



Democracy Services
London Borough of Merton
Merton Civic Centre
London Road
Morden SM4 5DX

Direct Line: 0208 545 3356
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Date: 21 October 2019

Dear Councillor

**Notification of a Decision taken by the Cabinet Member for
Regeneration, Housing and Transport**

The attached non-key decision has been taken by the Cabinet Member for
Regeneration, Housing and Transport with regards to:

**) Proposed Balfour Road / Merton Rd Junction– Statutory
Consultation**

and will be implemented at **noon** on **Thursday 24 October 2019** unless a
call-in request is received.

The [call-in](#) form is attached for your use if needed and refers to the relevant
sections of the constitution.

Yours sincerely

Lisa Jewell
Democracy Services

NON-KEY DECISION TAKEN BY A CABINET MEMBER UNDER DELEGATED AUTHORITY

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.

Title of report: Proposed Balfour /Merton Rd junction– Statutory Consultation

Reason for exemption (if any) – N/A

Decision maker

Councillor Martin Whelton, Cabinet Member for regeneration, housing & transport

Date of Decision

21 October, 2019

Date report made available to decision maker

18 October, 2019

Decision

1. To introduce the junction entry treatment and some minor junction modification

Reason for decision

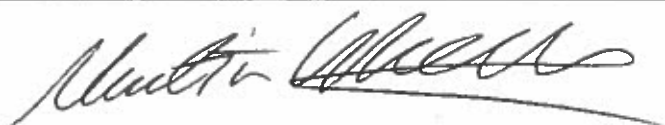
- 1) The junction entry treatment would improve safety at the junction which would not involve narrowing the junction whilst allowing cars to turn right and left.
- 2) Similar junction entry treatments have been carried out on other roads throughout Merton without adverse impact.
- 3) The range of opinions expressed in the consultation both for and against action being taken
- 4) There is no substantive evidence that junction entry treatment would increase traffic in neighbouring roads or lead to tailbacks on Balfour Road
- 5) The junction entry treatment would lead to no loss of parking spaces

Alternative options considered and why rejected

- 1 To abandon the proposals
Would not recognise the concerns of residents that actually live on Balfour Road which have been expressed in past and present consultations.
2. To introduce the proposals as consulted on -shown on plan in Appendix 1.
The opposition shown by people against the narrowing of the road from the consultation shows that the residents in the wider area do not support proposal.

Documents relied on in addition to officer report**Declarations of Interest**

N/A



Cllr Martin Whelton

Cabinet member for regeneration, housing and transport

21 October, 2019

Committee: Cabinet Member report

Date: 18th October 2019

Wards: Abbey

Subject: Proposed Balfour /Merton Rd junction– Statutory Consultation

Lead officer: Chris Lee, Director of Environment & Regeneration

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

Contact officer: Mitra Dubet, Tel: 020 8545 3201 mitra.dubet@merton.gov.uk

Recommendations:

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

- A) Notes the results of the statutory consultation carried out between 19th July and 16th August 2019 on the proposal to improve the junction by introducing a junction entry treatment in Balfour Road at its junction with Merton Road as shown in Appendix 1. The proposals also include narrowing the junction / widening the footway and trees but these measures were not subject to the statutory consultation.
 - B) Notes and considers the representations received in respect of the proposal as detailed in Appendix 2.
 - C) Considers the following options:
 - 1. To abandon the proposals
 - 2. To introduce the junction entry treatment and some minor junction modification
 - 3. To introduce the proposals as shown on plan in Appendix 1.
 - D) Agrees to exercise his discretion not to hold a public inquiry on the consultation process.
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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 This report presents the results of the statutory consultation carried out between 19th July and 16th August 2019 on the proposal to improve the junction by introducing a junction entry treatment in Balfour Road at its junction with Merton Road as shown in Drawing No. Z38-262-01 in Appendix 1. The proposals also include narrowing the junction / widening the footway; plant trees but these measures do not require a statutory consultation and therefore were not included within the consultation.
- 1.2 It provides three options as set out in section C above for the Cabinet Member to consider.

2 BACKGROUND

- 2.1 During 2016, the Council considered and consulted on a number of proposals to address the complaints regarding rat running. Based on the overall outcome of the consultation and safety/access concerns, the proposals were abandoned. However, at the time an undertaking was given to consider some improvements particularly at the junction of Balfour Rd and Merton Road.
- 2.2 As part of a rolling programme to address access and safety, a set of proposals to improve the junction was developed and given the nature of the proposed improvements, as per normal adopted practice, a statutory consultation was carried out between 19th July and 16th August 2019 on the only aspect of the proposal that required a statutory consultation, namely the junction entry treatment.

3.0 PROPOSED MEASURES

3.1 The proposals include:

1. Narrowing of the junction which
 - will reduce the width of the road that pedestrians need to cross;
 - provide wider footways;
 - facilitate the provisions of trees
 - likely deterrent to rat running as the allocated left turn and right turns are being removed thereby making the junction unattractive to use
 - will prevent those who are in contravention of the One Way restriction
2. A junction entry treatment that is pedestrian friendly and will slow drivers on approach to the junction.
3. Introduce a tree on both sides on approach to the junction
4. Declutter existing signs and posts as much as possible
5. There will be no loss of legal parking

4. STATUTORY CONSULTATION

4.1 As a rule, highway improvements as set out above are not subject to a consultation. The only aspect of the proposal that is subject to a statutory consultation is the junction entry treatment as set out in point 2 section 3.1 above.

4.2 The statutory consultation was carried out between 19th July and 16th August 2019. As part of the statutory consultation, a newsletter (appendix 1) detailing the proposal and a plan was delivered to the residents of Balfour and Cecil Roads, and to those residents and businesses within close vicinity to the junction. The consultation also included the erection of street Notices on lamp columns in the vicinity of the proposals and the publication of the Council's intentions in the Wimbledon Times and the London Gazette. Consultation documents were available at the Link, Merton Civic Centre, Wimbledon Library and on the Council's website.

4.3 The Ward Councillors were sent advance copies of the newsletter and officers did seek their views. One Ward Councillor did make a representation to the statutory consultation. This is set out in Appendix 2.

Ward Councillor comments

4.4 The Ward Councillors were advised of the consultation process. One Councillor made a representation as set out in appendix 2, and another has made the following comment:

'The people on Balfour clearly think it's an issue, and clearly some on Cecil get it. But this is still being interpreted as a war between two streets. So sadly it seems like the easiest thing to do is to "do nothing". I appreciate efforts on this, and as you can see as do many of the residents.

It seems to me that what everyone agrees is that South Wimbledon junction is the source of the issue. I know this is repeatedly raised, and it's a nightmare, but is the ongoing air quality discussion, and the rapid expansion of the population around South Wimbledon, offer a good reason to have another go at a conversation with TfL.'

4.5 The statutory consultation resulted in 39 representations plus 1 from one of the ward Councillors. All representations are set out in appendix 2. Representations consist of the following

	support	object	Comments
Balfour Rd	8	0	1
Cecil Road	2	12	3
Merton Rd business	-	2	-
Kingston Rd business	-	3	-
Pelham Rd	-	5	-
Balfour Rd Business	-	1	-
No address	0	1	1

- 4.6 Unlike an informal consultation, with a statutory consultation, it is the nature / contents of the objection that needs to be considered rather than quantity. As with any consultation, although every comment is considered, more weight is given to those residents who may be directly affected i.e. those within the immediate vicinity of the proposed features / frontages. In this case those representations that should be given priority are those from Cecil and Balfour Roads.
- 4.7 As already mentioned, the only aspect of the proposal that is subject to the statutory consultation is the junction entry treatment. Other proposed improvements such as the road narrowing were not subject to the consultation; however, it appears that almost all representations are against the road narrowing for the following key reasons:
- With the allocated right / left lane removed, objectors from Cecil Rd believe that this would cause congestion and would mean that it would take longer for them to exit Balfour Rd. This could well be the case during the peak period if the majority of residents opt to exit this junction during the same time period; however, due to this possible delay to journey time, those who use this road as a rat run may then consider it as undesirable and decide to use alternative routes.
 - It has been suggested that the road narrowing would cause congestion – however, as it can be observed by the photographs below (that were in fact provided by an objector), the junction is routinely narrowed by delivery vehicles and due to the Council's inability to provide daily enforcement, this is likely to continue. It could be argued that the road is already narrowed to one lane and therefore the potential impact of footway widening would be no different except for the fact that with vehicles, particularly high sided vehicles, safety, visibility and crossing for pedestrians are currently adversely compromised.
 - It is suggested that the road narrowing should be trialled. However, given that there appears to be routine obstruction at the junction by delivery vehicles it could be argued that the road narrowing has been unofficially trialled. To officially trial and monitor a road narrowing can be expensive and it is not something that the Council can commit to at this time particularly given the minor nature of the proposals.
 - Balfour Rd is one way and within a CPZ. Its junction with Merton Rd is subject to waiting and loading restrictions. The design is such that there will be no loss of legal parking. However, there are those who are concerned about the loss of the illegal parking / loading *facility* that they have been enjoying for many years due to lack of enforcement. Arrangement for effective enforcement has been put in place. This argument is therefore a moot point.





- There are some concerns from a few of the local businesses regarding the loss of illegal parking / unloading provisions. As a rule, parking, loading / unloading is not permitted at junctions. Historically a loading ban of 7am-7.00pm was introduced at this junction to safe guard the junction. However, it is important to note that in recent years, in cases where such obstruction is caused, the Council does introduce a total ban. The objection to continue an illegal activity is, therefore, not one that can be considered as a valid objection. To facilitate both customers and local businesses, the Council could consider changing the existing shared use bays in Balfour Road to P&D only and allow loading / unloading during a set period in the morning after which the bays can become available for visitors. This would be subject to a statutory consultation and likely to receive objections from residents. It can be confirmed that this area has now been added to the borough's parking management programme for investigation and progression.
- There are a number of objections from Pelham Rd who believe that their road would be used as an alternative. In the absence of any origin and destination surveys, this perception cannot be quantified or substantiated. It is envisaged that there will be some who may find Balfour Rd undesirable and seek alternative route but this displacement is likely to be dispersed rather than localised.
- It is suggested that South Wimbledon junction should be modified / improved so that motorists refrain from rat running through Balfour Rd. It should be noted that over the years a number of reviews of this junction has taken place and TfL have optimised the signals' operation as much as possible. Although there is potential for this junction to be improved it would not be to accommodate or give priority to vehicular traffic. Given a number of factors including the strategic status of the junction and its arms and the fact that priority is now given to active and sustainable transport and environment, makes for managing all the varied and conflicting demands at this junction extremely challenging. This junction remains on the Council's list for action but it would require extensive funding and resources that would need to be secured.
- There have been reports of a number of motorists routinely contravening the one way system. The Council is satisfied by the signs and the road markings that are in place which are clearly visible. Previously the police and the Council's enforcement team did undertake some surveys and although there were some contraventions, there were insufficient numbers to qualify for a camera. The road narrowing will act as a deterrent.

