) I found it odd that I was not (yet?) consulted and able to participate. I have strong preference for these and in fact more width restrictions. I'd appreciate it if you could include my vote in favour of these restrictions perhaps confirm if the consultation period is still open so I can pass this onto my neighbours.

Just to share my other thoughts and observations

- We've noticed a significant improvement in noise and safety in the area following the introduction of the barriers and frankly would support their extension.
- These are primarily residential streets and it's very frustrating that the 20 mph limits are generally ignored and not enforced at all
- I've frequently seen children and those physically impaired pedestrians jumping back from traffic tearing up St Mary's road, especially as they approach the turn coming up to Belvedere Drive. Since there is no constant traffic flow pedestrians are not always diligent enough to keep an eye out and do not expect cars to be travelling at over twice the speed limit around a corner with limited visibility
- Thankfully there has been a noticeable improvement of flow from Belvedere Drive & Grove as a result of the restrictions; they should arguably also be in place on St Mary's road

. I've previously written to the council in early 2014 after witnessing an accident on Wimbledon Hill Road about the preference toward cars over pedestrians where I'd also cited the frequent speeding in and around the streets between Wimbledon Hill road and Lake Road. Alarming we've recently also noticed an increase in road racers coming up St Mary's Rd at extreme speed and doing laps along Church Hill and back down Lake Road late at night or in the early hours
Finally, I should stress that I am a car owner but can clearly see the sense in implementing these measures (and more) in the interests of environmental health and road safety.

Pine Grove - Against

I live at XX Pine Grove and object strongly to the width restrictions in question. At the consultation stage I did not raise an objection but now having experienced them both they are; unsightly; awkward to use; slow down local residents to a crawl in the morning and evening whilst queueing for them create tension in the area. These plus the deliberately awkwardly phased lights at Woodside into Wimbledon Hill and the prohibition on turning right at the same spot just cause more problems than they solve.

Pine Grove - Against

I am a resident of Pine Grove, SW19 7HE and constantly have to use either Belvedere Drive or Belvedere Grove to gain access to or egress from my home. I wish to complain about the width narrowing measures taken in Belvedere Drive and Belvedere Grove. There are numerous problems being caused by this traffic furniture which is just exacerbating the traffic conditions because of other traffic measures that have hindered smooth passage in other parts of the town. Problems include:

1. the gaps are far too narrow and so one constantly sees cars scraped or the posts knocked over because drivers have not judged the distance correctly;
2. the width narrowing street furniture is poorly designed and with black posts (albeit with narrow yellow strips) difficult to see, and the situation is made worse at night for those who are not anticipating them and, even if you know they are there, they are still difficult to see. Quite why bright entirely yellow posts (as seen in Woodside) could not have been used is unclear.
3. The width narrowing blocks cause constant hold ups either because of the queues that build up either side of the barriers or, worst still when a car or van decides they will not be able to get through the gaps and so wants to reverse and change their route, further delay is caused as they seek to reverse in a very small space. This is particularly frustrating if there is a build up of traffic behind the reversing driver and so a gradual backing up by drivers is needed to accommodate the vehicle changing round. This causes delays and traffic build up.
4. The width narrowing means there is more traffic staying in both of these roads than would be the case if these measures were not in place. If the intention was to reduce traffic, it is having the opposite effect. Residents like myself still need to be able to get to our homes (for example, if I am coming from Worple Road, I can only turn left onto Wimbledon Hill. Having moved onto Wimbledon Hill Road, I cannot turn right into Woodside so the first 2 roads I come to are either Belvedere Drive or Belvedere Grove. The only way to avoid this would be to do a much larger circumlocutory route through Wimbledon village going up to Church Road, a road which is already overloaded and narrow) which would take even longer and add more to the congestion in the village. From our perspective this is a change to the traffic system that simply makes matters worse both for residents who need to pass along these roads and for the residents of the 2 Belvederes, who now find cars with their engines on, simply stationary as they wait for their turn to move between the posts.
5. It is unsightly to see the posts and the traffic blocks regularly knocked over or bashed as cars have not seen them.

Please can I ask that these traffic narrowing blocks be removed and the road cleared of all these measures

which just exacerbate the position. The traffic changes that have been made by Merton have just made matters considerably worse. It needs to be recognised by Merton and its councillors that the traffic of residents will not disappear by the means of these traffic measures, it is just exacerbated because residents need to get to and from their homes. Of course if I could turn right into Woodside, I would not need to go up to the Belvederes to get home. But that of course was an earlier battle which was lost.

Pine Grove - Against

I live at xx Pine Grove, SW19 7HD. My comments on the Belvedere width restrictions are as follows.

Firstly the width of the gap for the cars to pass through seems to be very tight indeed: ridiculous. I have not yet scratched my smallish Yaris in passing but my guess is that drivers must do so quite frequently.

Secondly the restrictions cause congestion at times. In particular on Belvedere Drive, cars approaching from the Hill Road end do not have right of way; I could envisage a situation in which cars might be queuing on the Hill Road which would be dangerous.

Thirdly the measures are not aesthetically pleasing at all, in fact they are ugly to behold.

All in all I cannot believe that the perceived benefits of the measures come close to equalling their substantial disadvantages. I would love to see them removed.

Pine Grove - Against

My family of 4, all drivers, and registered voters at X Pine Grove, Wimbledon, SW19 7HD, object to the Experimental Traffic Management Order in Belvedere Drive and Belvedere Grove, as it causes untold and unreasonable back logs of traffic as cars wait for others to manoeuvre through these ridiculous barriers. Also it is particularly dangerous for cars turning off directly from Wimbledon Hill as they may backlog onto the actual Hill causing even further obstruction. We strongly raise our objections. I trust you will acknowledge that 4 people, myself, Dr XXX, Dr XXX, and Dr XX, at this address, are opposing these measures.

Pine Grove - Against

As a resident, who lives by these roads, I am writing to formally object to the Belvedere Drive/Belvedere Drive Width Restrictions. Apart from the danger to backing up traffic they cause, they have already been costly to maintain, are constantly hit by traffic and in my opinion totally inappropriate in these two thoroughfares.

Pine Grove - Against

I am writing to *STRONGLY OBJECT* to the Experimental Traffic Management Order in the above mentioned streets. As a resident of Pine Grove, I drive constantly along these roads. The traffic obstructions create very long delays, particularly during peak traffic hours and the Belvedere Grove obstruction in particular is not safe as the obstruction is located too close to Wimbledon Hill Road where I have witnessed the backlog in traffic creating traffic hazards.

In addition, the bollards are knocked down on an almost fortnightly basis and I shudder to think of what this is costing me as a taxpayer each time a new one is installed or a damaged one repaired. This benefits no one but the Conway Highway Maintenance business. Kindly direct me to the appropriate person(s) to whom I can further convey my feedback.

Courthorpe Road - concern

Quite apart from the question of whether or not we should have width restrictors on Belvedere Grove and Belvedere Drive, there are two significant design faults with the instalment of those on Belvedere Grove.

Driving Westwards, the sign assigning right of way has been placed behind the branches of an evergreen tree and is therefore not visible to the traffic coming that way. It is therefore very confusing. Driving Eastwards, the

lines indicating where the traffic should stop and wait (not having right of way), are to the East side of the opening out of Courthorpe Road. The result is that Eastwards travelling traffic is then too close to the restrictors to line up straight for passing between them. Also, if traffic travelling East has stopped at the position indicated, it has blocked the exit/entrance to Courthorpe Road. Any vehicle now travelling West through the barrier and wanting to turn right into Courthorpe Road is unable to because of the waiting traffic, which cannot move because its way through the restrictors is blocked. Chaos ensues.

Courthorpe Road - concern

We live on Courthorpe Road and due to the queues of cars waiting to go through the width restriction we find ourselves unable to exit Courthorpe Road or turn into it on our return. This problem will be exacerbated in the winter when traffic is much slower. A yellow box on Belvedere Grove just outside Courthorpe Road which enables residents to go out and return freely is needed. I hope you will consider this.

Lambourne Avenue, SW19 - Against

I am writing to express my extreme concern and dissatisfaction with the trial width restrictions on both Belvedere Grove and Drive. I realise the intention was to attempt to funnel traffic along Church Road instead but that road is simply too narrow for the volume of traffic and the buses using it. The route through the Belvederes is used by local residents making local journeys – I am not commuting miles, I simply want to be able to drive through my own area without difficulty. On a few occasions in the past few days, traffic has come to a standstill at both narrowings, and has even been stuck on Wimbledon Hill Road as there is not enough space at the end of Belvedere Drive for the queues of cars waiting to manoeuvre through the narrowings.

The restrictions themselves are dark, appallingly badly marked, and are very difficult to manoeuvre with my car – you can see this for yourselves if you look at how badly damaged they already have been – I have seen both flowerbeds have already been crashed into quite severely, and there is also damage to the poles. It is very difficult to judge the width when there is a pole on one side but a low flower bed on the other side which you can't see when you are alongside it.

