

## **Cabinet Member: Environmental Sustainability and Regeneration**

**Date** 5<sup>th</sup> December 2013  
**Agenda item:** N/A  
**Wards:** Wimbledon Park and Trinity  
**Subject:** Width Restriction - Ashcombe Road, SW19  
**Lead officer:** Chris Lee, Director of Environment & Regeneration  
**Lead member:** Councillor Andrew Judge  
**Forward Plan reference number:** N/A  
**Contact Officer:** Edward Quartey (020 8545 3690)

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### **Recommendations:**

It is recommended that the Cabinet Member for Environmental, Sustainability and Regeneration considers the issues detailed in this report and approve the making of the Traffic Management Order to allow the implementation of a 6' - 6" (2.0 metres) width restriction in Ashcombe Road near its junction with Queen's Road, as shown on attached plan Z55/18/01 in appendix 1.

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## **1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY**

- 1.1 The report details the outcome of a statutory consultation conducted in November 2013, to introduce a 6' - 6" (2.0 metres) width restriction to replace the existing speed table in Ashcombe Road near its junction with Queen's Road.
- 1.2 It recommends that representations received are considered and approval be granted for the making of the Traffic Management Order to allow the implementation of a 6' - 6" (2.0 metres) width restriction in Ashcombe Road near its junction with Queen's Road, as shown on attached plan Z55/18/01 in appendix 1.

## **2 BACKGROUND**

- 2.1 The Council received complaints from a few residents in Bradshaw Close regarding noise and vibration generated when heavy goods vehicles (HGVs) travel over the raised speed table in Ashcombe Road before its junction with Queen's Road. To address this issue the section of carriageway on approach to this speed table (from Gap Road end) was resurfaced. Although this reduced the noise/vibration experienced by the residents of Bradshaw Close, residents continued to complain about the noise particularly during the early hours of the morning. Consultation with the Cabinet Member for Environmental Sustainability and Regeneration resulted in a request to investigate restricting heavy goods vehicles from using Ashcombe Road to minimise the concerns raised by residents.
- 2.2 In January 2012, the Council introduced a 7.5 tonne HGVs weight restriction in Ashcombe Road, Cromwell Road, Haydon Park Road and Avondale Road to reduce the number of HGVs, which use these roads as a cut through to and from the Broadway. However some HGV drivers still abused this restriction, which resulted in the Cabinet Member asking officers to replace the existing speed table in Ashcombe Road near its junction with Queen's Road with a width restriction.
- 2.3 A traffic volume and speed survey conducted in May 2010 in Ashcombe Road showed that HGVs contribute to approximately 7% of the weekly vehicular traffic in this road.

### **3 PROPOSALS**

- 3.1 It is proposed to implement a 6' - 6" (2.0 metres) width restriction to replace the existing speed table in Ashcombe Road near its junction with Queen's Road.
- 3.2 Ashcombe Road is used as a 'special service' route during tennis event days for special buses operating from the All England Lawn Tennis Club and Wimbledon Station. This facility will not be removed as modifications have been incorporated in the design of the width restriction.
- 3.3 The proposed width restriction will impact on emergency services' response times and will affect through access for refuse vehicles.

### **4 CONSULTATION UNDERTAKEN**

#### FORMAL CONSULTATION

- 4.1 A statutory consultation was carried out between 31 October and 22 November 2013. Newsletters were posted to residents within the consultation area (a copy attached as appendix 2). A copy of the Notice were erected in the area and advertised in the Local Guardian. All statutory consultees were contacted seeking their comments and views on the proposals. Representations received during the consultation have been included in Appendix 3 of this report.
- 4.2 A copy of the draft newsletter was sent to ward councillors in Trinity and Wimbledon Park wards, prior to it being sent to residents within the consultation boundary. No response was received from the ward councillors.

#### **4.3 RESPONSE FROM STATUTORY GROUPS**

##### **4.3.1 Metropolitan Police**

*Police have no objections but ask that to avoid drivers of wide vehicles entering the road and becoming stuck, more than adequate warning signs are added at each end of the road.*

##### **4.3.2 Transport for London (TfL)**

*No response was received from TfL.*

##### **4.3.3 London Fire Brigade**

*No response was received from the London Fire Brigade.*

### **5 RECOMMENDATION**

- 5.1 It is recommended that the representations are considered and approval be given to remove the existing speed table and make the Traffic Management Order to allow the implementation of a 6'6" (2.0 metres) width restriction near its junction with Queen's Road as per plan attached as appendix 1.