5. RECOMMENDATIONS

- 5.1 It is recommended that the Cabinet Member considers the representations received to the statutory consultation and the options as set out below whilst being mindful of

the points in section 4 of this report.

5.2 There are three options that the Cabinet Member may wish to consider.

5.2.1 Option 1 - To abandon the proposals

Option 2- To introduce the junction entry treatment which would require tightening of the junction to a small degree to facilitate the required ramp. Although this would not be as effective as a full build out, it would offer some improvements to the junction particularly for pedestrians. Should this option be agreed, no further consultation would be required.

Option 3 – to introduce the proposed scheme as set out in appendix 1

6 TIMETABLE

6.1 If options 2 or 3 are agreed, implementation would be programmed for next financial year. The works would need to be carried out during school holidays such as Easter, May or summer holidays 2020.

7. FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

7.1 The cost of implementing options 2 or 3 will be approximately £20k -£26k which will be met by the Borough's LiP allocation.

8. LEGAL AND STATUTORY IMPLICATIONS

8.1 The Traffic Management Orders would be made under Section 90 of the Highways Act 1980 (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.

8.2 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 Council in reaching a decision.

9 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

9.1 By maintaining clear junctions, access and sightlines will improve, thereby improving the safety at junctions by reducing potential accidents.

9.3 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 design of the scheme includes special consideration for the needs of people with blue badges, local residents, businesses as well as charitable and religious facilities. The needs of commuters are also given consideration but generally carry less weight than those of residents and local businesses.

9.4 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders published in the local paper and London Gazette.

10. CRIME AND DISORDER IMPLICATIONS

10.1 N/A

11. RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

11.1 All the risks and safety implications during construction will be managed accordingly.

11 APPENDICES –

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

Appendix 1 – Plan of proposals and Statutory Consultation newsletter

Appendix 2 - Representations

Appendix 3 – Plan of option 3

12. BACKGROUND PAPERS - N/A



Dear Resident/Business,

Following a number of complaints about the junction of Balfour Road and Merton Road, the Council is proposing a number of improvements as set out below and shown on the plan overleaf.

The proposed measures include:

1. Narrowing of the junction which will reduce the width of Balfour Road. This will reduce the width of the carriageway pedestrians need to cross and it will provide wider footways
2. In the absence of allocated left and right turn lanes, it is likely to prove unattractive for those few who may choose to rat run
3. It will prevent those who are in contravention of the One Way restriction
4. Introduce trees on both sides on approach to the junction
5. Declutter existing signs and posts as much as possible
6. There will be no loss of parking
7. The junction will be subject to a junction entry treatment that is pedestrian friendly and will slow drivers on approach to the junction

What happens next

STATUTORY CONSULTATION

As a rule, highway improvements as set out above are not subject to a consultation. The only aspect of the proposal that is subject to a statutory consultation is the junction entry treatment as set out in point 7 above.

The Council intends to undertake the Statutory consultation for the introduction of the proposed junction entry treatment between 19 July 2019 and 16 August 2019. The consultation would involve publications in the local newspaper (The Wimbledon Times) and London Gazette with Notices on the lamp columns in the road.

Please note that a statutory consultation is NOT a tick box exercise. You must make your representations for or against the proposal described in the Notice in writing to trafficandhighways@merton.gov.uk. Please quote reference **ES/BalfourJunct**. **Representations must be received no later than 16th August 2019.**

www.merton.gov.uk

This information can also be viewed on our website using the following link

www.merton.gov.uk/BalfourRdEntrytreatment

All representations along with officer's recommendations will be presented in a report to the Cabinet Member for Regeneration, Housing and Transport for his consideration and a final decision. **Please note that responses to any representations received will NOT be made until a final decision is made by the Cabinet Member.**

The Council is required to give weight to the nature and content of your representations and not the quantity. Your reasons for or against the junction entry treatment are therefore important.

A copy of the Notice and plan identifying the area affected by the proposal can be inspected at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council's working hours, Monday to Friday, between 9am and 5pm.

A copy of the proposal can also be inspected at Wimbledon Library, 35 Wimbledon Hill Road, Wimbledon SW19 7NB.

Information Only.

ABBEY WARD COUNCILLORS

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Cllr. Martin Whelton
Cabinet Member for Regeneration, Housing and Transport
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(The contact details of Ward Cllrs are provided for information purposes only)

Representation - Support
<p>Balfour Road</p> <p>Please accept this email as me being FOR the proposed Balfour Road / Merton Road Junction Improvements.</p>
<p>Balfour Road</p> <p>Please accept this email as me being FOR the proposed Balfour Road / Merton Road Junction Improvements.</p>
<p>Cecil Road</p> <p>Thank you very much for the information received through my door regarding the proposed changes to the junction of Balfour Road/Merton Road. I am hugely in favour of these changes.</p> <p>I have lived in Cecil Road for 17 years and cannot tell you the number of cars I see driving the wrong way up Balfour Road, or parked facing the wrong way up Balfour Road. I believe many of these vehicles are completely unaware they have done anything wrong, as the positioning of the no-entry signs at the end of Balfour Road make them virtually impossible to see. A narrowing of the exit of Balfour Road onto Merton Road (and better no-entry signage) I am sure would vastly improve this. It may also stop those who are completely aware of what they are doing (*cough* those working in the shops/restaurants on Merton Road) from taking this short-cut to park behind their units.</p> <p>I am also a fan of increasing planting in the road, and to introduce trees on both sides of the approach would be welcomed.</p> <p>Is there any way of changing the lights/signage at South Wimbledon junction to allow vehicles to turn right from Kingston Road towards Morden <u>all the time</u>, rather than directing them down Balfour Road during certain periods, which really isn't designed to have very large vehicles coming down it?</p> <p>Talking of which, is there any way of stopping these huge lorries (I am talking large lorries, not vans) parking in Balfour Road to deliver their wares to the shops. Many times they pull in outside 14 Balfour Road and massively hang over the road on Cecil Road, hindering anyone from exiting out of Cecil Road (by numbers 1-2) and turning left onto Balfour Road. They are also so very large that when they are parked they obstruct other vehicles passing them, which causes a backlog and lots of angry honking of horns (which is not nice for the residents). To summarise, I am very much in favour of these proposals.</p>
<p>Balfour Rd</p> <p>I would like to put forward my endorsement of the planned junction improvement works. I am resident at X Balfour Rd and my major concern with 2 small children is the illegal use of the road as a 2 way entry. This creates a lot of uncertainty when crossing/ getting into my car etc. Also I agree that the narrowing should reduce the use of the road as a "rat run" thus overall improving the safety of the road.</p>
<p>Balfour Rd</p> <p>Having only moved into no.xx three weeks ago, I've noticed that it is the case Balfour Road is used to avoid the lights at the main junction. Some Veolia refuse trucks are noticeable/noisy culprits. We would be very much in favour of the improvements/changes that have been outlined in your correspondence.</p>
<p>Cecil Rd</p> <p>We are resident/owners of XX Cecil Rd - which property faces directly down Balfour road. We are a young family - two adults and two children 7yrs and 3yrs. We strongly support the scheme with the addition of the pedestrian surface treatment, item 7.</p> <p>That measure will positively reinforce the residential nature of the road and influence driver behaviour.</p> <p>The current state of the relationship between Cecil Road (Kingston Rd entrance) and Balfour Road allows inappropriate, anti-social and unsafe use by vehicles as a 'rate run'.</p> <p>That use allows cars to 'race the lights' at the main South Wimbledon junction - resulting in the sharp corner being taken at speed and for a significant number of drivers an opportunity for hard acceleration down Balfour to well beyond the 20mph speed limit; with the associated noise.</p>

That arrangement and the behaviour it facilitates also creates aggression towards residents of Balfour/Cecil who require time to parallel park on the street. Vehicles then frequently back up to Kingston Road such is the popularity of the 'rat run' at peak times.

Although not part of the measure under consultation we would support the addition of further traffic calming along the 'rat run'. As on other residential roads within the vicinity, speed bumps could be incorporated without any loss of resident parking spaces.

The Kingston Road entrance also clearly requires future attention, due to the speed at which drivers are currently able to turn into Cecil - a raised rumble strip and similar pedestrian treatment would seem an obvious improvement, to work in conjunction with the present proposal.

As officers may also be aware a significant number of HGVs also use the Cecil/Balfour route as it is not clear from Kingston Road (following SatNav) that the route is not fit for purpose - vehicles far larger than the waste disposal vehicles. HGVs have become stuck and have had to reverse out back into Kingston Road. They have also caused damage to residents parked cars. We had our car effectively scrapped due to being collided with and then pulled out of its parking space along Cecil Road by a large HGV.

We would be grateful if you would acknowledge receipt of this consultation response.

Balfour Rd

Just been reading the proposed changes for the Balfour/Merton Road junction. Appreciate the consultation is not about the proposed junction changes themselves, & I'm pretty much all for it. Couple of questions:

Has a test period been thought about - just to alleviate concerns of long queues during peak hours?

Any consideration to doing something similar at the junction of Cecil and Kingston road? Making the route less attractive on entry would possibly be better than (or better with) changes on exit?

Also, on the Kingston road shops - How come cars are allowed to park on the pavement - I understand the land may be owned by the premises, but I thought they could only use it with dropped kerbs...?

Balfour Rd

I am in favour of the proposed changes at the Junction of Balfour Road and Merton Road, although I would like to note the following regarding the notice dated 19th July:

- Point 3 is incorrect. There is no proposed physical infrastructure to prevent those in contravention of the one-way restriction. The situation will remain unchanged: a restriction that can be ignored at the driver's discretion.
- Nothing in the proposal directly addresses the four traffic problems we have on Balfour Road: excess traffic volumes, predominantly rat runners; drivers contravening the one-way restriction; HGVs using the road as a cut-through; and speeding.

All the problems noted in the second point could be easily resolved by closing the road to through traffic in line with all the other roads around the South Wimbledon junction. The majority of residents were in favour of this proposal at the last consultation (source: FOI request), but the Council chose to give the views of non-residents and businesses equal weighting in their assessment, which broke the promises made at the beginning of that process.

On a more positive note, the shift in balance in favour of pedestrians and the addition of two new trees will give the road a more residential tone, which is to be welcomed.

Balfour Rd

As a resident of Balfour Road I recently received the Junction Improvement consultation letter. I can see that the link for this on your website is now unavailable but hope it is not too late to provide feedback.

I wish to voice my support for the proposals, particularly due to the high number of drivers entering Balfour Road from Merton Road the wrong way and driving well over the speed limit, both of which make crossing the road and parking dangerous. I hope that the proposals are carried forward. I look forward to seeing the outcome of the consultation in due course.