I would be entirely in favour of a 20mph speed restriction, but by narrowing the road to a pinch point you have caused great difficulty, not to mention road rage by other road users on occasion as at busy times of day, the traffic without a right of way does not get a chance to proceed – so after getting through the narrowing they then accelerate dramatically which is very dangerous. We should have traffic which is allowed to flow through Wimbledon, not get caught up in entirely unnecessary bottlenecks.

I have looked at the Merton Council consultation results and of course it is no surprise that the only group of local residents who were in favour of the narrowings live within Belvedere Grove and Drive. I have lived in Wimbledon for 38 years and I'm afraid these roads have always been used to get from A to B, and people who have bought houses on these roads must certainly have been well aware of this – nothing has changed there. That said I do urge the council to remove the width restriction but instead to instate a 20mph speed limit. This would make it infinitely safer for everyone. At the moment I am having to allow extra time for my local journeys...extra petrol, extra pollution, these are knock on effects as well. I look forward to hearing your response.

Home Park Rd - Against

I wish to complain about the new width restrictions that have been imposed on Belvedere Grove and Belvedere Drive SW19.

As a local resident and driver of a Chrysler Grand Voyager (I have a large family), the width restriction of 2m on Belvedere Drive now completely prohibits me from using this road. My car is 1.96m wide and therefore when attempting to pass through the width restriction I have been unable to do so without causing damage (even the

best of drivers would struggle with a 4cm leeway).

This therefore necessitates me taking a longer route to my children's schools and on my frequent journeys through Wimbledon, using more petrol and causing more pollution. I can understand that you may wish to restrict commercial vehicles passing along this route but local family residents?

When driving through the restriction on Belvedere Drive, which is more manageable being 10cm wider, there is frequent congestion as cars wait on their exit from Wimbledon Hill Road to give priority to oncoming cars.

In addition, the wooden planters seem a very strange choice to use for restricting the width: whether it is from being hit by cars/vans or being physically moved by people, the planters are frequently in different positions/angles which can make passing through more precarious.

I appreciate that traffic calming methods are needed on residential roads but I find the restrictions that have been put in place discriminatory and excessive. I hope you will consider the views of the many local residents of Wimbledon and not just those few living on Belvedere Drive and Belvedere Grove.

Hampton Close, SW20 0RY – Against

As discussed, I am concerned about the new width restrictions being tested on Belvedere Grove and Belvedere Drive. In particular, I think the 6'6" restriction on Belvedere Grove is too restrictive for many of the larger personal use vehicles commonly found on our streets.

I also believe these restrictions will severely damage the traffic flow and commercial attractiveness of the nearby High Street, as well as Church Road. I do not live on Church Road, but I can only suspect that its residents are very upset about this change as Church Road will now bear much of the large vehicle traffic that was previously shared across the 3 routes.

Another impact of course is the slowing down of traffic and congestion on Belvedere Grove, as drivers try to manoeuvre through the width restriction, often with difficulty even for medium-sized vehicles.

Furthermore, another unwanted side effect of the width restriction on Belvedere Grove has been that a number of very valuable parking bays in that immediate area had to be removed. Parking availability for the High Street is quite important, especially for the businesses.

Due to these reasons, I would recommend that the removal of these width restrictions be considered. As we also discussed, at the very least, a resetting of the 6'6" restriction on Belvedere Grove to match the 7' restriction on Belvedere Drive would make a lot of sense. Many thanks for your consideration.

Wimbledon – Against

As one of very many rate payers in S W 19, I am writing (yet again) to ask why we still have the terrible "traffic-obstruction" in Belvedere Rd. Wimbledon? All Wimbledon Roads should take their share of traffic. No one has understood why this obstruction was suddenly erected, and despite countless enquiries, we have never been told?

School mothers are inhibited when trying to get their children to school on time; and all thru the day there are unnecessary and upsetting tail-backs?

We would be very grateful if this horrible, and very expensive road-block, could be removed as soon as possible, and the harmless traffic-flow returned to normality in our district. I look forward to hearing that you are reconsidering this confusing, and expensive obstruction, so life can again flow normally.

Wimbledon – Against

As a resident of Wimbledon Village for 40 years, I am greatly concerned about the highly unsatisfactory Pinch Marks in 'The Belvederes'.

The extreme narrowness of the points causes impatience and aggressiveness in drivers of all size cars. There is no indication of 'right of way'. Occasionally traffic stems back to the High Street because a vehicle has gotten 'stuck' in between bringing safety issues into play as well as frustration.

The Council did an exemplar job in Burghley Road to solve the same problems of the Belvederes. It has met all the traffic, safety (especially for Emergency Services) and definition issues. The unsightly Belvedere job could be replaced with an identical, pleasing appearance in cohesion with the rest of the Village.

I ask you to please consider the successful scheme of Burghley Road as the way forward in solving the inconvenient and unsafe arrangement in the Belvederes/ Thank you.

Wimbledon – Against

I agree with BERA apropos freedom of movement and sharing the traffic load. The experiments are not a huge success as they cause noise and air pollution and an enormous increase in traffic down Church Road - a narrow Victorian residential road. As far as increasing the width restrictions as per Burghley Road, these may be successful at the bottom of the road, but at the top at the Church Road/Burghley Road end, the queues and pollution (hooting and fumes) are far far worse. Yes please 20mph, but to be enforced, even occasionally.

Wimbledon - support

I am writing with qualified support of the experimental scheme currently being held in the Belvederes. I believe local residents need protection from traffic speed and volume in and around Wimbledon, however I believe there needs to be consideration taken into the effects on the surrounding neighbourhoods when calming measures are put in place. I believe it is highly likely to have a knock on effect into adjoining residential streets. Measures need to be put in place to force traffic onto the main distributor roads, otherwise rat-runs are created that just by-pass the measures put in place. I look forward to hearing the outcome of the Consultation.

No address - Against

The width restrictors on Belvedere Grove in Wimbledon Village have been knocked inwards so that it is even more difficult for vehicles to pass through. One looks like it is coming out of the road and may fall. They are currently dangerous and need to be repaired.

Can I register a complaint about the width restrictors on Belvedere Grove in Wimbledon Village as I feel that they have significantly added to traffic congestion on Belvedere Grove and with the parking and the angle of the giveaway markings it can be extremely difficult to drive a vehicle through them even when they are straight.

No address - Against

I am writing to complain about the ludicrous width restriction that has been implemented in belvedere grove Wimbledon village. This new width restriction is causing huge problems down the road as cars are having to reverse all the way down to the mini roundabout in Wimbledon village. I am now unable to drive through there as my car is wider than 6-6ft, you can see the amount of damage its caused from the scrapes on the wooden structure now installed. How does a fire truck get through? The time it takes for them to take another route could be a matter of life and death all because of a metal post that needs a key to lower! A large number of cars have been damaged due to this width restriction. Like most residents in Wimbledon village that I've spoken to find this utterly absurd and this needs to be addressed ASAP

No address - Against

I am writing to complain about the newly erected width limit on Belvedere Road SW19. On Wednesday 17th June I was travelling along Belvedere Road towards St Marys Road. At peak times when I travel (8am) there are cars parked either side of Belvedere Road making it almost impossible to see if cars are coming around the corner who have right of way. When going through the width limit a car appeared from around the corner and I pulled left to let the car pass to avoid a blockage on the road due to volume of traffic at this time of day. This resulted in me causing major damage to the passenger door and back far side door of my vehicle on the

wooden crates which are situated at a very low level when you have gone through the width limit. From my vehicle (Qashqai) you cannot see these crates. I have done this journey every day for 8 years to my work place on Lake Road. I am aware that this is newly erected and feel that it is in such a hazardous place due to its proximity to the junction onto Wimbledon Hill road and the fact that it is just by a bend in the road making it impossible to see if cars are coming around the corner, especially during peak times with volume of traffic and cars being parked wither side of the road. The crates are also positioned in a place where you cannot see them from your car. I have received information today from my garage today that the damage to my car is going to cost approximately £500. Please see attached pictures. I would be grateful for a response to my complaint as soon as possible.

No address - Against

Following the complete failure of the first experiment, a second more robust and more permanent hazard was introduced. Work commenced on 22nd June with the building of two obstructions and the road was re-opened with the restrictions in place on the 23rd. The first impact with one of the vertical posts occurred that night. As I cycled through what are now acceptable cycle by-passes this morning, I noticed that one of the posts has been partially uprooted, the corner kerbstone displaced and the road in the immediate vicinity damaged. I assume that a vehicle was damaged at the same time.

In the original case for the introduction of these artificial hazards, local residents were told that one of the main reasons for their introduction was to improve road safety. Your letter dated 18th June stated that there were safety issues with the first experiment. It appears that there are already safety issues with the second experiment.

