

## 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 stationary 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](mailto: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