Balfour Rd

I am in agreement with the Balfour Road entry treatment and the restrictors for the following reasons:-

1. It would minimize any occurrence of vehicles contravening the one way system which is continuing to rise through lack of effective sanctions.
2. It would prevent vehicles ignoring the speed signs and using Balfour Road as a speed track which is currently a regular dangerous event.
3. It would provide a safer passage for pedestrians to use and a caution marker for vehicle users to be aware of when passing through Balfour/Cecil Roads and approaching the junction with Merton Road.
4. It would look much nicer and, with the decluttering of obsolete street furniture and planting of pollution absorbent trees, clearly define Balfour Road/Cecil Road as a residential area.
5. Rat running would be greatly reduced as it will not be a quick fix shortcut for all manner of vehicles to use Balfour Road to enter Merton Road. Less vehicles, less harmful emissions which affect everyone.
6. By removing the obsolete signage at the junction of Balfour Road/Cecil Road, 2/3 parking spaces could be created at low cost which would be welcomed by the residents currently struggling sometimes to find spaces.
7. It would show that the Council are really trying to make Balfour Road a safer place to live and bring us into line with many other roads in the vicinity having enjoyed the same kind of improvement scheme.

COMMENTS

No address

Regarding the proposed changes to the Balfour Road Junction, these plans will almost certainly make the problem of idling cars more of an issue on Balfour Road, negatively affecting air quality for local residents.

With the current layout I have yet to see more than two cars waiting to turn out of Balfour. If there is no longer a separate lane to turn right this will inevitably cause cars to queue further down Balfour, causing more of a nuisance to residents.

While the changes may, in time, reduce the number of cars using Balfour as a means of avoiding the traffic lights, this is itself isn't a major issue for the road - again the number of cars using the road is minimal at most times of the day. It would be a shame to make what is a quiet road one that is frequently busy with queueing cars.

Cecil Road

I am emailing my views on the proposed improvements to Balfour and Merton Roads. I live on Cecil Road so I am directly affected by this decision. I know many cars travel the wrong way up Balfour from Merton Road so I do support action being taken. However, is it at all possible to implement this as a trial to see if after 3-6 months it actually works? It is simple to narrow Balfour Road at the junction it meets Merton Road and improve the No Entry sign visibility. I realise it will take a few months for cars using it as a short cut from Kingston Road to go left into Wimbledon to realise it is probably not worth doing anymore so the 3-6 month trial would help us see if it has deterred the short cuts and the cars from Merton road coming up the wrong way.

However, I do not believe any of this will work until you change the rules at the South Wimbledon Tube traffic lights to allow cars to turn right all the time, with a proper right-turn filter. Until then, Balfour Road will ALWAYS be used as the option to travel towards Sutton and therefore the traffic will inevitably back up on Balfour as we wait for the right turns to be let out on a very busy Merton Road meaning that for those of us who live here we will suffer delays trying to turn left to reach the A3 or wherever we wish to go. It is our ONLY exit and as such I think it is so important that everything is looked at rather than JUST this junction and that a trial is implemented using cones/barriers just like you have done near Wimbledon Theatre rather than going to huge expense,

which when committed I know will never be reversed.

Cecil Road

what is the problem that is being addressed here I wonder? If it is to decrease traffic flow I am not sure it will work, since having only one exit lane might cause traffic to queue up in Balfour, engines running, pollution.

It really is a question of whether this will alleviate/solve whatever the problem is. If there is no firm evidence then perhaps leave well alone and save the money. not such a big deal for me, (Cecil Rd and no car) but glad to be consulted.

Balfour Road

I would like to make the following points in respect of the consultation to narrow the exit of Balfour Road to Merton Road to reduce the frequency of Cecil Road/Balfour Road being used as a cut through:-

The newsletter dated 19th July 2019 refers to the “few who may choose to rat run” but the council’s own report dated 12/09/16 confirmed that of the 7,574 vehicles which drove down Balfour Road during the survey, 773 of those used the road to cut through and turn left. By my calculation this figure is 20% of the traffic flow so to describe the “few who choose to rat run” is NOT a fair representation of the issue.

Whilst we welcome the council’s attempt to improve the issue of traffic on Cecil/Balfour Road we have major concerns that without trialling it first, we will end up in a worse situation than the current one.

The narrowing the junction at Balfour Road/Merton Road exit is likely to cause a backlog of traffic. We will have stationary vehicles clogging up the road outside our houses will significantly increase pollution on Balfour Road which is bad for the health of residents, many of which are families with young children.

- An improvement of the flow of traffic on at the junction at South Wimbledon would be better solution as the Kingston Road is wide enough to introduce two lanes, one for those turning left and one for those going straight on.
If the council make the changes without a trial – will they unwind if the restrictions do not work?
Residents do not want to end up in a worse position.

Would it not be possible to restrict the traffic as it enters Cecil Road, rather than restricting the traffic on the exit?

Other issues that residents have to deal with daily are:

Fly tipping – this problem has significantly increased and is now a DAILY occurrence

1. Rubbish from bins dumped on Merton Road (outside flats and Aya Restaurant) – nearly daily occurrence worse on collection days
2. Vehicles entering Balfour Road illegally from Merton Road (business owners and visitors to the businesses on Merton Road are the main culprit of this). Can they be captured via camera?
3. Frequency of cars speeding down Balfour Road – speed camera?

We welcome the idea of decluttering existing signs and planting more trees – yes please both of these.

Cecil road

Please see below my views on the plans to narrow Balfour Road. I live at start of Cecil road and that every car that goes through Balfour drives past you. I find traffic really is not a problem. Instead of narrowing the road, I would suggest having a yellow box at Balfour/ Merton junction and also clearer signage saying no entry at that end.

Representation against

Cecil Road,

I am writing about the proposal to narrow the end of Balfour Road which doesn’t seem to make a lot of sense to me. I’m not sure what this really aims to achieve, but as a resident of Cecil Road, I can see how inconvenient this will be for residents. It can already take a while to get out of the end of Balfour Road and that’s with people able to queue for left and right, narrowing will make this worse and potentially increase pollution.

Furthermore, it seems impossible that no parking will be lost to this scheme which would cause additional issues for residents of Cecil and Balfour Roads, many of whom are young families who cannot avoid having cars and for whom parking in adjacent roads if there was not space would be a huge inconvenience.

I appreciate the Council is trying to protect local residents, but this scheme really doesn’t do that in my view.

I am aware of the proposals put forward by Nigel Benbow which seem to address the issues and are preferable.

Cecil road

I wish to raise very strong objections to the proposed narrowing of the road at the Balfour Road approach to the junction of Merton Road. This will cause maximum disruption to the residents which is totally unnecessary in light of the many alternative measures that can be employed.

Some far more sensible and logical solutions would be:

- the introduction of CCTV cameras at this junction as well as at the Cecil Road junction with Kingston Road to discourage these offences
- the installation of red warning lights with appropriate 'No Entry' signage at both junctions with a clear reminder of the offence that would be committed if the motorist proceeds
- a yellow box junction at the Balfour Road/Merton Road junction to enable an easier right exit from Balfour Road
- Speed bumps to make the roads safer and to further deter the usage of the roads as a quicker alternative route

The proposals that you, the council, are putting forward are not in the best interests of your residents and would have a dire effect on our cosy little corner of Merton. Your decisions impact on US so I do hope you are listening.

Balfour Rd / Merton Rd – Bussiness

We Absolutely disagree with this proposal

Parking will be lost-confirmed

increased pollution for the residents of Balfour and Cecil as the cars will be waiting , 'Idling' to turn left or right in single file (rather than the present 2 lane situation) from Balfour rd.

Proposed trees will block the view for drive-look at the location of these proposed trees. Trees have a tendency to grow taller

As a local area tax payer I would like to know how much of my money has been spent on this nonviable issue over many years now.

End of consultation period in the middle of the summer school holidays when many families will be away?? - thus they will be unable to contribute to the discussion.

Plases stop this obsession. We were told last time that Balfour was raised as an issue that it was the last time. I was told that no more of our tax payer money would be spent on this issue. Here it is *again*

Il do hope that all local business in the area of Balfour Rd and all residents in road near Balfour have been individually notified of this issue. It would be a gross injustice if they were not.

It will cause

*more congestion

*more pollution

*increase danger on the road-particularity children who use this road to walk to school and to numberworks

*Stymie deliveries, post and garbage collection for those in the local area

*Increase inconvenience to neighbouring roads

What to do

What we have suggested from the start

Put cameras up. However, I don't think the council will make much money as this contention of so much traffic going the wrong way is a red herring. I have been on this road for years. There is the occasional driver who makes mistake. A have seen more push bikes than anything else going up the wrong and to be frank this (even) doesn't really cause any significant problem.

Cecil Road

We are against this proposal and believe this is trying to resolve a problem that does not really exist, or at best is grossly exaggerated. Can you please expand on the "number of complaints received", quantity and from whom exactly ?

We had a neighbours whataspp group forum for 18 months with in excess of 100 residents and not once did anybody even comment about this situation, and believe me they complained about a lot of things, particularly anti-social behaviour, filthy streets and unjust parking fines dished out in the area. Having spoken to local residents many feel the same way as we do, although non residents do use the road "as a rat run" we do not

believe it is a problem of any magnitude.

Introducing a single lane would ultimately result in a build up of cars making the situation worse for the people who live in Balfour and Cecil Road in terms of pollution and the inability to exit Balfour Road in a timely manner.

Cecil Road

I am resident of Cecil Road and am opposed to the plans in the newsletter of 19 July 2019. The plans for 'improvements' will either:

1. cause ongoing delay and annoyance to residents due to queues or inability to get out of Balfour junction - if Balfour is to be unattractive as a rat run (as the changes are intended), it must result in queues and delays to discourage rat run traffic, which will cause a headache to residents; or
2. have no impact on the rat run or speed of cars on Balfour and be a pointless waste of cost, time and disruption - if the changes will not cause ongoing queues or delays to residents then they will have no impact on the attractiveness as a rat run and thus be completely pointless.

In both cases, options 1 and 2 are unattractive and worse than the current situation.

In my opinion, the current problem on Balfour Road is the speed at which cars travel not the volume of traffic per se. The speed of cars is often dangerous, particularly around the blind bend on Balfour. This issue is highly likely to be a result of rat run traffic rather than residents, but reducing rat run traffic will not address safety concerns if the speed is not addressed. The current plans would do nothing to address speed.

To address the problem of speed, I would support installing speed bumps on Balfour Road. This will certainly reduce speed (the main safety issue) and may thereby reduce attractiveness as a rat run also (a secondary benefit).

Cecil Road

As a resident of Cecil Road SW19 I oppose the current plans for the Balfour/Merton road junction. The current plans are designed to make Balfour Road unattractive as a rat run by encouraging delays and queues on Cecil and Balfour Roads. This is not an acceptable solution as the residents will suffer as a result of ongoing traffic jams causing disruption and pollution.

The main problem with the rat run traffic on Balfour Road is the speed at which cars travel which poses safety concerns to residents. For example, it is very difficult to get my young child out of the car seat if I have to park on Balfour Road as cars travel far too quickly around the corner.