### **6 TIMETABLE**

- 6.1 If approved, the Traffic Management Orders for the proposed measures would be made and the measures implemented within 2013/2014 financial year.

## **7 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS**

- 6.1 This scheme will be funded from the Merton Capital settlement for 2013/14 at an estimated cost of £10k, which includes cost of consultation; removal of the speed table; making of the TMO and the implementation of the 6' - 6" width restriction.

## **8 LEGAL AND STATUTORY IMPLICATIONS**

- 8.1 The Traffic Management Orders for a width restriction would be made under Section 66 and Section 67 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received, as a result of publishing the draft order.
- 8.2 Width restrictions are self-enforcing and will therefore not require enforcement. However, during tennis event days 'special bus service' will be permitted to access Ashcombe Road which may also lead to the possibility of some HGVs and larger vehicles to use this road during that period. Enforcement would, therefore, be required during this time.

## **9 ALTERNATIVE OPTIONS**

- 9.1 Do nothing. This, however, would not address the nuisance experienced by residents of Bradshaw Close.
- 9.2 An option to remove the speed table has been considered and rejected, as it may lead to an increase in traffic speed and possibility of accidents in Ashcombe Road.
- 9.3 An option to reconstruct the existing speed table in tarmac has been considered but rejected by the Cabinet Member, as the proposal will enforce the existing 7.5 tonne width restriction.

## **10 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS**

- 10.1 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.
- 10.2 Organisations representing motorists and commuters are consulted, as part of the statutory consultation for draft traffic management and similar orders. Their responses, where available have been included in this report.

## **11 CRIME AND DISORDER IMPLICATIONS**

- 11.1 N/A

## **12 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS**

- 12.1 The risk in not introducing the proposed width restriction will not resolve the issues raised by the residents of Bradshaw Close.

## Management of Health and Safety Risks

Risk	Measures to Reduce Risk	Information on Residual Risk Passed To
Volume of traffic during peak periods  Areas outside school	The appropriate traffic management would be put in place to ensure access is maintained during construction  Every effort will be made to undertake construction outside morning and after school peaks.	<ul style="list-style-type: none"><li>• Highways Project Officers undertaking detailed design</li><li>• Planning Supervisor</li><li>• Bus operators and emergency services</li></ul>

### 13 APPENDICES

- Appendix 1 - Plan of Proposals Dwg. Z55/18/01
- Appendix 2 – Consultation Leaflet
- Appendix 3 - Representation

### 14 BACKGROUND PAPERS

The following documents have been relied on in drawing up this report but do not form part of the report:

Department for Transport's Traffic Calming - Local Transport Note 1/07 March 2007

Useful links:

