

CONSULTATION Wimbledon Area Traffic Scheme



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and Regeneration

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Dear Resident/Business

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

INFORMAL CONSULTATION AND DECISION

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

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

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

PROPOSALS

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

RIDGWAY PLACE (Statutory Consultation)

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

BELVEDERE GROVE (Experimental Traffic Management Order)

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

BELVEDERE DRIVE (Experimental Traffic Management Order)

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

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