The current plans do not address this serious safety concern and neither do they solve the problem of rat run traffic without causing huge inconvenience to residents. I would wholly support the installation of speedbumps and/or speed cameras in order to make Balfour Road safer and this may also reduce its attractiveness as a rat run as by forcing cars to travel more slowly people will not save time in cutting the South Wimbledon junction.

No address

I am writing to express my objections to this proposed scheme. To take the points as set out in the council notice of consultation:

1. *Narrowing of the junction which will reduce the width of Balfour Road for pedestrians.*
This is a non-issue. As a resident for more than fifty years I have yet to encounter any pedestrian experiencing significant difficulty in crossing the road, apart from icy weather when the council has failed to grit the pavement.
2. *In the absence of allocated left and right turn lanes, it is likely to prove unattractive for those few who may choose to rat run.*

It may be stating the obvious, but much of the traffic exiting Balfour Road only use the route so as to be able to proceed to Morden Road at peak times due to the prohibited right turn at the South Wimbledon junction.

Rat running is somewhat overstated, the 20mph speed limit already makes it unattractive. The single lane will ensure more standing traffic queuing to enter Merton Road. The Post person collecting from the post box will block the road with their van, as will the commercial waste collection vehicles servicing the shops. Larger vehicles will have to

swing across both carriageways of Merton Road to clear the corner, and will obviously have to wait until those vehicles give way and it is safe to do so.

3. *It will prevent those who are in contravention of the One Way restriction.*

I feel that you are being very optimistic in that statement. There appears to be a class of driver who exhibit a total ignorance and disdain of the rules and regulations enshrined in law. Narrowing the road may deter them a little, but in reality both the council and the police should be prosecuting violations.

4. *Introduce trees on both sides on approach to the junction.*

I am sure that more trees will make not the slightest difference to the effectiveness of the junction, and are only Included as virtue signalling. If past experience is anything to go by they will become an unkempt nuisance to pedestrians from the lack of maintenance and root damage to the pavement.

5. *Declutter existing signs and posts as much as possible.*

This is a worthy aim, but I think all the existing signage is required for regulatory compliance.

6. *There will be no loss of parking.*

The supplied drawing Z38-262-01 fails to show the driveways on either side of Balfour Road that access the 'service areas' behind the properties in Merton Road. Please confirm that the proposals will not impact either their access or existing parking.

7. *The junction will be subject to a junction entry treatment that is pedestrian friendly and will slow drivers on approach to the junction.*

As stated previously, the road is subject to a 20mph speed limit, and good road craft dictates that a driver should already be slowing to come to a stop before entering the major road.

In conclusion, Andrew Judge wasted many thousands of hard-pressed council tax payers pounds in chasing unworkable schemes for our little road. This will only lead to more expense, the return on investment being at best doubtful, in response to the (very) few vociferous residents in Balfour Road. If implemented, this proposal also impacts the nursery in Montague Road, and schools in Pelham Road which are likely to see an increase in traffic.

In fine, just leave us alone!

To put forward some alternative ideas:

Give the junction with Kingston Road the 'Home Zone Light' treatment in keeping with nearby roads and making Cecil Road less attractive as a rat-run.

Stagger the 'Keep Clear' box in Merton Road southbound and convert to yellow boxes to ensure more than one car can exit Balfour Road at a time.

Provide a CCTV camera on the Light Column opposite Balfour Road to police the box junction and occasional no-entry violations, also issue Penalty Charge Notices to any who have parked facing the wrong way in Balfour Road, and the one way portion of Cecil Road.

I am a resident at XX Cecil Road.

In response to the proposed traffic changes please note my objection to the proposed changes for the following reasons:

: There is not any main traffic that pass down Cecil Road, nor have I seen any excessive speed, especially given the width of the road. I am in a key position to observe this.

: I am primarily concerned that with only one exit lane from Balfour this will back up resident traffic trying to exit the street. This will be particularly noticeable in peak periods, where if cars are exiting right, it would be mostly waiting for a mains light change, thereby backing up traffic down the street.

: I do feel that this will lose valuable parking spaces, given additional barriers will take up road space. Further there are general requirements for larger vehicles for residents e.g. who are doing building works etc. Which may struggle to exit a smaller lane

: Surrounding roads will be impacted by a change in traffic, and roads such as Montague and Southey have schools and nursery's. Surely there are other options available like improved signage to the roads or a traffic camera at Balfour Road?

If you need any further explanations to the above, please do not hesitate to contact me.

Cecil Road

The width of Balfour Road does not need reducing because only 2 vehicles 1 left turning and 1 right turning can get through at any one time anyway. This is already exacerbated when larger width vehicles wish to leave Balfour Road. We have already seen an increase in the number of builders vehicles, removal vehicles, etc using both Balfour Road & Cecil Road because numerous houses are being renovated, etc. Pedestrians don't have a large road to cross now anyway so what is the problem. Are you now giving pedestrians crossing side roads that enter main roads priority regardless of the side road widths?

Point 2 about allocated left and right hand lanes. Contrary to the statement there is 1 left hand turning arrow in the left hand lane and 1 right hand turning arrow in the right hand lane already painted on the road thus depicting 2 lanes. What is needed is a yellow box junction with camera placed at this junction in Merton Road. (See also point 3)

Point 3 about wrong way traffic, what is needed is better placed signage in Merton Road. Firstly so that the existing round No Entry signs are placed where they can be clearly seen from both directions when approaching the junction in Merton Road which they aren't at the moment. The existing No Entry signs are useless because they are currently placed so close to the brickwork of the buildings in Merton Road either side of Balfour Road so that they are not clearly visible. They should be placed further away from the buildings .

Secondly there is no signage in Merton Road left hand side when approaching the junction from the Sth Wimbledon junction stating that there is no left hand turn into Balfour Road. This is one of the reasons why offenders end up driving down Balfour Road the wrong way despite the road markings in Balfour Road.

The number of drivers I have stopped doing such entry always state they either didn't see the signs/markings or they didn't realise Balfour Road was one way against them. Some drivers have completely ignored my warnings and still continued up Balfour Road to exit via the Cecil Road/Kingston Rd junction.

A camera plus yellow box junction in Merton Road facing Balfour Road should identify the culprits. (see also point 2 above)

Point 4 - Trees - What is this fixation with tree planting especially when the width of the road isn't extreme.

We currently already have the problem in Balfour Road of overhanging branches from existing trees causing all sorts of problems for pedestrians using the pavement.

Point 5 Posts and signs - Where is the clutter?

Point 6 No Loss of parking spaces - Contrary to that statement Qty 5 parking spaces will be removed from that end of Balfour Road (3 on the left hand side & 2 on the right) thus increasing the car parking problem in this Road and Cecil Road.

Point 7 about slowing drivers down, what is needed is road humps to be placed at particular points in Balfour Road so it would be impossible for drivers to speed over them all unless they wished to damage their vehicles.

In addition where is the proposed pillar box being re-sited to. With the removal of the old Post Office at the Sth Wimbledon Station a pillar box is needed in this close vicinity both for residents and local businesses.

I think I have made my point against this proposal

Cecil Road

I've read through and heard repeated descriptions of the proposed plans to change the junction of Balfour road and Merton road.

I'm frankly amazed that anyone thinks the best solution to the current problems are best solved by taking measures to make the problems worse in the first instance.

The very principle of deterring people from using it as a cut through by making it so bad for anyone to use is astonishing. I can't find any research or precedents to suggest this will help local residents or businesses.

Firstly, it will simply back up traffic. The alternative of staying on Kingston road which is already over used and incredibly busy will not be an option. The queues will be worse and that will affect local residents trying to leave the road.

Secondly, if one of the main issues is people coming the wrong way from Merton road. (In 4 years of living here and using the roads as a pedestrian, cyclist and motorist, I haven't seen anyone do this. I'm sure it happens on occasion but narrowing the road would surely make this practice more likely to result in an accident and injury rather than preventing it.

Placing a camera to catch anyone making this offence is surely a far greater, more direct solution and will raise money for the council. That together with clearer signage and speed limit signs would be for more effective.

As for narrowing the exit, this will only make matters worse which ironically I believe is the plan? At what point is the equilibrium forecast to take place from any research? Ie; at what point does it get so bad that people are deterred from using it? 3 months, 6 months? Once they stop using it and it gets better for residents, surely the motorists will start using it again as they get a sense of the improvement.

The concept seems so fundamentally flawed and no doubt expensive, that I cannot even believe it made it out of the brainstorming session/focus group. I would have serious question marks over any representative that conceived of this solution to the current problems.

Could the hours of use be restricted for example from turning in from Kingston road? Can anpr be used to enforce this during the school run for example?

Finally, delivery trucks and refuse vehicles already struggle to get through the Cecil and Balfour roads safely. Further restricting that access and manoeuvrability will only cause greater problems for residents.

If somehow the consultation does see the motion passed, at least a trial by temporary closing the left hand lane would be a more sensible and cost effective approach to demonstrate the futility of this concept.

What is the contingency for this not working out of interest and making the situation worse? (Which I firmly expect it will) will it be ripped up and returned to how it was? At what cost?

Restrict the hours if possible, install at least one camera at the Merton road exit and better signage.

If the proposal goes ahead, it will create more traffic, more pollution for local residents - many of which have young children, more accidents, less access for utilities and worse traffic in Kingston road.

Cecil Road

As a long standing resident of Cecil Road, and the part of Cecil Road that traffic passes through, I am totally against narrowing this road and making life more inconvenient for the community.

My wife and I knew this road was an urban road designed to ease traffic on the Kingston road when we bought it. And living here I know that passing traffic is not unreasonable. As parents of 2 boys who are now old enough to cross the road by themselves, if there was an issue I would raise it myself.

A few points:

-Narrowing the road will bring traffic on Balfour road to a crawl and possible standstill. Those wanting to turn left on merton road to go to A3, or Wandsworth will be stuck behind those wanting to turn right to Morden or Tooting etc. And those turning right will have to wait for those lights at S Wimbledon Junction. This will make life difficult for both residents as well as those passing through.

-Businesses will suffer as people parking on our road or dropping off (and why not? we are part of the community) will find it inconvenient and go elsewhere. There are already empty shells on Merton road. You want the same thing to happen to shops on Kingston? Many are minority businesses.

-If many are put off by using the road, they will go up Montague and Southey. You do know there are schools and nursery there do you not? Please do not wait for a child to get knocked down before you admit this is a bad idea.

-I must ask here. is the fact that you know there is a school and nursery nearby that would be effected the reason you guys are conducting this survey in the summer when it is shut and most parents are away? Or am I being cynical?

-There is a problem with some cars going the wrong way up Balfour. However that is due to bad signage. The No Entry signs are right against the buildings and not clear. The other day a cab I called went the wrong way to pick me up. i asked him why and he said he turned quickly and did not see the signs. I suggest a big yellow box at that Merton road end and clearer signage. I also suggest a traffic camera fining people going the wrong way. If this really was an issue than you will recuperate the costs (£12k?) quickly.