Merton council's web site: <http://www.merton.gov.uk>

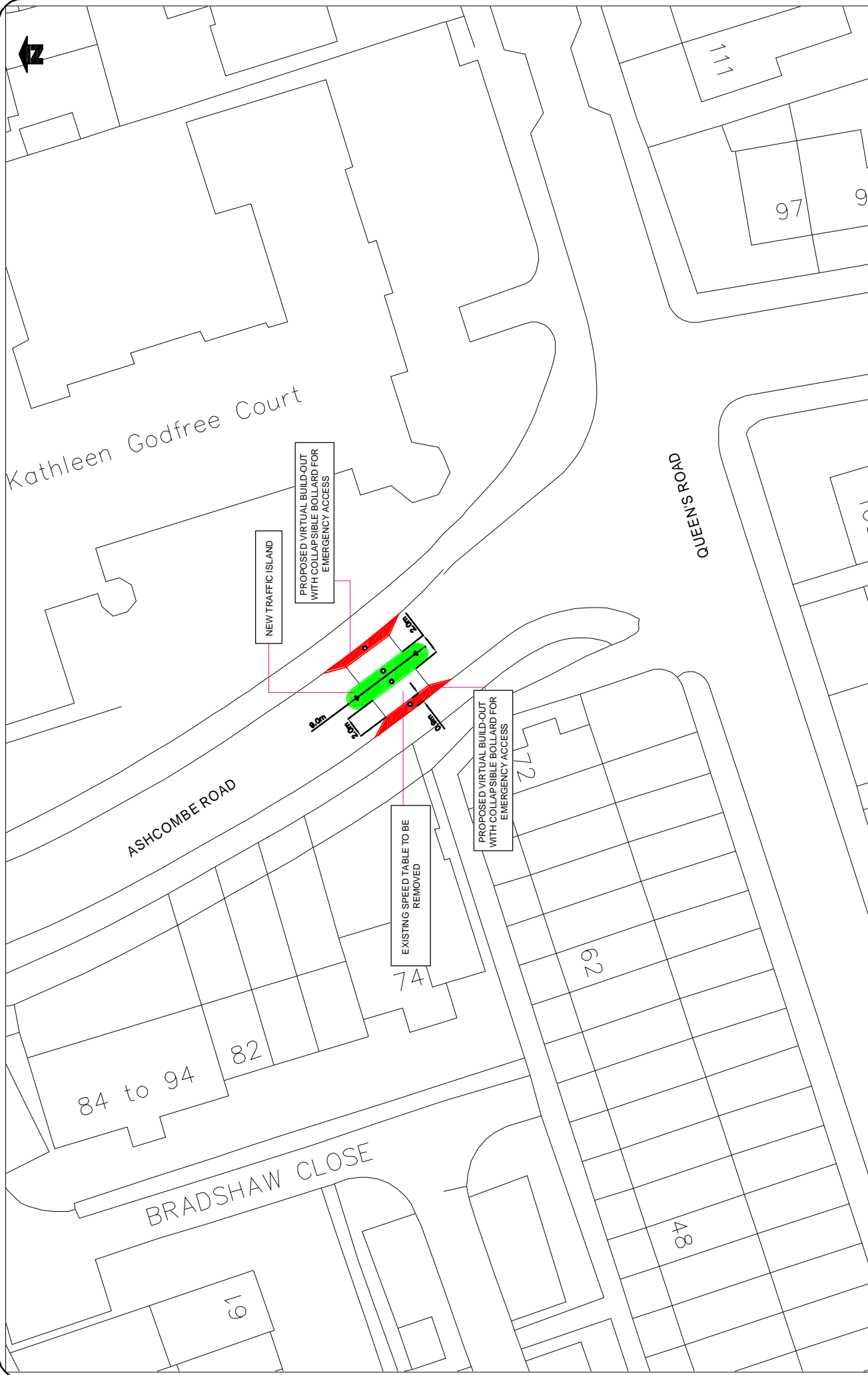
Readers should note the terms of the legal information (disclaimer) regarding information on Merton council's and third party linked websites.

<http://www.merton.gov.uk/legal.htm>

This disclaimer also applies to any links provided here.

**PLAN OF PROPOSAL**

**APPENDIX 1**



**PROPOSED WIDTH RESTRICTION - ASHCOMBE ROAD**

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**CONSULTATION LEAFLET**

**APPENDIX 2**

# Proposed Width Restriction Ashcombe Road, Wimbledon



Councillor Andrew Judge

Cabinet Member for  
Environmental Sustainability  
and Regeneration

T: 020 8545 3425  
E: [andrew.judge@merton.gov.uk](mailto:andrew.judge@merton.gov.uk)



ISSUE DATE : 31 OCTOBER 2013

Dear Resident/Business

This consultation leaflet is to advise you of the Council's intention to replace the existing raised speed table in Ashcombe Road near its junction with Queen's Road with a width restriction, as shown on the plan overleaf.

In January 2012, a 7.5 tonne HGVs (Heavy Goods Vehicles) weight restriction was imposed on Ashcombe Road, Cromwell Road, Haydon Park Road, and Avondale Road to reduce the number of vehicles, which use these roads as a cut through to and from The Broadway. However some drivers still abuse this restriction, which has resulted in some residents complaining to the Council regarding noise generated when heavy goods vehicles travel over the existing speed table.

A traffic volume survey conducted in May 2010 in Ashcombe Road showed that HGVs contribute to approximately 7% of the weekly vehicular traffic in this road.

Although this proposal would restrict HGV's from using this road, it would also impact on emergency response times for the emergency services and refuse collection to and from the area.

Ashcombe Road is also used as a 'special service' route during tennis event days for special buses operating from the All England Lawn Tennis Club and Wimbledon Station. This facility will not be removed as modifications have been incorporated in the design of the proposed width restriction.

## WHAT HAPPENS NEXT

A Notice of the Council's intention to implement the above measures will also be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. Representations for or against any of the proposals or parts of it must be done in writing to the **Environment and Regeneration Department, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX** or email [trafficanhighways@merton.gov.uk](mailto:trafficanhighways@merton.gov.uk) by no later than **22 November 2013**, quoting reference **ES/SGE/AR**. Any objections must relate only to the elements of the scheme that are subject to this statutory consultation.