With the passage of time I have become aware that the hazard is made worse by the close proximity of parked cars. It is also a fact that as the road gets blocked between Wimbledon Hill and the give way marks at the approach to the hazard it becomes necessary for drivers travelling towards Wimbledon Hill to cede their right of way in order to create sufficient space for vehicles to move in either direction.

I am sure that this is not very helpful as it does not support the case for the introduction of these obstructions. If as claimed the object of the exercise was to improve road safety, it continues to be a complete failure. If however the object was to cause delays and confusion, then it is an overwhelming success.

No address - Against

I would like to let you know that I am against the width restrictions in Belvedere Drive and Grove. I am not a resident of either.

No address - support

I approve of the narrowing of the road and would like them to stay

No address – comment

Having experienced these nasty pinch points for some months now there are several aspects which I would like to comment upon.

The aggressively narrow nature of the constructions make them unnecessarily difficult to use, are quite out of keeping with the pleasant appearance of the Village, and are a daily disadvantage to all other residents.

Families with young children find their journeys to and from school even more difficult and there is considerable ambiguity as to where to wait before negotiating the traps.

Emergency services in the form of Ambulances and Fire engines now can't gain access which potentially impacts on all of us.

Several controlled parking bays on either side, which obviously ought to have been removed in order to allow cars to sensibly 'hold up', have been left in place making the whole operation far more awkward and unpleasant than necessary.

The Council should be congratulated on the very excellent layout of the pinch points on Burghley Road. They achieve their goal in terms of controlling traffic and through their clear layout with places to wait ones turn, also bring out the very best in driver to driver courtesy. A far cry from the shocking arrangement we have in the

Belvedere's, which need to be adjusted now that the trial period is coming to an end. It is to be hoped that by so significantly achieving the goal of reducing traffic in The Belvedere's that the scheme can now be adjusted such that other residents and users can drive through without almost scraping the sides of even moderately sized cars and by having dedicated areas on either side for waiting. Your own model in Burghley Road is an exemplar. Historically for obvious reasons like convenience to the Village and continuance to The Ridgeway, The Belvedere's have always taken more traffic than some other roads in the village and although this needed some adjustment, the pendulum has swung too far the other way to the considerable detriment of other residents. It is to be hoped that you can now introduce equilibrium.

No address - Dissatisfied

Having made representations during the consultation periods concerning the positioning of the road narrowing bollards in Belvedere Drive, I should be interested to learn what feedback you have received on these measures which have now been in place for over 6 months and whether they are considered a success rather than a new hazard.

As forecast in my representations by positioning the bollards so near to Wimbledon Hill it is not uncommon to have a queue of cars stretching back on to Wimbledon Hill causing a serious traffic hazard to cars going down the hill, particularly with the reduced lanes now in place due to gas pipe work. I look forward to learning what feedback there has been to avoid a FOI application?

No address - Dissatisfied

We travel on this road a couple of times every day. The width restrictions are dangerous, the gap is too small, the planters are unnecessary. Please make sure the bollards have a 11foot gap, that is adequate to limit drivers' speed

**The Belvedere Traffic Experiment decision
Village & Hillside Ward representation to the Cabinet Member**

The background to this representation

On 11th July Local Councillors representing both Village and Hillside Wards attended a meeting with Chris Lee, Paul McGarry and Mitra Dubet. The purpose was to discuss the effectiveness of the experiment and to provide input to the report that you would consider before deciding whether or not it should be implemented on a permanent basis. Officers provided copies of the representations received along with a road by road record of those for or against the retention of the scheme. They also provided details of traffic counts from 2009 and also for those taken before and after the installation of the experiment. Of the representations received from within the 'mapped area' 34 were against the scheme and 27 in favour of it. It is worth noting that of the roads that could be described as the Belvedere roads 22 representations were in favour and 14 against. In addition to all of these there were a further 15 representations that either failed to provide an address or were from outside the mapped area. Of these 13 were against the scheme being made permanent and 2 were in favour.

We noted that a number of those stating they were against had done so at the very outset (June 2015) when 'planter boxes' were being used to restrict the width. Even though they are legally valid representations it is not clear if the subsequent use of posts may have affected their judgement on effectiveness.

The assessment of Officers

Officers considered that the experiment had not had a significant effect and that in a great many cases traffic volumes were lower than in 2009. They were also concerned about the cost of replacing bollards

in the current scheme and furthermore expressed the view that at a time of tight budgets it is difficult to conclude that the scheme should be prioritised. On this basis it is clear that they intend to recommend the removal of the scheme and that no further proposals are to be considered in the near term.

Further considerations

Traffic issues in this part of the borough have been a cause of great agitation since the millennium. The Common and the railway restrict traffic routes and cars, lorries and white vans try to find their own way. Local residents too want to find their way to schools and to visit friends. It is for this reason that we have resisted earlier requests to close roads in the area. We have sought to make the Belvedere roads porous enough for the short trips that local people make but a less attractive cut-through for commuters.

If the solution had been easy it would have been found 10 years ago. In 2005 Officers were on the brink of recommending road closures. Since then they have designed and proposed a scheme of banned turns and now the latest scheme (that was once a part of a wider proposal). The first of these fell foul of their own 'further analysis' and the second is now considered to be unjustifiable. This is not the time to stop but rather it is the time to redefine expectations. What we have now is as close as we have ever come to a scheme that meets the readjusted expectations of residents. Residents can pass through but large lorries are kept out and commuters are 'inconvenienced'. It is probably as good as it can get in SW19. The approximate balance of the representations probably reflects the general acceptance of this situation.

The experiment has revealed some problems and we should try to deal with them rather than walk away from a problem that the Council has acknowledged from the start. Maybe we can't meet all the concerns but the years of effort and noisy debate have produced a more general acceptance of a compromise solution than ever looked likely a few years ago. We should consolidate this opportunity to put this long running dispute behind us. Dismantling the experimental measures and then doing nothing will be to miss the chance that the present mood for a compromise offers us.

Village Ward representation

The assessment by Officers did not encourage the adoption of the experimental proposal or any possibility of a 'plan B'. Officers have not given sufficient weight to the benefits of ending this long standing problem. It is a problem that has been made worse by protective measures implemented elsewhere and we believe that some help is merited. A scheme very similar to the current proposal is both justified and generally supported.

We would like Officers to investigate further the way in which problems with the existing scheme could be ameliorated. We anticipate that such a scheme would not have a further adverse impact on neighbouring roads and would be aesthetically pleasing and robustly built to Conservation Area standards.

We list below the drawbacks identified during the experiment and seek a further dialogue with Officers about ways in which they could form part of a scheme that the present consensus amongst residents seems ready to accept.

- The locations of both pinch points in 'inconvenient places'. Maybe too near to the hill and to No. 3 in B.D and too close to the entrance to Courthope Rd in B.G.
- The need to do something about traffic and pedestrians in Church Road (that is still important if the scheme is removed).
- The problem of broken bollards along with the evidence that the selected widths have been effective in all other ways.
- More visible signage

We hope to be able to discuss this with you. To do so would indeed build upon the decision made some time ago to discontinue the open discussions at SMAC meetings and to replace it with Ward Councillor representation.

Hillside Ward Representation

We do not depart in substance from the concerns expressed by our colleagues in Village Ward and, although we only share one half of Belvedere Drive and 'own' the lower part of St Mary's Road, we have tried to maintain a common approach i.e. to keep access to the road network available to all those who live in the locality. In particular we are mindful of the worries expressed by our residents in cul-de-sacs (Leeward Gardens and Pine Grove) who have only one way in and out.

Also, within the East Hillside area (defined by the distributor road boundaries Alexandra Road, Wimbledon Hill Road, High Street, Church Road and Leopold Rd) there are hundreds of households in Hillside compared with Village Ward. Unlike the Belvederes, most of these homes are not set back from the highway and they are more aware of the volume and speed of traffic. A balance of interests has to be struck and the increase in volumes seen in Woodside since the experiment began needs to be addressed.

Officers have advised us that there are limited resources and there is no capacity in the 2016/17 budget for further investigations or measures in Woodside.

We accept, reluctantly, that if there has been no significant improvement in traffic volumes in the Belvederes but, such traffic that has been displaced is causing an impact on a much larger scale in Woodside (which runs parallel to Alexandra Road and end to end from Wimbledon Hill road to Leopold Road) then the potential for 'rat running' there - in a narrower road - cannot be ignored. A balance of interests has to be maintained.

In summary, the barriers have signalled that the Belvederes are not designated through routes and, at the very least, road entry treatments and (build out) narrowing should be an essential physical feature in the streetscape. We also seek inclusion, in the 2017/18 programme, to complete the imposition of a 20mph zone in the East Hillside residential area - with the aim of reducing traffic speed and impacting the volume of non-local traffic.