-I also suggest a no exit sign on Cecil Road at the Kingston Road end. Sometimes people drive in, park outside my house (they are welcome to), shop and places like Spiceway, and do a U-turn and leave.. There are no signs saying they cannot do that. The only signs are at the corner where Balfour meets Cecil and some people do not drive that far down Cecil to notice those signs

- You guys are not being straight about the fact that no parking spaces will be gone. I do not believe you guys. Even if I am wrong here, the whole idea is ridiculous.

-This obsession with trees is ridiculous. The pavements are for people and are quiet narrow. My 80+ year old Mother, when she visits and walks with a walker finds them difficult to negotiate around as it is when my Dad parks near one. Trees uproot pavements and force adults and children on the roads. When Autumn comes and leaves fall to the ground and dogs do their business under them, these streets will be filthy. This is especially with the Council's complete mismanagment of the street cleaning contract. (was it for 8 years or 24?). This tree obsession is typical liberal middle class virtue signalling.

-Some people moan about speed. I do not believe that. It is not possible to really speed up and slow down

without crashing on Balfour Road. The road is too short. But to keep those moaning happy many be clearer signage saying 20mph and maybe a couple of speed bumps?

I find it difficult to comprehend that this Labour Council is considering taking the side of a few NIMBY's over the wider community. People who think they have the right to live in the city with the convenience of a tube station next to them but also think they have the right to the tranquillity of the countryside. Everyone knows this is all led by one man who happens to own 3 properties on the road. You guys have already spent £10K on a mis-managed consultation and survey a few years ago. Narrowing the road will cost £20K or thereabouts. That money can be used elsewhere. This road services many in the community. If you narrow this road you really will be taking the side of the few as opposed to the many. What is your party's motto again?

Mr Alambritis and co, please see sense and do not narrow this road. It is not perfect but it works fine

Cecil Road

Firstly, I'd like to thank you for showing interest in what is a daily problem and one which has been occurring for many years. In 2011, the residence of Balfour & Cecil Road rallied up a number of proposals to present to the Council. To our delight, one was to proceed on a trial bases but, was pulled at the last moment for completely unjustified reasons.

I firstly am intrigued as to what has motivated you to raise the subject again, 10 years later?

Have you read the file on the previous proposals?

How is your latest scheme going to decrease the amount of traffic coming through Balfour Road the correct way, let alone the wrong way?

If you have carried out a survey you will have seen that a lot of the perpetrators contravening the "no entry" sign are mainly customers or delivery vehicles for the commercial premises, i.e. Aya, Number Works etc. (and soon to be "a nice Turkish restaurant" at no.183)Your proposed scheme will not stop people from driving in to Balfour Road from Merton Road, I have witnessed this so many times, people are more intent on picking up their child or feeding their stomach than looking at signs on the road.

By narrowing the entrance you will be pushing back the que of vehicles turning left or right onto Merton Road and therefore, residents in Balfour will be subjected to tail backs and further pollution.

It has been a very long time coming for the cleaning up of the junction and I am in favour of decluttering signage and planting lots more trees. But, am not in favour of narrowing down the road at the point illustrated on the map. You need to clearly define the commercial area to the residential area and therefore, setting back the trees to the start of the houses on Balfour Road would be the correct thing to do also narrowing the road at this point too and locating NO ENTRY signs and a raised cobbled area as proposed and in years to come, if it still doesn't work then a barrier can easily be put in place.

By setting back the chicane you create a natural barrier and with proper signage a reluctance for people to drive up the wrong way.

This would then allow for all the commercial vehicles for collecting rubbish, deliveries and customers to park in the designated parking areas, drive in and out as is the case for Hamilton Rd, Hardy Rd, Nelson Rd, Victory Rd, Hotham Rd, Norman Rd, Holmes Rd and Laburnham Rd. It would be prudent for all to encourage the commercial properties to clean up the rear of the properties, tarmacking the surface and providing clear allocated parking instead of the ramshackle mess that exists today.

I think it also very important to apply a similar treatment to the entrance to Cecil from Kingston Road. Tree planters and raised cobbled road, cast iron bollards and better signage.

With the continuing developments in the area, the immanent addition of the Elim church congregation and the proposed apartments along the stretch of Kingston Road, it is more important than ever to restrict parking to Balfour & Cecil Road residents only as currently it is near impossible to find parking in the street at most times of the day.

Cecil Road London SW19 1JR

We have been resident in Cecil Road for more than 15 years and are very familiar with the subject junction and the immediate area, both as pedestrians and road users.

We accept that the consultation is limited to the proposed item No 7 -treatment that is pedestrian friendly and will slow drivers on approach to the junction. However, notwithstanding that both these purposes are in themselves of course peerless, the reasons and causes for public complaint that have preceded the illustrated Treatment, must surely inform the consultation, to justify or otherwise alter the proposal.

The proposed measures detailed in items 2 &3 reveal two key points that have driven the proposal, namely:
(2) The use of Cecil/Balfour roads as a 'rat-run' by vehicles exiting both Left and Right at the junction with Morden Road, at peak-flow times. (2A) The use of the 'rat-run' by larger commercial vehicles and out-of-service

buses.

And (3) Complaints that vehicles enter Balfour from Merton Rd, contrary to the 'No Entry' restriction.

(2) A root cause of the rat-run is undoubtedly the very poor, outdated traffic management scheme at the South Wimbledon road junction. We and others have pleaded many times for this to be revised and improved; but despite assurances – nothing has been done. A scheme allowing 4-way independent control + pedestrian time, with no banned turns would negate many of the reasons drivers opt for the Cecil/Balfour cut-through. Why is this not prioritised?

The proposal predicts that the single lane exit into Merton Road is likely to be a deterrent to “... the few who may choose to rat run”. It is noteworthy that other 'narrow entry' controls (eg Quicks Road) do little to deter car and van drivers from using these routes. Until the junction scheme is improved, this could lead to a queue of vehicles backing up along Balfour, because the more difficult right-turn out of Balfour would block clearance. We submit that unless the SW Junction traffic management scheme is updated, the proposed narrow exit will exacerbate not ease the rat-run traffic problems of density and pollution in Balfour Road at peak-flow times.

We suggest therefore that the Proposed Entry Treatment should be postponed until the SW Junction is upgraded, but with the proviso that the Junction traffic management up-grade is given new priority.

(2A) Larger commercial vehicles and buses using the 'rat-run'. Again, we believe this occurs mainly because of the timed right-turn restriction for vehicles proceeding east along the Kingston Road, wanting to turn right into the Morden Road, at the SW Junction. 4-way independent control as outlined above, would, we believe, greatly reduce this traffic nuisance. However, new signs at the Kingston Road/Cecil Road junction showing No Entry for vehicles over 3T Except for Access, added to the one-way sign posts, would be a deterrent and legitimise prosecution of persistent offenders. We suggest this is implemented independent of the Proposed Treatment. However, if the Treatment is approved, adding this restriction to the scheme would be a contextual measure.

Physical restriction of width at this entry has been previously considered, but entry for commercial delivery vehicles (for both residents and Kingston Road businesses) and for refuse collection, makes width restriction bollards impractical.

(3) It is reported that drivers needing access to parking behind the businesses along the west side of the Merton Road, are tempted to violate the entry restriction at the junction. Otherwise, over many years, we have witnessed very few drivers drive the wrong way along Balfour. We cannot therefore confirm this as a substantial problem. However, the No Entry signage does need attention.

A visual inspection of the junction from both the South and North sides in Merton Road readily reveals how poorly the No Entry signs are positioned. They are sited tight against the corners of the shop buildings and therefore also quite near to the Merton Road kerb line. They are not visually obvious nor stand out distinctly and clearly. Any vehicle erroneously turning into Balfour, has already lost site of the existing signs. We submit that they should be re-sited immediately behind the Balfour Road kerb line (away from the buildings), set further back (1-1.5m) into the mouth of the junction. In this position, the signs would confront any driver seeking to enter Balfour Road from either direction along the Merton Road.

The Proposed Entry Treatment scheme leaves the existing signs where they are. We submit that whether the Treatment is adopted, deferred or cancelled, these signs should be repositioned. If the Treatment scheme is adopted, the present 'No Entry' words on the road surface are apparently not retained and the need for more prominent No Entry signage is even stronger.

The Keep Clear section in the Merton Road Much as we applaud Cllr Nigel Benbow for attempting to suggest other traffic control measures, he suggests a Traffic Box to replace the existing Keep Clear section in the Merton Road. With respect, we point out that a Traffic Box would be a disaster for Cecil and Balfour Road residents. The Highway Code does not permit entry into a Traffic Box unless the exit (either ahead or to either side) is clear. It is permissible to enter a box to wait for a right-turn, but only if the exit direction is clear. A traffic box at the Balfour/Merton Rd junction would make it almost impossible for residents to turn right when there is a solid queue of traffic backing from the lights, without dangerously forcing an exit across moving traffic. A Traffic Box should not replace the Keep Clear.

The problem is akin to a previous suggestion (not by Nigel) to ban right-turns when exiting Balfour. This would be effective in reducing 'rat-runners' but again, would be a very onerous penalty for the residents of Cecil and Balfour

Cecil Road

I am the owner of xx Cecil Road which is just on the turning to Balfour. I am therefore particularly affected by the proposals. My concern with the current proposals to narrow the junction of Balfour Road is that it is very unlikely to solve the problem of traffic using Cecil/Balfour as a cut through and risks further clogging of Cecil Road with traffic as vehicles will be required to slow down. That would create a big environmental/health concern for me given traffic fumes.

A far better solution would be to put a prominent dead end sign and no entry sign for large vehicles at the bottom of Cecil Road and to change the junction design at Kingston/Merton Roads so that traffic can turn left and right at all times. It is because traffic cannot do so currently that Cecil/Balfour is used to cut through.

For the reasons given above, I would object to the Council's current proposal.

Pelham Rd

Regarding the proposed narrowing of the junction of Balfour Road, I am writing with a number of concerns and objections.

Firstly, I think it will be very dangerous to make this road look more like a PUBLIC PAVEMENT, these are difficult for pedestrians to define, and are very confusing, the more pedestrianised this looks the more dangerous it becomes, my elderly parents find them very hard to see.

Continuing on - you mention that cars are driving into Balfour Road from the Broadway, ignoring the NO ENTRY signs, in other words going up the street the wrong way, surely this can be controlled with cameras, and this has been proved to be very effective and cost efficient.

On the subject of SPEEDING in Balfour Road, the road is too short, and there have been no accidents in the road, again a speed control camera.

I think that it is also worth pointing out that the last time this proposal came up about 2 years ago, it was realised that the road was too narrow for any changes, and then there was a serious FIRE at AYA Restaurant ,and it became very apparent that if the road had been changed or narrowed the fire engine could not have got through, I had a look at what was going on when the fire engine was there, and it was very tight indeed.

It also become clear that many of the businesses on the Broadway, have ACCESS only at the rear via Balfour Road, and that this is the only way of approach in the event of emergency.