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

All representations along with Officers' comments and recommendations will be reported to the Cabinet Member for Environmental Sustainability and Regeneration for a decision on whether to proceed and implement the measures.

Please note that responses to any representations received will not be made until a final decision is made by the Cabinet Member.

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

### Trinity Ward Councillors

Cllr James Holmes Tel: 020 8545 3396

Email: [james.holmes@merton.gov.uk](mailto:james.holmes@merton.gov.uk)

Cllr Krystal Miller Tel: 020 8543 3786

Email: [krystal.miller@merton.gov.uk](mailto:krystal.miller@merton.gov.uk)

Cllr Simon Withey Tel: 020 8543 3871

Email: [simon.withey@merton.gov.uk](mailto:simon.withey@merton.gov.uk)

### Wimbledon Park Ward Councillors

Cllr Janice Howard Tel: 020 8545 3396

Email: [janice.howard@merton.gov.uk](mailto:janice.howard@merton.gov.uk)

Cllr Oonagh Moulton Tel: 020 8545 3396

Email: [oonagh.moulton@merton.gov.uk](mailto:oonagh.moulton@merton.gov.uk)

Cllr Linda Taylor OBE Tel: 020 8545 3396

Email: [linda.taylor@merton.gov.uk](mailto:linda.taylor@merton.gov.uk)

### Request for document translation

#### PROPOSED WIDTH RESTRICTION - ASHCOMBE ROAD

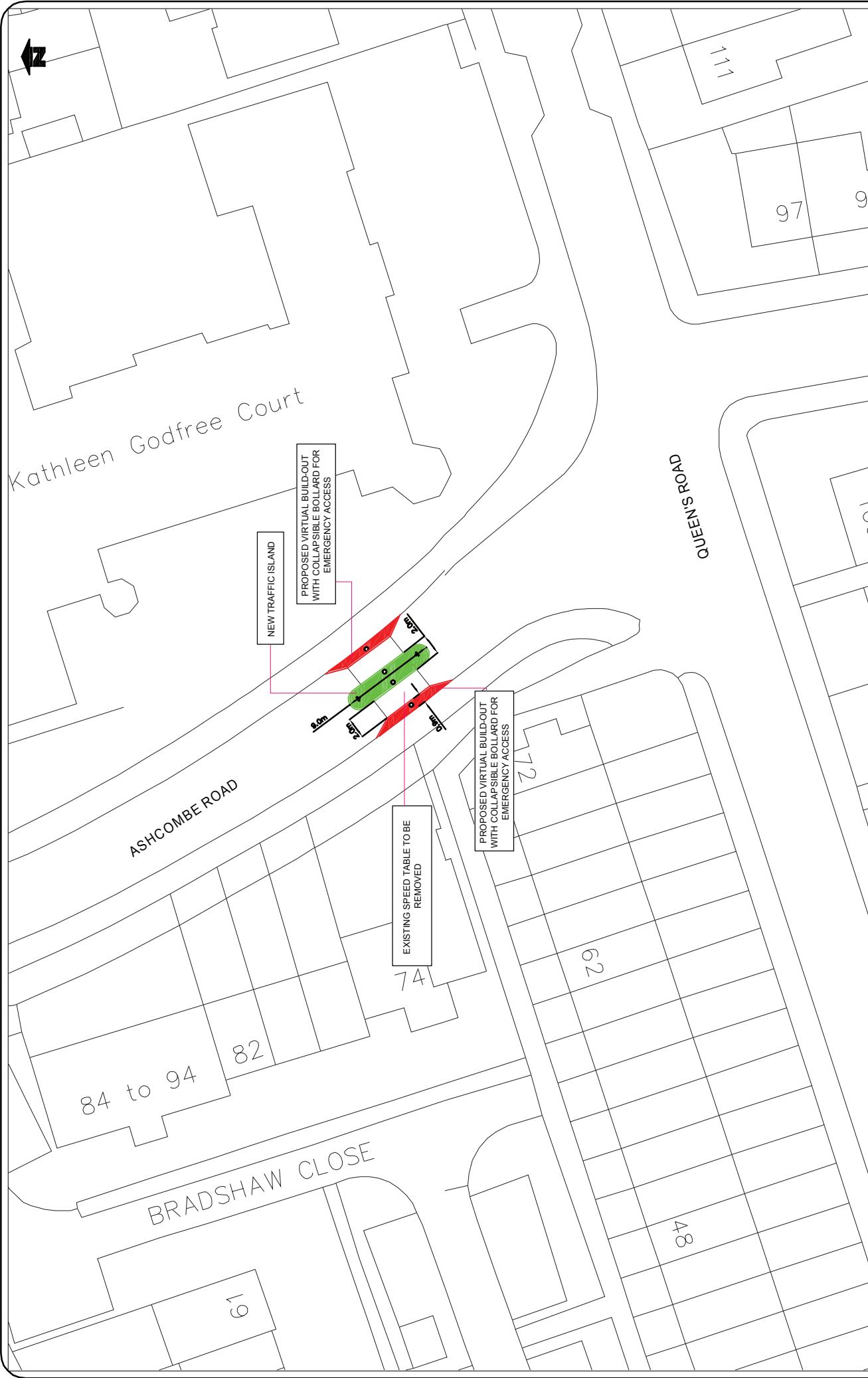
If you need any part of this document explained in your language, please tick box and contact us either by writing or by phone using our contact details below.