25th July 2016

Appendix 2

ATC's London Borough of Merton - Before & After Study 2015/16 – Pre-scheme surveys were taken on 12 January 2015. Post scheme surveys were taken on 19th September 2015; some gaps in data were re-run on 21st and 26th January 2016

Belvedere Drive o/s no.3	Northeast Bound				Southwest Bound			
	Before	After		% change	Before	After		% change
	09.01.15	19.09.15			09.01.15	19.09.15		
Total traffic Volume	8899	8563	-336	-4%	10040	10641	601	6%
Weekly average per day	1271	1223	-48	-4%	1434	1520	86	6%
Medium	438	206	-232	-53%	867	168	-699	-81%
Weekly average per day	63	29	-34	-54%	124	24	-100	-81%
HGV	136	94	-42	-31%	376	108	-268	-71%
Weekly average per day	19	13	-6	-32%	54	15	-39	-72%
85th percentile speed	31	21			29	19		
Belvedere Grove o/s no. 2	Northeast Bound				Southwest Bound			
	Before	After		% change	Before	After		% change
	09.01.15	19.09.15			09.01.15	19.09.15		
Total traffic Volume	19501	15836	-3665	-19%	16151	15666	-485	-3%
Weekly average per day	2786	2262	-524	-19%	2307	2238	-69	-3%
Medium	808	175	-633	-78%	670	101	-569	-85%
Weekly average per day	115	25	-90	-78%	96	14	-82	-85%
HGV	228	40	-188	-82%	154	65	-89	-58%
Weekly average per day	33	6	-27	-82%	22	9	-13	-59%
85th percentile speed	23	26			22	23		

Belvedere Av o/s no. 15 /13	Northwest Bound				Southeast Bound			
	Before	After		% change	Before	After		% change
	09.01.15	26.09.15			09.01.15	26.09.15		
Total traffic Volume	2469	3400	931	38%	2510	1951	-559	-22%
Weekly average per day	353	486	133	38%	359	279	-80	-22%
Medium	65	15	-50	-77%	69	23	-46	-67%
Weekly average per day	9	2	-7	-78%	10	3	-7	-70%
HGV	13	17	4	31%	14	17	3	21%
Weekly average per day	2	2	0	0%	2	2	0	0%
85th percentile speed	28	17			27	19		
Belvedere Av o/s no. 19	Northwest Bound				Southeast Bound			
	Before	After		% change	Before	After		% change
	09.01.15	19.09.15			09.01.15	19.09.15		
Total traffic Volume	2683	2630	-53	-2%	2040	2678	638	31%
Weekly average per day	383	376	-7	-2%	291	383	92	32%
Medium	71	31	-40	-56%	47	35	-12	-26%
Weekly average per day	10	4	-6	-60%	7	5	-2	-29%
HGV	18	28	10	56%	17	31	14	82%
Weekly average per day	3	4	1	33%	2	4	2	100%
85th percentile speed	24	25			21	28		

High Street o/s no. 17	Northwest Bound				Southeast Bound			
	Before	After		% change	Before	After		% change
	09.01.15	26.09.15			09.01.15	26.09.15		
Total traffic Volume	50591	51707	1116	2%	51209	54416	3207	6%
Weekly average per day	7227	7387	160	2%	7316	7774	458	6%
Medium	3197	2184	-1013	-32%	5034	1133	-3901	-77%
Weekly average per day	457	312	-145	-32%	719	162	-557	-77%
HGV	2952	3343	391	13%	3148	2423	-725	-23%
Weekly average per day	422	478	56	13%	450	346	-104	-23%
85th percentile speed	28	28			26	25		
St Mary's Road o/s no. 15	Northwest Bound				Southeast Bound			
	Before	After		% change	Before	After		% change
	09.01.15	19.09.15			09.01.15	19.09.15		
Total traffic Volume	8588	8996	408	5%	6502	7374	872	13%
Weekly average per day	1227	1285	58	5%	929	1053	124	13%
Medium	536	125	-411	-77%	1732	34	-1698	-98%
Weekly average per day	77	18	-59	-77%	247	5	-242	-98%
HGV	114	52	-62	-54%	1619	16	-1603	-99%
Weekly average per day	16	7	-9	-56%	231	2	-229	-99%
85th percentile speed	32	23			29	18		

St Mary's Road o/s no. 31A	Northwest Bound				Southeast Bound			
	Before	Rerun		% change	Before	Rerun		% change
	09.01.15	26.01.16			09.01.15	21.01.16		
Total traffic Volume	31156	32640	1484	5%	31962	32953	991	3%
Weekly average per day	4451	4663	212	5%	4566	4708	142	3%
Medium	544	925	381	70%	1147	1383	236	21%
Weekly average per day	78	132	54	69%	164	198	34	21%
HGV	268	379	111	41%	375	537	162	43%
Weekly average per day	38	54	16	42%	54	77	23	43%
85th percentile speed	29	29			28	28		
St Mary's Road o/s no. 26	Northwest Bound				Southeast Bound			
Page 22	Before	rerun		% change	Before	rerun		% change
	09.01.15	20.02.16			09.01.15	20.02.16		
	Total traffic Volume	5621	6293	672	12%	7295	6944	-351
Weekly average per day	803	899	96	12%	1042	992	-50	-5%
Medium	77	258	181	235%	589	435	-154	-26%
Weekly average per day	11	37	26	236%	84	62	-22	-26%
HGV	35	149	114	326%	120	94	-26	-22%
Weekly average per day	5	21	16	320%	17	13	-4	-24%
85th percentile speed	20	20			22	19		

Alan Road o/s no. 5	Northeast Bound				Southwest Bound			
	Before	rerun		% change	Before	rerun		% change
	09.01.15	20.02.16			09.01.15	20.02.16		
Total traffic Volume	12083	10441	-1642	-14%	13430	13239	-191	-1%
Weekly average per day	1726	1492	-234	-14%	1919	1891	-28	-1%
Medium	518	745	227	44%	544	218	-326	-60%
Weekly average per day	74	106	32	43%	78	31	-47	-60%
HGV	66	52	-14	-21%	88	32	-56	-64%
Weekly average per day	9	7	-2	-22%	13	5	-8	-62%
85th percentile speed	27	24			29	26		
Church Hill o/s no. 34	East Bound				West Bound			
	Before	rerun		% change	Before	rerun		% change
	09.01.15	26.01.16			09.01.15	26.01.16		
Total traffic Volume	5644	5265	-379	-7%	6410	5886	-524	-8%
Weekly average per day	806	752	-54	-7%	916	841	-75	-8%
Medium	1485	1456	-29	-2%	1126	828	-298	-26%
Weekly average per day	212	208	-4	-2%	161	118	-43	-27%
HGV	427	345	-82	-19%	1003	722	-281	-28%
Weekly average per day	61	49	-12	-20%	143	103	-40	-28%
85th percentile speed	33	30			31	29		