Regarding the issue of losing PARKING, any loss of parking is unacceptable in our borough, and many flats are being built with very little parking facilities, there are 2 relatively new blocks in this location by South Wimbledon tube station, and the loss of a car park, by the Tesco supermarket.

Finally, as a resident of Pelham Road, I strongly object to any changes on Balfour Road, which again diverts more traffic down Southey Road/Montague Road/ Pelham Road and Griffiths Road, as is well known there is a large primary school and 2 day nurseries, increasing more traffic along these roads and causing a CUT THROUGH.

I would also like to point out that I know that this proposal is being brought about by a very SMALL MINORITY of people in Balfour Road , and that most residents and home owners living in Balfour Road, Cecil Road, Pelham Road, Montague Road and Southey Road are very much against these proposed changes.

I am obviously hoping that you will be turning this proposal down, and I look forward to hearing the decision of the council.

I have been a resident of Pelham Road in Wimbledon since 1990. Like the majority of residents, I am keen to see the regeneration and traffic calming of the South Wimbledon area as a whole.

I have recently been made aware of LB Merton's latest proposals to introduce "traffic calming" measures (19 July 2019) in Balfour Road. This is now the third time this matter has been raised since 2016. I recognise that this time around the proposal centres on a narrowing at Balfour/Merton road junction, rather than road closure. However, it is becoming tiresome to have to continue making representations, when the fundamentals of this issue have not changed. I remain strongly opposed to these proposals for the following reasons:

1. Yet again the consultation being carried out by LB Merton appears to be focused on Balfour and Cecil Roads. This is oblivious to the fact that any preferential change in one street will have detrimental effects on surrounding roads. LB Merton is simply not following good – indeed common sense – practice that residents and businesses in surrounding streets should also be consulted as a matter of course.
2. I am afraid the attempt to repackage these proposals as different (i.e. narrowing as opposed to closure) does not bear scrutiny, as the LBM consultation note clearly expresses the intended consequences at bullet

point 2 by stating:

"In the absence of allocated left and right turn lanes, it is likely to prove unattractive for those few who may choose to rat run".

3. In other words, the net effect of these proposals is the same as in 2016, i.e. to divert traffic from Balfour onto other roads. Moreover, I am aghast to find a London highways authority using the term "rat run" in regard to Balfour Road given it is an adopted urban road and one that has always been required to take its share of traffic in the area. We cannot therefore understand why Balfour for the third time has been singled out for special traffic measures, whereas we know it to be relatively lightly trafficked from observation (we use the road as pedestrians to access the tube), which is confirmed by the Council's own traffic counts (see below), as compared with other surrounding residential streets.

4. What does LBM expect the "rat running" or more appropriately termed "displaced" traffic to do? The simple answer is that it will instead turn from Kingston Road onto Southey (past Pelham School) or onto Montague Road and then, in both cases, turn right onto Pelham Road, as the first opportunity to do so. It is therefore inevitable that traffic going towards Quicks Road/central London (via Merton Road) will use Pelham Road, and that going to Morden and the south will also use Pelham Road.

5. The Council's own traffic counts, presented as part of the Cabinet Member for Regeneration Environment & Housing report dated 12 September 2016 (appendix 2), and set out below, show that two-way roads in the vicinity (Montague, Southey and Pelham) already bear significantly more traffic than Balfour. What traffic reasons can there be for LBM to contemplate, let alone pursue a policy, which will, of their own admission, divert traffic on to what are already more heavily trafficked roads (including Pelham Road which is two way and of similar carriageway width to Balfour), causing more congestion and pollution in rush hours, as car/vans/lorries fight each way to effectively swim up/down stream along Pelham Road. Some residents in Balfour may wish to ignore the fact they live in a highly urbanised area, next to one of the most trafficked junctions in south London and on a road with important local businesses who are dependent on good vehicular access, but they should not prevail in seeking to put their traffic, environmental and pollution externalities onto others in adjacent roads.

Appendix 2 – LBM Cabinet Report 2016	7-day traffic count
Balfour	7574 (one way)
Cecil	712 (two way)
Southey	10131 (two way)
Montague	19011 (two way)
Pelham	9258 (two way)

6. To underline the undemocratic nature of the 2016 consultation and the same folly of this consultation, the 2016 Cabinet report (Appendix 2) also reported on the results of the "original" (i.e. Balfour/Cecil) consultation area and the "wider" consultation area (which was only carried out by LBM following public pressure to do so). Most notably even in the "original" consultation area a majority (50.6% were against the then closure) and in the wider consultation area this increased to 59.2%. What part of "democracy" does Merton not understand? I would also request an answer as to why Merton is consulting in the Summer holiday period, when all good practice is that this is a "no go" time for public consultation?

7. Having lived in the area for the nearly 30 years I recognise and welcome that we are at long last in the first stages of major area wide regeneration in South Wimbledon, not least with the High Path estates. However, I was given to understand following Cllr Whelton's decision not to proceed with the Balfour Road closure in 2016, that it would be premature to contemplate changes to specific roads until the future of the South Wimbledon junction had been resolved with TFL. That would seem an eminently sensible approach, and as far as I am aware, I have seen nothing regarding the future of this four-way junction.

8. Following another suggestion of traffic calming proposals in Balfour in 2018, I was pleased to receive an email (9 December 2018) from Cllr Whelton with a very prompt response saying *"I can assure you categorically as the cabinet member responsible for street management that the council will not be putting forward any proposal to close Balfour Road."*

9. Whilst I acknowledge this is not now a closure proposal the net effect on surrounding roads is the same. To illustrate, if the Council's contention as regards road narrowing (bullet point 2 of the LBM consultation

document) is that only a “few” would then use Balfour Road, then the consequences is this will put up to an extra 7574 vehicles onto Pelham Road (see Para 4 above). This will mean in the order of 16,832 vehicles using Pelham, of which some 10,902 would be going eastwards and 5,930 westwards. The net result in what is effectively only a one carriage width road (given cars are parked on both sides), is that the road will grind to halt, with vehicles idling, greatly increasing pollution and road safety issues. This is evidenced that whenever there is a temporary road diversion in the vicinity traffic always uses Pelham Road, which very quickly grinds to a standstill.

10. In this context, I am at a loss to understand why LBM continues to focus on Balfour Road which is lightly trafficked and should take its share of traffic in the area, as opposed to looking at traffic calming measures across the whole area, including Pelham Road which is a Conservation Area taking more than its fair share of traffic.

Please ensure that any further consultation, or correspondence on this matter is sent to us and to residents in surrounding streets including Pelham Road.

I have been a resident of Pelham Road in Wimbledon since 2003. Like the majority of residents, I am keen to see the regeneration and traffic calming of the South Wimbledon area as a whole.

I have recently been made aware of LB Merton’s latest proposals to introduce “traffic calming” measures (19 July 2019) in Balfour Road. This is now the third time this matter has been raised since 2016. I recognise that this time around the proposal centres on a narrowing at Balfour/Merton road junction, rather than road closure. However, it is becoming tiresome to have to continue making representations, when the fundamentals of this issue have not changed.

Why does the Council keep proposing "traffic calming" measures to Balfour Rd when it is one of the quietest through roads in the area?

Pelham Road is far busier and will become even busier if these proposed changes are implemented as traffic will drive down Pelham Road instead of Balfour Road.

I remain strongly opposed to these proposals for the following reasons:

1. Yet again the consultation being carried out by LB Merton appears to be focused on Balfour and Cecil Roads. This is oblivious to the fact that any preferential change in one street will have detrimental effects on surrounding roads. LB Merton is simply not following good – indeed common sense – practice that residents and businesses in surrounding streets should also be consulted as a matter of course.
2. I am afraid the attempt to repackage these proposals as different (i.e. narrowing as opposed to closure) does not bear scrutiny, as the LBM consultation note clearly expresses the intended consequences at bullet point 2 by stating:

“In the absence of allocated left and right turn lanes, it is likely to prove unattractive for those few who may choose to rat run”.

3. In other words, the net effect of these proposals is the same as in 2016, i.e. to divert traffic from Balfour onto other roads. Moreover, I am aghast to find a London highways authority using the term “rat run” in regard to Balfour Road given it is an adopted urban road and one that has always been required to take its share of traffic in the area (and relieve pressure from the South Wimbledon junction. We cannot therefore understand why Balfour for the third time has been singled out for special traffic measures, whereas we know it to be relatively lightly trafficked from observation (we use the road as pedestrians to access the tube), which is confirmed by the Council’s own traffic counts (see below), as compared with other surrounding residential streets.

4. What does LBM expect the “rat running” or more appropriately termed “displaced” traffic to do? The simple answer is that it will instead turn from Kingston Road onto Southey (past Pelham School) or onto Montague Road and then, in both cases, turn right onto Pelham Road, as the first opportunity to do so. It is therefore inevitable that traffic going towards Quicks Road/central London (via Merton Road) will use Pelham Road, and that going to Morden and the south will also use Pelham Road.

5. The Council’s own traffic counts, presented as part of the **Cabinet Member for Regeneration Environment & Housing** report dated **12 September 2016 (appendix 2)**, and set out below, show that two-way roads in the vicinity (Montague, Southey and Pelham) already bear significantly more traffic than Balfour. What traffic reasons can there be for LBM to contemplate, let alone pursue a policy, which will, of their own admission, divert traffic on to what are already more heavily trafficked roads (including Pelham Road which is two way and of similar carriageway width to Balfour), causing more congestion and pollution in rush hours, as

car/vans/lorries fight each way to effectively swim up/down stream along Pelham Road. Some residents in Balfour may wish to ignore the fact they live in a highly urbanised area, next to one of the most trafficked junctions in south London and on a road with important local businesses who are dependent on good vehicular access, but they should not prevail in seeking to put their traffic, environmental and pollution externalities onto others in adjacent roads.

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7. Having lived in the area for the nearly 17 years I recognise and welcome that we are at long last in the first stages of major area wide regeneration in South Wimbledon, not least with the High Path estates. However, I was given to understand following Cllr Whelton’s decision not to proceed with the Balfour Road closure in 2016, that it would be premature to contemplate changes to specific roads until the future of the South Wimbledon junction had been resolved with TFL. That would seem an eminently sensible approach, and as far as I am aware, I have seen nothing regarding the future of this four-way junction.

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9. In this context, I am at a loss to understand why LBM continues to focus on Balfour Road which is lightly trafficked and should take its share of traffic in the area, as opposed to looking at traffic calming measures across the whole area, including Pelham Road which is a Conservation Area taking more than its fair share of traffic.

Please ensure that any further consultation, or correspondence on this matter is sent to us and to residents in surrounding streets including Pelham Road.

As a long-term resident of Pelham Road, I am concerned about the latest proposals to introduce “traffic calming” measures in Balfour Road, specifically the increase of traffic to nearby roads. Any traffic displaced from Balfour Road will instead turn from Kingston Road onto Southey (past Pelham School) or onto Montague Road and then, in both cases, turn right onto Pelham Road, as the first opportunity to do so. It is therefore inevitable that traffic going towards Quicks Road/central London (via Merton Road) will use Pelham Road, and that going to Morden and the south will also use Pelham Road.

Please ensure that any further consultation, or correspondence on this matter is sent to us and to residents in surrounding streets including Pelham Road.

As residents of Pelham Road since 2002, we are concerned about the latest proposals to introduce “traffic calming” measures in Balfour Road, specifically the increase of traffic to nearby roads.

We believe that any traffic displaced from Balfour Road will instead turn from Kingston Road onto Southey

(past Pelham School) or onto Montague Road and then, in both cases, turn right onto Pelham Road, as the first opportunity to do so. It is therefore inevitable that traffic going towards Quicks Road/central London (via Merton Road) will use Pelham Road, and that going to Morden and the south will also use Pelham Road.

Please ensure that any further consultation, or correspondence on this matter is sent to us and to residents in surrounding streets including Pelham Road.

Kingston Rd

My name is xxxxxxx, and I am writing this email on behalf of my father, xxxxx. who runs a local business on 17 Kingston Road, in the name of Cutting Lounge Hairdressing Salon.

We wanted to express our concerns during this consultation process about the proposals to change the layout of Balfour Road, as we believe that it could negatively affect our business and customers.

There would be less spaces for our clients to park should they decide to use Balfour Road and it would also cause problems for them leaving the area if the road is narrowed significantly. Local businesses should always be the priority for the council, as they are the lifeblood of the area. You need to ensure that there are sufficient parking bays in and around the area, and this could negatively affect that.

In the current climate, it is harder than ever for local businesses to keep afloat as it is. Any potential stumbling block could have consequences for us in the immediate future. We don't support this idea, and we hope that you take our concerns on board.

Kingston Rd - www.corianderstainedglass.co.uk

I am writing to object to the proposed alterations aimed at restricting the traffic using Balfour Road. In my view this is likely to put even more traffic pressure on Kingston Road and surrounding, but for me anything that adds to Kingston Road congestion, which I believe this will do potentially inhibits my access and my customers access to my business, I also cannot see how this can be done without losing parking spaces, again these are needed, if I and my customers cannot park easily this has potential to be a negative issue for my business.

I am the owner of Spiceway supermarket on Kingston Road. My mainly Srilankan customers come from Morden, New Maldern, Tadworth, Raynes Park, and lots of other places. Almost all use Cecil and Balfour Roads which are legitimate urban roads, when they visit. Narrowing the road will really inconvenience them and make them more likely to go elsewhere for their Srilankan and Asian goods.

If the road is narrowed there will be congestion in Balfour and everyone will be at the mercy of the S Wimbledon lights. At the moment it is mainly quiet. Hence I do not know why you are spending time and money considering this.

I appreciate a few landlords want the road to themselves. They should be reminded that they only own the leasehold or freehold to their houses and not the road and that the road is vital for the community.

If you really just want to stop people going the wrong way up Balfour a yellow box on Merton Road, clearer signs and a camera will sort it. And if you want to stop people speeding, 20mph signs should be enough. Most people are law abiding and respect signs if they are clear.

I find it hard to believe that a Labour party council is considering taking the side of a few residents living in homes most can only dream to own, as opposed to the majority of people in the community. My Srilankan customers are annoyed about this.

Another thing to consider is Pelham primary school. Both my children go to that school and this narrowing will divert cars up that road. This survey should be done during term time and extended to surrounding roads. I think it is bad that you are doing this consultation whilst most parents are away. It will cause a lot of anger if you narrow this road whilst people are on holiday.

Please do not narrow Balfour road

Merton Rd - Aya Restaurant

Trash Collectors

- The main proposal of the council is the narrowing of the junction which will reduce the width of the road.
- This will affect trash collectors which is obviously essential to the business and the cleanliness of the streets/restaurant for the area.
- Trash collections are all made by big lorries, which would prove difficult to manoeuvre in a narrow road Deliveries
- In addition to this, this will affect the way deliveries are handled. Of course being a restaurant business, we

have constant deliveries which vary from meat to fruits to other products on a daily/weekly basis depending on what it is. This will heavily affect the smooth running of this with the proposed amendment of the roads that are consistently used for this. • Deliveries are all made by big lorries, which would prove difficult to manoeuvre in a narrow road.

Prolonged road construction

• The presence of the road construction in order to result in the amended road may affect business by deterring customers. If customers find it difficult to come in and out of the restaurant they might choose to avoid attending. • Road construction doesn't have a limit of time, neither will it have a limit to presence of loud noises among other things that could affect customers who would want to attend the restaurant.

Resident parking

• As stated by the council, it may not affect resident parking directly but it will affect pay and display parking which is already limited and will be an issue for both employees and customers

Resident issues

• This planned amendment to road will affect grocery home deliveries from all major supermarkets. Limited access to all these deliveries will cause major unnecessary congestion for residents and businesses as well as add a lot of pollution to both.

The absence of allocation left & right turn

• The proposed plan to make cars into a single file will also play a part with congestion and adds a high risk of collision as it is already difficult to come out of that road to the main road

Potential danger to pedestrians

• There is a high number of children pedestrians that travel along that road to attend the local schools, and the unnecessary congestion could cause danger

Council tax

• Council tax is paid by all businesses and residents and this problem has been bought up for the third time, and the council is wasting tax payers money that could go towards something more beneficial for everyone.

Preventing cars from no entry zone

• Stopping cars entering no entry zones would be done in a more controlled manner if a camera is added and more signs are present, however the proposed plan is only causing congestion, which has been an important initiative in London to reduce. Wasting unnecessary money and resources, affects businesses and residents heavily and increases pollution which is already a well known problem in London.

Merton Rd

Please do not remove any parking spaces opposite my business on Merton Road as the proposed changes on Balfour Road will affect my customers who use Balfour road frequently. As my shop is opposite the suggested road changes I can tell you the problem is signage not major changes such as the proposed £20,000 of work for an insignificant problem made by one resident living on Balfour Road, £10,000 has already been spent on previous camera monitored surveys. Please invest any money into making it easier for local businesses to thrive such as giving 20 minutes free parking on Balfour Road like they have on Kingston road so it's better for local business, not worse. There are currently 4 empty retail units on Merton Road so a better solution is making improvements not restrictions.

I agree with my neighbours in creating a yellow box junction at the intersection of Balfour and Merton Road and a fixed penalty camera. The main change really needs to be better visible No Entry signs as the current red signs are so close to the buildings either side of the road that no one can see them. I have seen it countless times when drivers look to turn around or park and shoot down Balfour Road as it's not easily seen as a one way street, the existing no entry road sign is very difficult to spot on two rusty old sign posts from the 1980's. Please don't waste any more time or money on this non-issue.

REPRESENTATION FROM ONE WARD COUNCILLOR

As you know there have been two previous attempts to 'close' the end of Balfour Road, which did not proceed. Eventually, there was a survey and traffic monitoring undertaken by a surveyor, with a wasted consultation of £10,000 simply because the roads were considered to be too narrow.

Hence, I fail to understand why you are spending more time and money considering this case, which has been brought up again for the third time, this time narrowing Balfour Road end. I was previously reassured and promised by the Cabinet Member, Cllr Whelton that this was the 'end of the matter' in December last year.

In the Member Enquiry below, I asked many complaints were actually received about the Balfour Road end and your reply was "*The one that I have kept is the email dialogue in 2018 between yourself and one of the residents who was seeking assistance with traffic on Balfour Road.*" Therefore, we all know this is all led by one individual who happens to own three properties on Balfour Road. This brings me to the question of why continuously listen to a few individuals rather than the wider community who repeatedly objected the

proposals? The individual certainly does not own the road and should be reminded that the road is vital for our community.

Numerous residents, I spoke to, commented this is getting *“tiresome to have to continue making representations when the fundamentals of this issue have not changed.”* They cannot understand why Balfour Road for the third time has been singled out for specific traffic measures, whereas it is known it to be relatively lightly trafficked from observation which is confirmed by the Council’s own survey back in 2016, as compared with other surrounding residential streets. Also, many residents commented why the Council is consulting during the summer holiday period (all schools are closed and people away on holiday) when this is a “quiet” time for public consultation? Was this deliberate? Ideally, it should be done during school term time and extended to surrounding roads. This gives a poor impression to the Council administration that the consultation decided at this time of the year whilst most residents are away, and some are visibly annoyed.

Like the majority of residents, I am very keen to see the regeneration and traffic calming of the South Wimbledon area as a whole – particularly the South Wimbledon junction which is well out-dated, well overdue and shamefully hasn’t been touched by the Council administration for years. In fact, South Wimbledon junction is one of the oldest intercession in London. At the beginning of this year, I wrote to the Future Merton team, as part of the Local Plan consultation, stressing that the South Wimbledon junction must be improved for all safety measures, especially if a new secondary school going to be opened on September 2020, and of course the regeneration at High Path – attracting a combination of 1,150 pupils and an extra 1,000+ residents living on High Path. Throughout my sixteen years of residency on Kingston Road, literally on the corner from Cecil Road, I have seen absolutely zero action of improvements. Nothing has been done.

Then why isn’t the South Wimbledon junction being given a far higher, urgent priority – rather than wasting time and more money on Balfour Road which already had three consultations? This is ignorant of the fact that any preferential change in Balfour Road will have detrimental effects on surrounding roads. I fear the Council administration is not following common-sense for the residents and businesses in surrounding streets who should also be fully consulted. It was brought to my attention that not everyone received a copy of your consultation newsletter.

Surely it would be premature to contemplate changes to specific roads until the future of the South Wimbledon junction had been resolved with TfL and the Council? That would seem a far sensible approach, and as I have said, I have seen nothing how the Council administration propose to improve the South Wimbledon junction.

Supposing if the South Wimbledon junction was to improve – then perhaps the ‘traffic flow experts’ could consider ways to remove the ‘banned right turn’ from Kingston Road to Morden Road? I know full well from a Member Enquiry last year, the CCTV spot there has shockingly issued the ‘highest’ number of PCN fines across the entire Merton borough, raking in excess of £1.4m to the Council over a two-year period. Unfortunately, I cannot see the Council agreeing to remove the ‘banned right-turn’ there because of the loss of revenue. Therefore, the route via Cecil and Balfour Roads will always be ‘frequently used’, regardless whether Balfour Road end will be narrowed, or not, to get onto Merton Road and then straight down to Morden Road.

At the first consultation, the Council’s own traffic counts presented as part of the Cabinet Member for Regeneration Environment & Housing report dated 12 September 2016 (appendix 2):

- Balfour Road - 7,574 (one way)
- Cecil Road - 712 (two way)

Source: Appendix 2 – LBM Cabinet Report 2016 7-day traffic count

Thus the quotation on your newsletter – ‘Balfour Road / Merton Road Junction Improvements (ISSUE DATE: 19TH July 2019)’: *“few who may choose to rat run”* is rather misleading. The above traffic count numbers were monitored back in 2016 and no doubt the volume of traffic has since increased three years later.