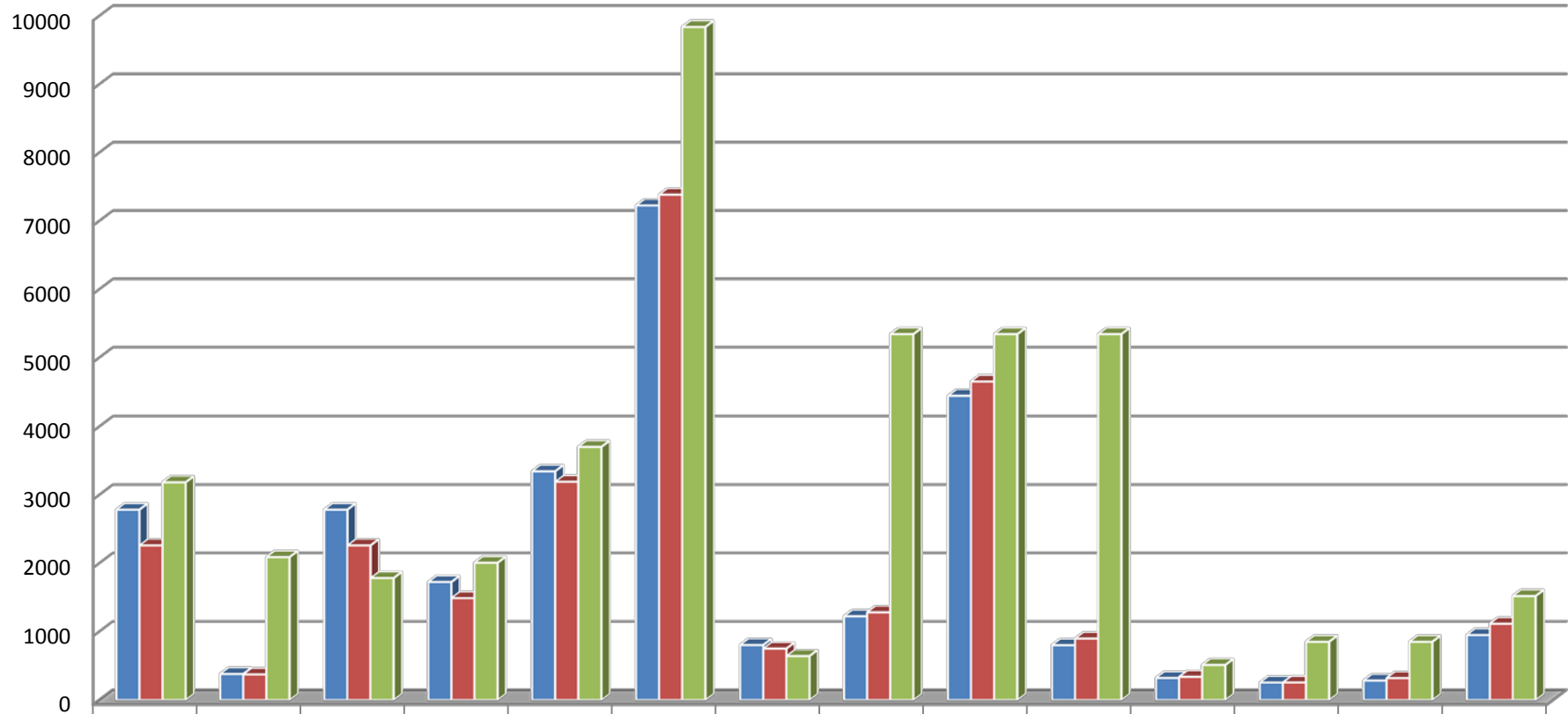
Highbury Road o/s no. 9	Northeast Bound				Southwest Bound			
	Before	After		% change	Before	After		% change
	09.01.15	19.09.15			09.01.15	19.09.15		
Total traffic Volume	2267	2366	99	4%	3092	2524	-568	-18%
Weekly average per day	324	338	14	4%	442	361	-81	-18%
Medium	118	21	-97	-82%	167	27	-140	-84%
Weekly average per day	17	3	-14	-82%	24	4	-20	-83%
HGV	20	14	-6	-30%	63	9	-54	-86%
Weekly average per day	3	2	-1	-33%	9	1	-8	-89%
85th percentile speed	32	32			30	30		
Church Road o/s no. 20	Northeast Bound				Southwest Bound			
	Before	After		% change	Before	After		% change
	09.01.15	26.09.15			09.01.15	26.09.15		
Total traffic Volume	23443	22357	-1086	-5%	23800	24502	702	3%
Weekly average per day	3349	3194	-155	-5%	3400	3500	100	3%
Medium	553	408	-145	-26%	849	742	-107	-13%
Weekly average per day	79	58	-21	-27%	121	106	-15	-12%
HGV	875	965	90	10%	1020	1196	176	17%
Weekly average per day	125	138	13	10%	146	171	25	17%
85th percentile speed	29	32			28	32		

Lake Road o/s no. 6	North Bound				South Bound			
	Before	rerun		% change	Before	rerun		% change
	09.01.15	20.02.16			09.01.15	20.02.16		
Total traffic Volume	1787	1802	15	1%	3700	3295	-405	-11%
Weekly average per day	255	257	2	1%	529	471	-58	-11%
Medium	54	58	4	7%	770	391	-379	-49%
Weekly average per day	8	8	0	0%	110	56	-54	-49%
HGV	24	18	-6	-25%	382	91	-291	-76%
Weekly average per day	3	3	0	0%	55	13	-42	-76%
85th percentile speed	25	26			27	28		
Lake Road o/s no. 16	North Bound				South Bound			
	Before	rerun		% change	Before	rerun		% change
	09.01.15	20.02.16			09.01.15	20.02.16		
Total traffic Volume	2004	2247	243	12%	3557	3602	45	1%
Weekly average per day	286	321	35	12%	508	515	7	1%
Medium	226	165	-61	-27%	235	63	-172	-73%
Weekly average per day	32	24	-8	-25%	34	9	-25	-74%
HGV	71	84	13	18%	70	31	-39	-56%
Weekly average per day	10	11	1	10%	10	4	-6	-60%
85th percentile speed	25	22			25	20		

Woodside o/s no. 62	Northeast Bound				Southwest Bound			
	Before	rerun		% change	Before	rerun		% change
	09.01.15	20.02.16			09.01.15	20.02.16		
Total traffic Volume	6677	7828	1151	17%	7217	7298	81	1%
Weekly average per day	954	1118	164	17%	1031	1043	12	1%
Medium	208	259	51	25%	289	326	37	13%
Weekly average per day	30	37	7	23%	41	47	6	15%
HGV	33	56	23	70%	44	59	15	34%
Weekly average per day	5	8	3	60%	6	8	2	33%
85th percentile speed	26	26			21	20		

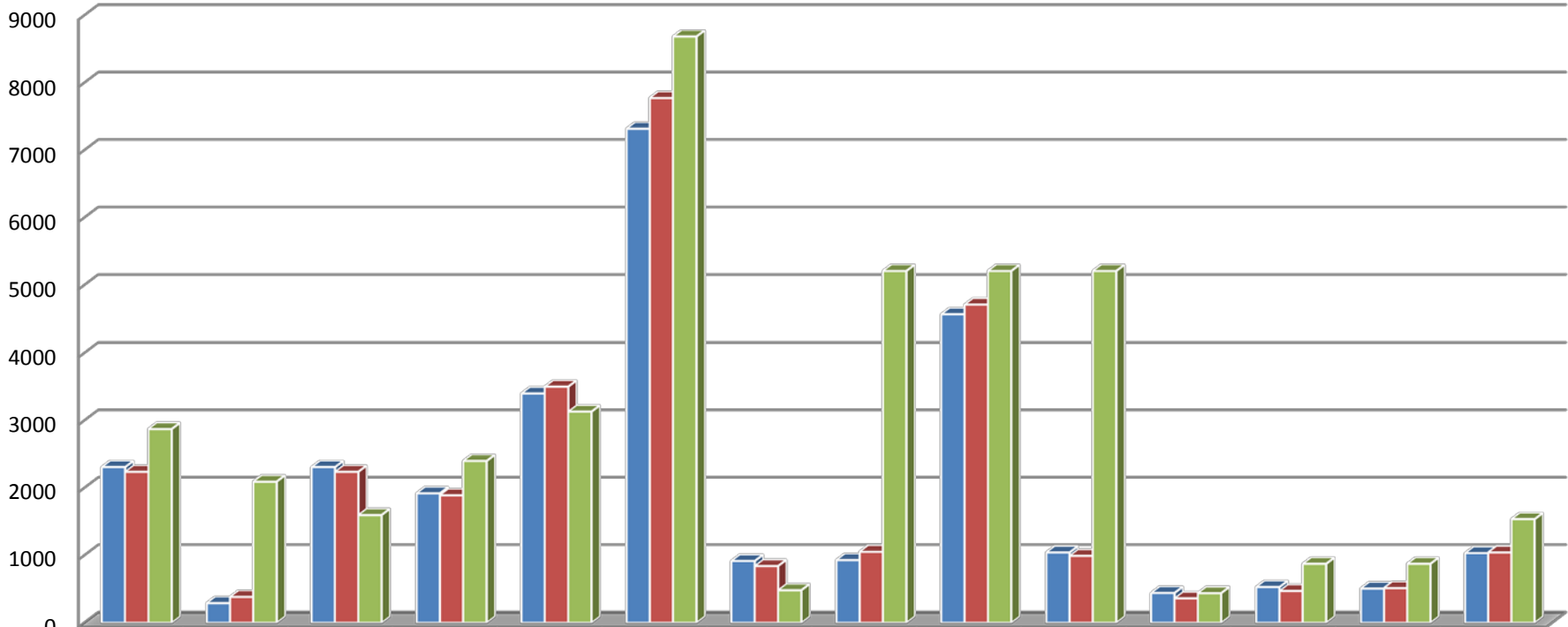
Traffic Volume - Direction (1)