Considering the proposal to narrow the end of Balfour Road, there is a similar scheme at the end of Quicks Road (onto Haydons Road), which does very little to deter vehicles from using these routes and causes a queue idling producing pollution and this could be repeated at a narrowed Balfour Road end, because the more difficult right-turn out of Balfour Road would block clearance and potentially increase pollution from idling which is bad for the health of residents, many of which are families with young children.

I fear if the proposals do go ahead at Balfour Road and problems occur such as traffic backlog, drivers will instead turn from Kingston Road onto Southey (past Pelham Primary School) or onto Montague Road (past Wimbledon Day Nursery) and then, in both cases, turn right onto Pelham Road, as the first opportunity to do so. It is therefore inevitable that traffic going towards Quicks Road (to central London) or going to Morden through South Wimbledon junction (both via Merton Road). Therefore these alternative routes are putting young children lives at risk. Is this an ideal solution, considering the knock-on effects from Balfour Road’s proposals?

To prove this, the Council’s own traffic counts show that two-way roads in the neighbourhood (Montague,

Southey and Pelham Roads) already significantly have more traffic than Balfour Road. Diverting traffic onto more heavily trafficked roads (including Pelham Road which is two way and of similar carriageway width to Balfour) is a risk, causing more congestion and pollution in rush hours, as vehicles speed effectively along Pelham Road.

- Pelham Road - 9,258 (two way)
- Southey Road -10,131 (two way)
- Montague Road – 19,011 (two way)

Source: Appendix 2 – LBM Cabinet Report 2016 7-day traffic count

The consequences of Balfour Road proposals will put up to an extra 7,574 vehicles (Balfour Road) via Pelham Road, hence a total of 16,832 vehicles using Pelham Road in one week, leading to a queue of vehicles idling, greatly increasing pollution and road safety issues. This has been seen in the past when there is a temporary road diversion in the neighbourhood traffic always uses Pelham Road, which very quickly grinds to a standstill.

Please, may I clarify two issues from my previous email below since I listened to my fellow residents?

- I confess the suggestion about putting in a yellow box junction at the exit of Balfour Road is wrong. The current “keep clear” sign is the only reason the residents can currently pull out of Balfour Road and turn left/right. If a yellow box junction was there, no resident would ever be able to speed in quickly enough whilst guaranteeing the traffic is moving and not receive a fine.
- The second issue is about the speed bumps. Realistically, Balfour Road isn't really that long for speeding and having speed bumps will cause a lot of noise. So, we need to find a way to ‘slow down’ vehicles doing a rat-run. Perhaps a painted sign on the road “SLOW” – telling the drivers to slow down?

I understand part of the proposal is to stop vehicles going the wrong way, which I fully support this, but the existing signs need to be more noticeable. Currently, they are very close up against the buildings which perhaps hidden from drivers to see? See the second photo you provided below. Maybe moving the signs to the edge of the pavements? As explained in my previous email, I would strongly to have CCTVs installed there to fine the drivers. Yes, they are costly, but surely it will bring more revenue to the Council? This could also be installed at the other end when drivers exit Cecil Road onto Kingston Road or doing a dangerous ‘u-turn’ which I have seen countless times.

Decluttering signage would be great, but I would encourage clear, bold, noticeable signage must be seen at both ends.

If you're proposing to plant more trees at the end of Balfour Road, which I fully welcome more trees plantation across Merton for Air Quality reasons, but please may I point out there have been problems of overhanging branches from existing trees on Balfour Road causing all sorts of problems for pedestrians using the pavement due to lack of maintenance. Also, what about the fallen leaves that are left for weeks which Veolia constantly fail to sweep throughout the year? Also, thinking in the long term, the tree root damage to the pavement slabs are seen as a trip hazard.

I cannot see how narrowing the end of Balfour Road will deter delivery vehicles or customers entering the wrong end for the local businesses along Merton and Kingston Roads. I have witnessed this so many times, drivers are so determined to find a ‘quick parking space’, even on the double yellow lines as explained in my previous email.

It must be noted that delivery and refuse vehicles already struggle to get through the Cecil and Balfour roads safely. Parked cars on both roads have been scraped or crushed in the past – which I have witnessed and residents are able to prove this. Further restricting the access and manoeuvrability will only cause greater problems for residents.

Most importantly, with the continuing developments in South Wimbledon, most residents commented it is essential to restrict parking for Balfour and Cecil Road residents only, especially at evenings and weekends as it is currently near impossible to find parking in their residential roads at most times.

I am still not convinced by your newsletter and the response below that no parking spaces will be lost. The drawings aren't very clear. I would have preferred to see ‘before’ and ‘after’ plans. It seems impossible that no parking will be lost to this proposal. You may disagree with me (or I might be wrong) but as suggested in my previous email, I'm more than happy to show you around the area. I feel it would be better to be here so you can realise and see what would be the best solution.

In the attached photo, wouldn't it possible to remove the ‘extended pavement area’ (where the lamp/sign-post used to be) be removed to create two extra parking spaces for the residents? Or, may I ask why this ‘extended’ pavement is left there?

To lose parking would also put local businesses at risk of closing if there is nowhere else to park, except

Kingston Road which is always busy. Local businesses should always be the priority for the Council, as they are the lifeblood of our community area. There must be sufficient parking bays around our area, otherwise a huge negative impact. As a local Councillor, I do not want to see more businesses being forced to shut down.

I hope you will appreciate that I have put in a lot of time and thoughts into this, looking at the wider picture of the potential knock-on effects, thinking 'outside the box' and of course, having had listened to many residents and business owners. I would certainly welcome for improvements in our area, which are well overdue. However, I would seriously advise your Traffic Highway team to focus on South Wimbledon junction first, as the highest priority which has far more important worrying issues, rather than spending time on Balfour Road.

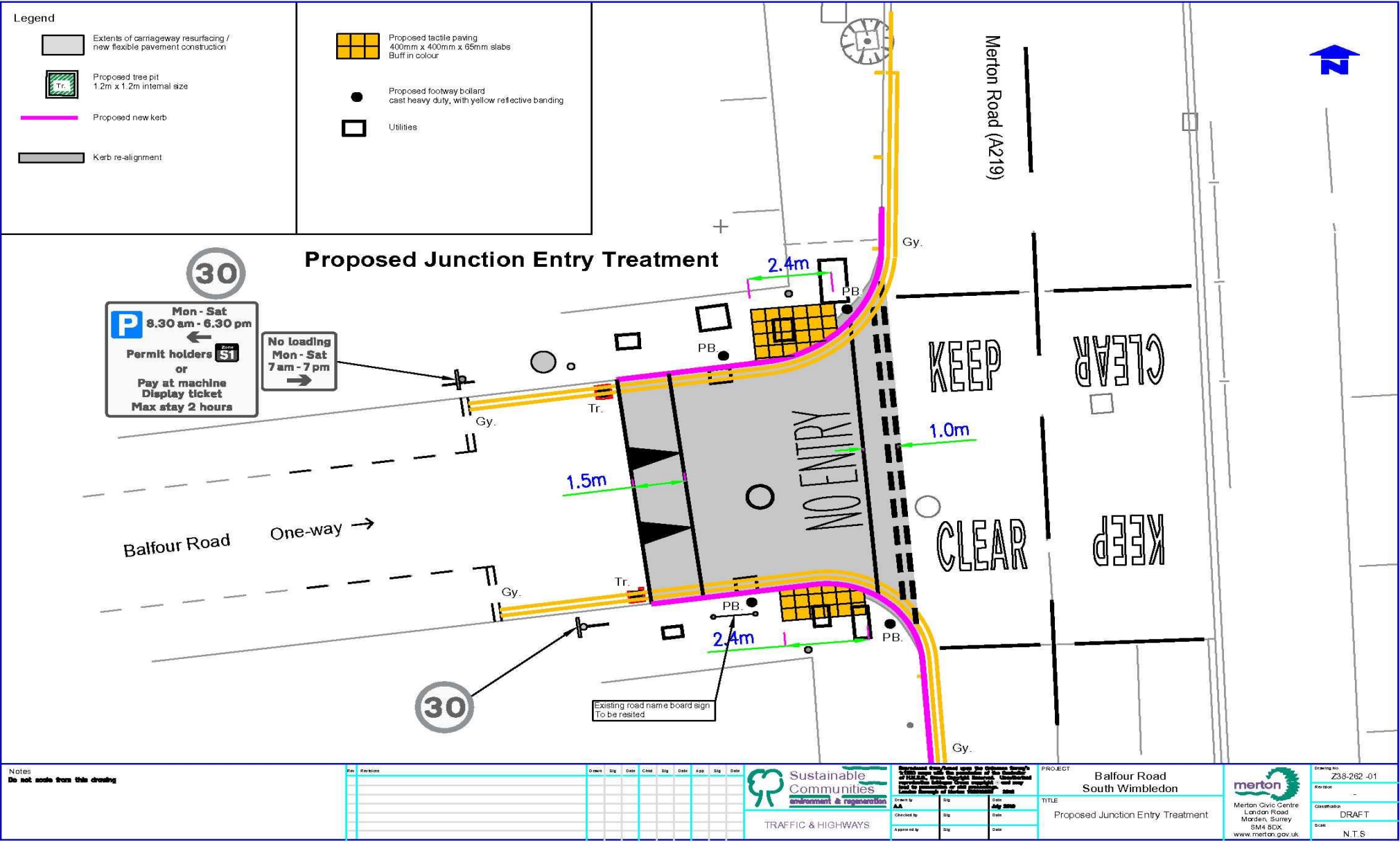
May I repeat that I cannot see how narrowing the end of Balfour Road will work, purely because it **will not deter vehicles using the route via Cecil and Balfour Roads, which will always be 'frequently used' whilst there's a 'banned right-turning' to Morden Road from Kingston Road.** Instead, it will cause further problems.

Supposing if the proposals went ahead, what are the contingency plans if this turns out to be a disaster and more public money wasted? At what cost?

This constant battles regarding Balfour Road closure and narrowing have already taken a lot of time and ideally needs to be put to bed and finalised without it going the way of one individual who is adamant in getting his own way without any consideration for our whole community.

Please remember, if the proposals went ahead, will have an impact on our community, including the nearby roads – Pelham, Southey and Montague Roads. The majority of the residents are once again against the latest attempt. I, therefore, strongly suggest the proposal should be dropped. I trust you will be taking all submitted representations into consideration as well.

Please listen to the whole community, not the few individuals.



Merton Council - call-in request form

1. Decision to be called in: (required)

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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);	
(b) due consultation and the taking of professional advice from officers;	
(c) respect for human rights and equalities;	
(d) a presumption in favour of openness;	
(e) clarity of aims and desired outcomes;	
(f) consideration and evaluation of alternatives;	
(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.	
(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:

5. Documents requested

6. Witnesses requested

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

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, 7th floor, Civic Centre,
 London Road, Morden SM4 5DX.

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

020 8545 3864