Weekly Average Per DAY

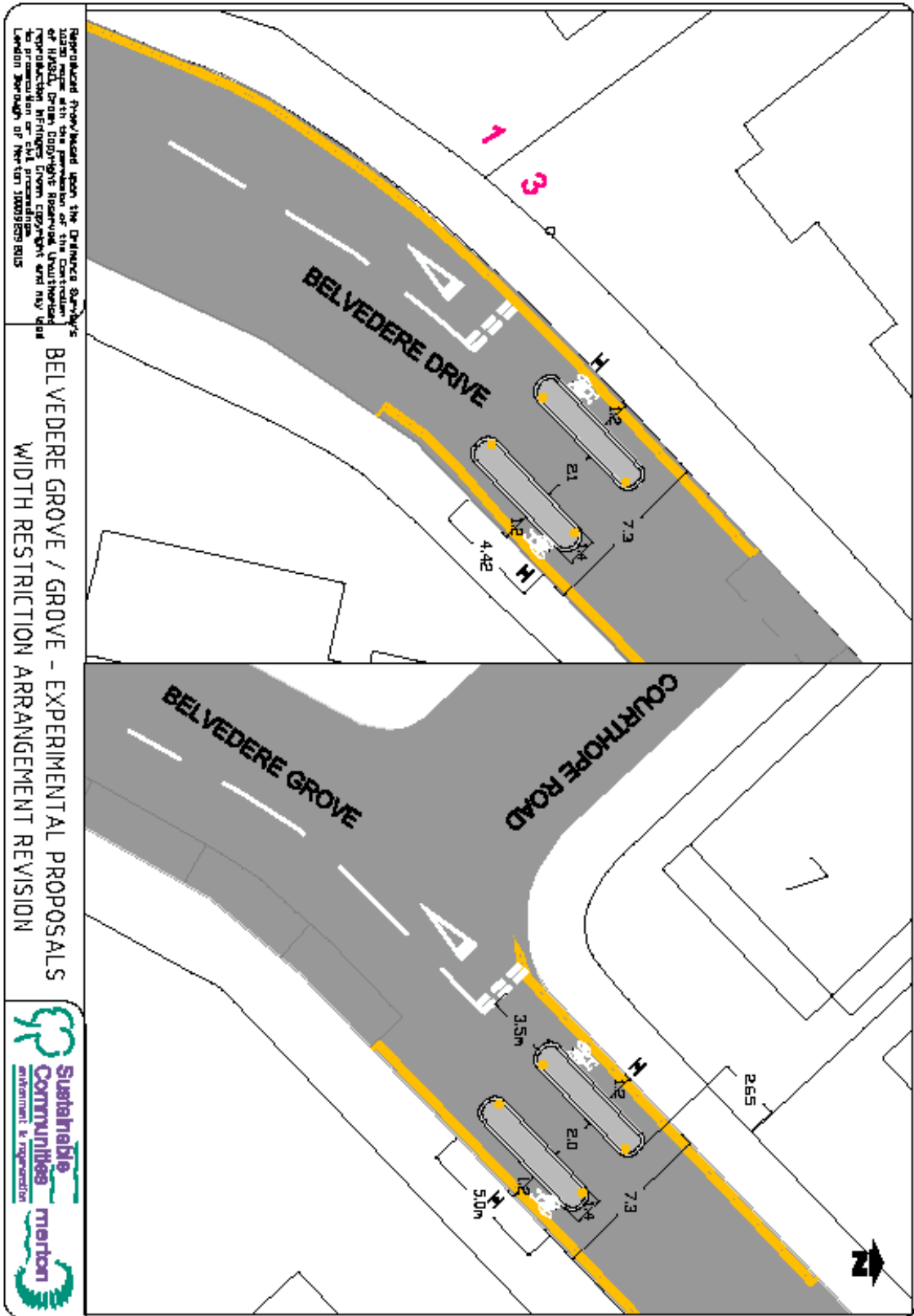


Traffic Volume - Direction (2)

Weekly Average Per DAY



	Belvedere Grove	Belvedere Avenue	Belvedere Drive	Alan Road	Church Road	High Street	Church Hill	St Mary's Road 15	St Mary's Road 31A	St Mary's Road 26	Highbury Road	Lake Road No 6	Lake Road No 16	Woodside
■ Before 2015	2307	291	2307	1919	3400	7316	916	929	4566	1042	442	529	508	1031
■ After 2015	2238	383	2238	1891	3500	7774	841	1053	4708	992	361	471	515	1043
■ 2009	2873	2093	1598	2398	3130	8684	483	5208	5208	5208	439	873	873	1535



CONSULTATION Wimbledon Area Traffic Scheme



Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

T: 020 8545 3425

E: andrew.judge@merton.gov.uk



ISSUE DATE : 15 JANUARY 2015

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.

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- 'At any time' waiting restrictions within the vicinity of the proposed width restriction.

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Appendix 3

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.

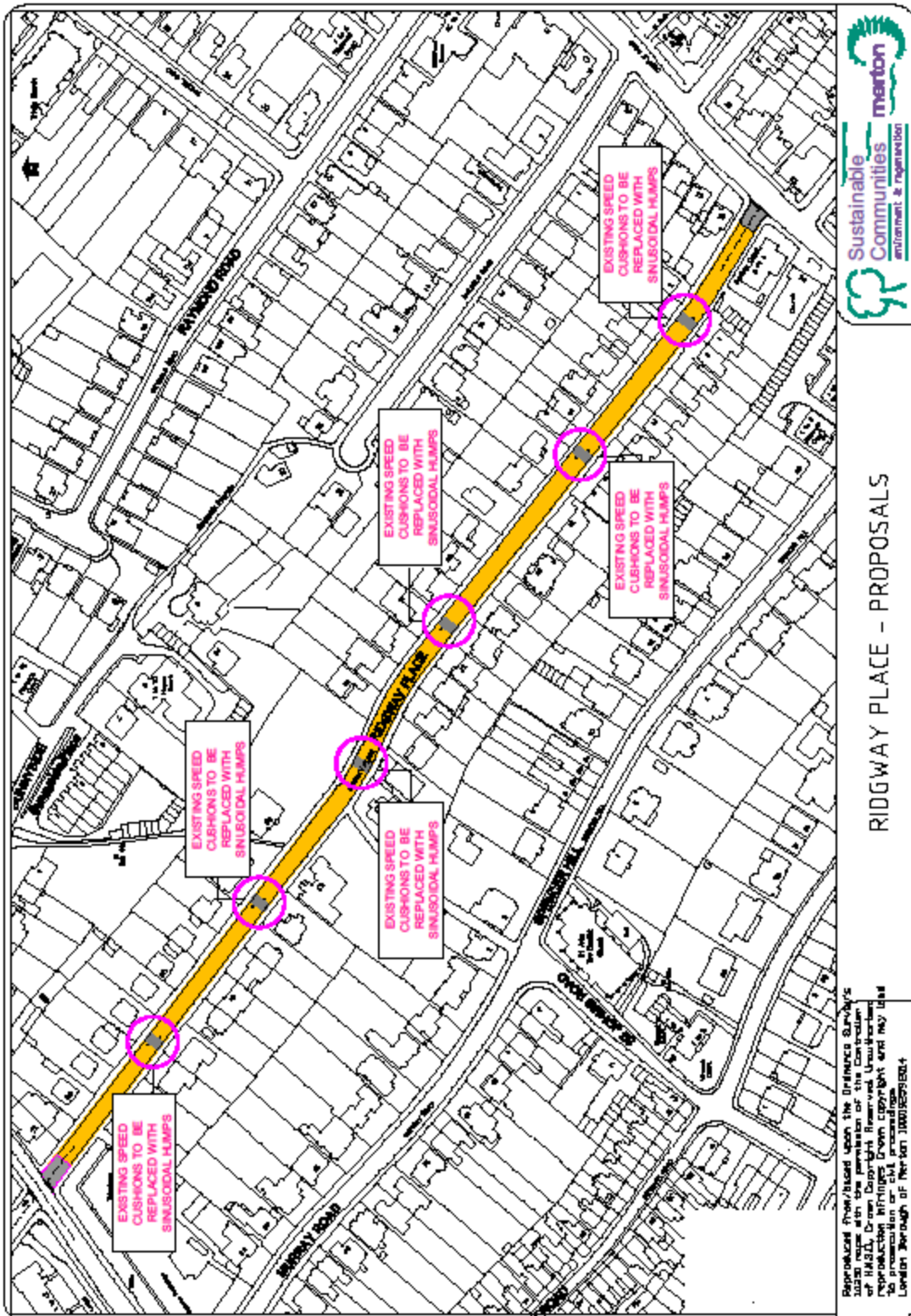
Belvedere Grove/Belvedere Drive Experimental Scheme

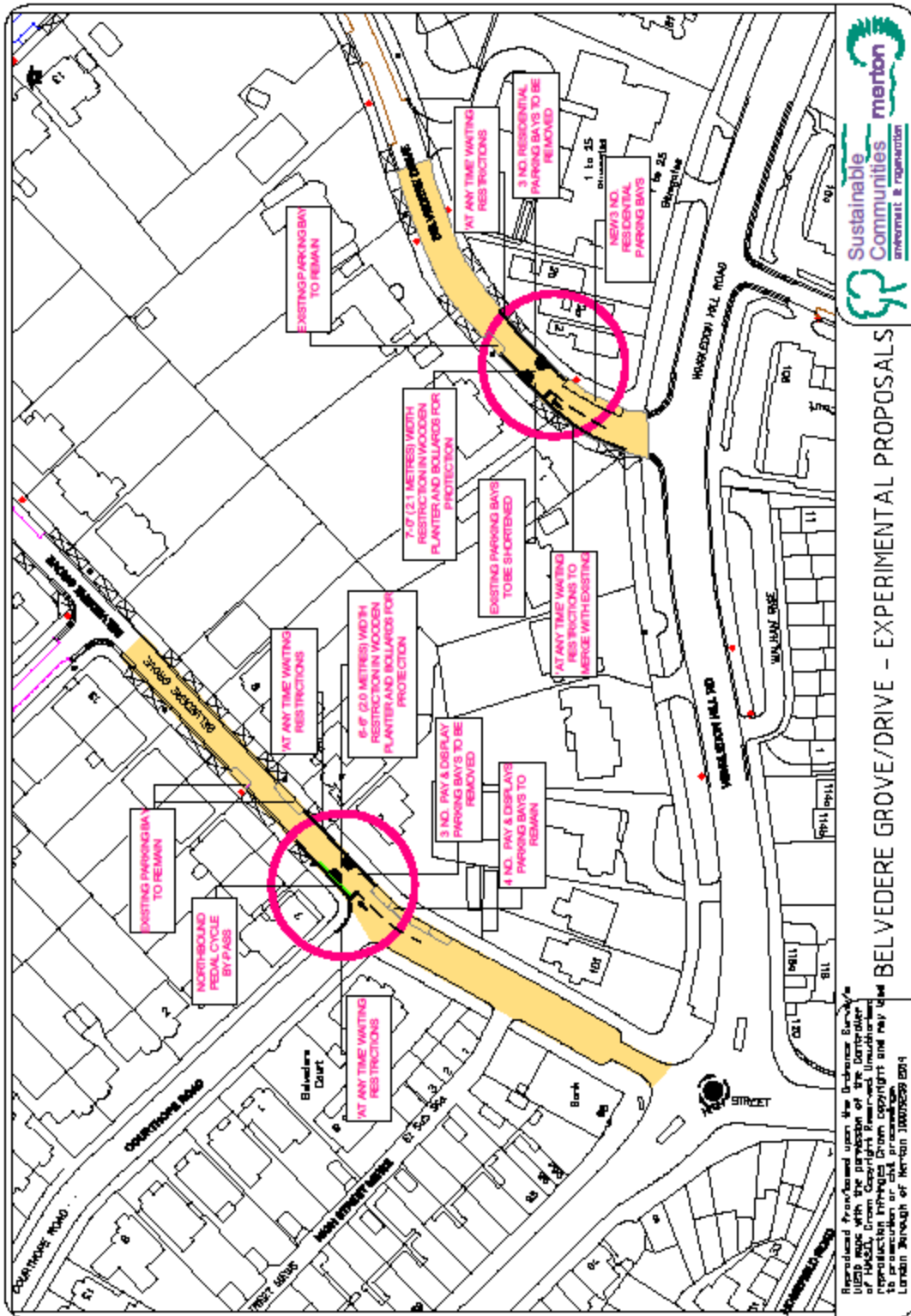
Please note: The experimental proposals in **Belvedere Grove** and **Belvedere Drive** are not at this stage subject to a statutory consultation. The statutory consultation period is taken as the first 6 months following implementation of the works, which is expected to start during the week commencing 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			
Ward	Name	Tel.	Email
Hillside	Cllr. Daniel Holden	020 8545 3396	daniel.holden@merton.gov.uk
	Cllr. David Simpson	020 8543 3764	david.simpson@merton.gov.uk
	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
Village	Cllr. John Bowcott	020 8946 1011	john.bowcott@merton.gov.uk
	Cllr. Hamish Badenoch	020 8545 3396	hamish.badenoch@merton.gov.uk
	Cllr. Najeeb Latif	020 8545 3396	najeeb.latif@merton.gov.uk





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CONSULTATION Wimbledon Area Traffic Scheme



Councillor Andrew Judge

Cabinet Member for
Environmental Sustainability
and Regeneration

T: 020 8545 3425
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- 'At any time' waiting restrictions within the vicinity of the proposed width restriction.

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APPENDIX 4

SEVERITY SLIGHT	District Merton Ref.No 15VW40385	Accident Date BETWEEN '01-Apr-2013' AND '31-Mar-2016'	Grid Reference 524310 / 171150 Police Officer Attend: Yes
Date 29/08/2015 Day Saturday Time 13:49 Weather Fine without high winds Road Surface Dry Street Lighting Daylight	Road U Location Nfl: Belvedere Grove 45M Sw J/W Belvedere Avenue Description V1 left with Engine Running , no Driver, left Road, Collided V2 and House Wall of Accident		
SITE DETAILS Speed Limit 30 MPH Carriageway Single carriageway Junction Detail Not at or within 20 metres of junction Junction Control 2nd Road Number Pedestrian Facilities None within 50 metres No physical crossing facility within 50 m		SPECIAL SITE CONDITIONS None CARRIAGEWAY HAZARDS None	CONTRIBUTORY FACTORS 410 Loss of control (Driver/Rider - Error) PARTICIPANT PROBABILITY Vehicle 001 A
VEHICLES INVOLVED 2		CASUALTIES INVOLVED 1	
Veh.No. 1 Vehicle type Car Make Model Manoeuvre Going ahead right hand bend Veh. direction from Northeast to Northwest Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Left carriageway nearside Hit object in c'way? Parked vehicle Hit object off c'way? Other permanent object First point of impact Front Veh registration no. Other veh.hit (ref.no) 2 Hit and run Not hit and run Drivers age 49 yrs Sex Male Breath test Not provided (medical r Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other Post code SW20		Cas No 1 Cas Class Pedestrian Veh ref No 1 Severity SLIGHT Age 49 yrs Sex Male Post code SW20 Car Passenger? Not a passenger PSV Passenger? Not a passenger Seat Belt 8 Cycle Helmet Ped Movement Unknown or other Ped Location On footway or verge Ped Direction to Standing still School Pupil Other Roadworker injured Not applicable	
Veh.No. 2 Vehicle type Car Make Model Manoeuvre Parked Veh. direction from Parked to Parked Towing? No tow or articulation Skidded No skidding, jack-knifing or overturning Veh location at impact (restricted lane) On main carriageway not in restricted lane Junct. location of veh. at 1st impact Not at or within 20m of junction Veh left carriageway? Did not leave carriageway Hit object in c'way? None Hit object off c'way? None First point of impact Front Veh registration no. Other veh.hit (ref.no) 1 Hit and run Not hit and run Drivers age ? yrs Sex Male Breath test Driver not contacted Driving Lic Left Hand Drive Unknown Foreign veh. Not foreign registered vehicle Journey purpose Other Post code Unknown		Other Details	
Full Details		06-October-2016 Accident Ref.No 15VW40385	

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Equality Analysis

Please refer to the guidance for carrying out Equality Impact Assessments is available on the intranet
Text in blue is intended to provide guidance – you can delete this from your final version.

What are the proposals being assessed?	To reinstate width restrictions in Belvedere Grove and Belvedere Drive To continue investigating a solution to address rat running through Belvedere Rds
Which Department/ Division has the responsibility for this?	E&R – Sustainable Communities

Stage 1: Overview

Name and job title of lead officer	
1. What are the aims, objectives and desired outcomes of your proposal? (Also explain proposals e.g. reduction/removal of service, deletion of posts, changing criteria etc)	Over the years the Council has been allocating resources to address rat running concerns within the Belvedere Roads. The Cabinet Member has made a decision not to continue. There is also a demand to address traffic and speed related concerns in a few other roads – Ridgeway Place and Woodside Also, the Experimental width restrictions in Belvedere Grove and Belvedere Drive have been removed due to the impact they had on surrounding roads; minimum reduction in traffic in very few roads; in response to representations and complaints against the width restrictions. There is a demand for their reinstatement from those who supported the features. The objective of the Council is to remain consistent throughout the borough and not to allocate any further resource in an attempt to address traffic related concerns that are not evidenced / justified
2. How does this contribute to the council's corporate priorities?	The Council's priorities include safety, access, giving priority to vulnerable road users; address excessive speed and regeneration. The current demands that have been place on the Council from Village and Hillside Wards does not fall within the above categories. Funding can be allocated to those areas where there is evidence of safety, access etc
3. Who will be affected by this	Road users / local community -

proposal? For example who are the external/internal customers, communities, partners, stakeholders, the workforce etc.	The reallocation of resources to deliver Council's priorities would mean that those areas that meet the above criteria would benefit. These areas are likely to be outside schools and those areas in more deprived areas of the borough where they are more densely populated with more severe traffic related problems.
4. Is the responsibility shared with another department, authority or organisation? If so, who are the partners and who has overall responsibility?	No – but we do work with TfL, Police, Schools, groups representing vulnerable road users etc

Stage 2: Collecting evidence/ data

5. What evidence have you considered as part of this assessment?

Provide details of the information you have reviewed to determine the impact your proposal would have on the protected characteristics (equality groups).

Traffic volume and speed surveys were taken before and after the experimental width restrictions were introduced. The data showed that the benefits to a very few roads are disproportionate to the adverse impact on the neighboring roads.

The on-going expenditure in this area is unsustainable.

The Council receives numerous traffic related concerns from many parts of the borough, many of which include rat running complaints. However, due to limited available resources the Council has had to prioritise by concentrating in areas suffering from personal injury accidents, areas outside schools and schemes to address the needs of more vulnerable road users such as pedestrians and cyclists. However, over the years this principle has not been applied to Village / Hillside Wards when dealing with rat running issues.

Council's proposal would mean the reallocation of funding to areas with greater need and to a wider group of road users.

Stage 3: Assessing impact and analysis

6. From the evidence you have considered, what areas of concern have you identified regarding the potential negative and positive impact on one or more protected characteristics (equality groups)?

Protected characteristic (equality group)	Tick which applies		Tick which applies		Reason Briefly explain what positive or negative impact has been identified
	Positive impact		Potential negative impact		
	Yes	No	Yes	No	
Age		X	X		Increase in traffic in neighbouring roads should the width restriction be reinstated
Disability		X	X		Increase in traffic in neighbouring roads
Gender Reassignment					No evidence of impact
Marriage and Civil Partnership					No evidence of impact
Pregnancy and Maternity					No evidence of impact
Race					No evidence of impact
Religion/ belief					No evidence of impact
Sex (Gender)					No evidence of impact
Sexual orientation					No evidence of impact
Socio-economic status		X	X		Not dealing with similar or more severe problem in more deprived and densely populated and congested areas of the borough

7. If you have identified a negative impact, how do you plan to mitigate it?

By concentrating on a small area to benefit very few residents in dealing with an issue that is not dealt with anywhere else and it is against Council's own adopted practice i.e. dealing with rat running could be considered as discriminatory.

With regards to the removal of the width restrictions, there is no evidence of a negative impact as the roads have reverted back to their previous conditions bearing in mind that at that time there were no evidence of safety. The removal, however, could have a positive impact on the neighbouring roads. Also the risk of damage only collisions that were an issue with the width restrictions will be reduced exponentially.

Stage 4: Conclusion of the Equality Analysis

• **8. Which of the following statements best describe the outcome of the EA (Tick one box only)**

Please refer to the guidance for carrying out Equality Impact Assessments is available on the intranet for further information about these outcomes and what they mean for your proposal

- Outcome 1** – The EA has not identified any potential for discrimination or negative impact and all opportunities to promote equality are being addressed. **No changes are required. With the width restrictions removed**
- Outcome 2** – The EA has identified adjustments to remove negative impact or to better promote equality. **Actions you propose to take to do this should be included in the Action Plan.**
- Outcome 3** – The EA has identified some potential for negative impact or some missed opportunities to promote equality and it may not be possible to mitigate this fully. **If you propose to continue with proposals you must include the justification for this in Section 10 below, and include actions you propose to take to remove negative impact or to better promote equality in the Action Plan. You must ensure that your proposed action is in line with the PSED to have 'due regard' and you are advised to seek Legal Advice.**
- Outcome 4** – The EA shows actual or potential unlawful discrimination. **Stop and rethink your proposals.**

Stage 5: Improvement Action Pan

- 9. Equality Analysis Improvement Action Plan template – Making adjustments for negative impact**
 This action plan should be completed after the analysis and should outline action(s) to be taken to mitigate the potential negative impact identified (expanding on information provided in Section 7 above).

1) Negative impact/ gap in information identified in the Equality Analysis	Action required to mitigate	• How will you know this is achieved? e.g. performance measure/ target)	By when	Existing or additional resources?	Lead Officer	Action added to divisional/ team plan?
Width restrictions would mean an increase in traffic in neighbouring roads	Not to reinstate the width restrictions	The traffic conditions will / should revert back to before the width restrictions were installed	Already removed			
Disproportionate allocation of resources	Concentrate in areas with safety and access problems and on evidence- based projects	•				

Note that the full impact of the decision may only be known after the proposals have been implemented; therefore it is important the effective monitoring is in place to assess the impact.

Stage 6: Reporting outcomes

10. Summary of the equality analysis

This section can also be used in your decision making reports (CMT/Cabinet/etc) but you must also attach the assessment to the report, or provide a hyperlink

This Equality Analysis has resulted in an Outcome [add](#) Assessment

It has been concluded that over the years the Council has been allocating disproportionate amount of resources in dealing with rat running and perception of safety within a relatively small area. And yet, the same level of service has not been afforded anywhere else in the borough. The Council's own adopted practice does not include dealing with rat running issues or issues that are not justified through evidence. The Council must remain consistent in its response to such matters borough wide and concentrate on issues that are linked to its priorities.

With regards to the width restrictions, their benefits proved disproportionate and caused congestion, an increase in traffic in neighboring roads, increase in damage only accidents, an increase in number of complaints received by the Council. It should be noted that with the width restrictions removed, it would be outcome 1.

PARKSIDE RESIDENTS' ASSOCIATION

Response to Call-In of Belvedere Drive and Belvedere Grove Width Restrictions
Review
September 2016

The Parkside Residents' Association ("PRA") agrees with the decision dated 16 September 2016 by the Cabinet Member to accept the Officer's recommendation contained in the Report dated 5 September ("the Report"). Our reasons are:

1. The PRA supports an open network.

The PRA's membership area includes Burghley, Marryat and Calonne roads all of which carry heavy volumes of traffic. Our residents recognise that similar problems exist in other roads around the Village; there is a small network of roads collectively carrying heavy volumes of traffic making both local and through journeys. Our residents also support the principle that if possible, through traffic and, especially, heavy lorries and large commercial vehicles should be discouraged from using residential roads as short cuts. However, the PRA has consistently opposed restrictions such as closures and banned turns which address volume issues in one road/area if the effect is simply to displace traffic and put unfair pressure onto nearby roads/areas which remain open.

2. The experimental measures have not met their stated objectives.

We did not object to the principle of the introduction of width restrictions in Belvedere Drive and Belvedere Grove as they were experimental measures which fell short of closure; we were prepared to wait and see if their effect might be to discourage through traffic from using the wider local area altogether and confine heavy lorries etc. to the local distributor network. We note however from the Report that the measures have caused some displacement of traffic generally onto other local residential roads. It is also self-evident that larger vehicles unable to get through the narrow restrictors in the Belvederes will have been forced to use other routes instead but there is no evidence in the Report that their displacement has been confined to the local distributor network as was hoped. In these respects it appears that the experimental measures have not met the objectives for which they were introduced. The Report also confirms residents' experience that development traffic in the Village area is high; in our view there would appear to be little prospect of a material reduction in that traffic for the foreseeable future given the number of construction projects in only their earliest stages. In that context residents are unlikely to welcome the continuation of measures whose effect is to exclude that traffic from one area if it is at the expense of other areas.

3. The design and location of the installations were unsuitable and resented by drivers.

The summary in the Report of the practical difficulties arising from the design and location of the width restrictions confirms the experience of local drivers; the restrictions were excessively narrow and came to be strongly resented, damage to vehicles was a regular occurrence as were disputes between drivers. Residents noted that in Belvedere Grove, trees often affected the visibility of priority signs and parking spaces were retained which allowed vehicles to park so close to the restriction entry that they confused approaching drivers and compromised queuing

traffic. In Belvedere Drive the priority working and retained parking created queues onto Wimbledon Hill Road. Whilst it may be possible to make further adjustments to overcome these specific problems, the need for parking spaces for both residents and visitors to the Village should be a priority and the options for better locations for width restrictions elsewhere in these two roads are limited. It is hard to envisage any alternative restrictions which are capable of materially influencing the choice of traffic routes whilst also avoiding the unacceptable effects of displacement.

4. The issue has had intensive investigation but there is little appetite for further experimentation.

The principle remains that local drivers want and expect to be able to use the Belvedere area and surrounding Village roads as part of the local network. We believe there is little appetite within the wider local community for yet more options and experiments within the Belvedere area. Although there is perhaps a better understanding within the community of the problems in that area, it is felt that those problems have been given their fair share of attention. For this reason we believe that the proposal for an effective embargo on further investigation into this matter for 24 months is not unreasonable, especially in the context of the Council's current funding position. It does not follow that the substantial investment already made in the surveys and investigations conducted thus far will be wasted if nothing further is done at this stage. If the problems persist and escalate then the understanding and experience gained from the outcomes thus far will inform any further investigations for which funding may be available. In that context the suggestion noted in the Cabinet Member's decision for investigation, subject to availability of funding, into a 20mph zone around the Village is something which residents in the area regularly raise and we believe would be widely supported.

Mrs S Cooke
Chairman
Parkside Residents' Association

3 October 2016

Wimbledon East Hillside Residents Association (WEHRA)

The WEHRA Committee has met and discussed your request. WEHRA does not wish to take part, as the subject of traffic flow in Wimbledon is so complex, and we have yet to see a comprehensive plan worth implementing. The experimental bollards that were installed served two roads adjoining our area, diverting traffic to us.

Would you please advise the Panel that in a few years' time, Crossrail 2 construction will take a very heavy toll on our ten residential roads (from Alexandra northward, between Wimbledon Hill and Leopold Roads) and the council will need to provide a plan for relief, when engineering works begin.

Leigh Terrafranca, on behalf of WEHRA

8 October 2016

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