- Albanian Nëse ju nevojitet ndonjë pjesë e këtij dokumenti e shpjeguar në gjuhën tuaj, lutemi shënojeni kutinë dhe na kontaktoni duke na shkruar ose telefononi duke përdorur detajet e mëposhtme.
- Bengali এই ডকুমেন্টের কোন কোন অংশের বিলাক ব্যক্তিগত ভাষায়, বাবা ভাষা বা অন্য কোন ভাষায় (যেমন) চিত্র চিত্র দিলে বা কোন করে ব্যাখ্যা করা হবে সেগুলো জানতে। চিত্র চিত্র দিলে বা অন্য কোন ভাষায়।
- French Si vous avez besoin que l'on vous explique une partie de ce document dans votre langue, cochez la case et contactez-nous par courrier ou par téléphone à nos coordonnées figurant ci-dessous.
- Korean 만일 본 서류의 어떤 부분이라도 귀하의 모국어로 설명된 것이 필요하다면, 상자속에 표시를 하고 우리에게 전화나 서신으로 연락하십시오.
- Polish Aby otrzymać część tego dokumentu w polskiej wersji językowej proszę zaznaczyć kwadrat i skontaktować się z nami drogą pisemną lub telefoniczną pod poniżej podanym adresem lub numerem telefonu.
- Portuguese Caso você necessite qualquer parte deste documento explicada em seu idioma, favor assinalar a quadrícula respectiva e contatar-nos por escrito ou por telefone usando as informações para contato aqui fornecidas.
- Somali Haddii aad u baahan tahay in qayb dukumentigan ka mid ah laguugu sharxo luqaddaada, fadlan sax ku calaamadee sanduugga oo nagaala soo xiriir warqad ama telefoon adigoo isticmaalaya macluumaadka halkaan hoose ku yaalla.
- Spanish Si desea que alguna parte de este documento se traduzca en su idioma, le rogamos marque la casilla correspondiente y que nos contacte bien por escrito o telefónicamente utilizando nuestra información de contacto que encontrará más abajo.
- Tamil இந்த ஆவணத்தின் எந்த எந்த பகுதியும் உங்களுக்குத் தெரியாததாக இருந்தால், அதை உங்களுக்குத் தெரியும் மொழியில் அல்லது உங்களுக்குத் தெரியும் மொழியில் எழுதி அல்லது தொலைபேசியில் எங்களை தொடர்பு கொள்ளவும். கீழே கொடுக்கப்பட்ட முகவரி அல்லது தொலைபேசி எண்ணைப் பயன்படுத்தவும்.
- Urdu اگر آپ کو اس دستاویز کے کسی حصے کی وضاحت چاہیے تو براہ کرم اس پر نشان لگائیں اور ہمیں خط یا فون پر رابطہ کریں۔

- Large print
- Braille
- Audiotape

**Your contact:**  
 Name.....  
 Address.....  
 Telephone.....  
 Edward Quartey, Merton Civic Centre, London Road, Morden, SM4 5DX





**PROPOSED WIDTH RESTRICTION - ASHCOMBE ROAD**

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## SUPPORT

**12315750**

I support the concerns of this resident as identified below.

**12315691**

I would like to state my full support for the removal of the speed hump on Ashcombe Road Wimbledon and the construction of width restriction barriers. As a resident on Bradshaw Close, I have suffered the dreadful noise pollution caused by the speed hump and indeed the continuous traffic in excess of the 7.5 tonne restriction. The noise can be witnessed during the day and frequently throughout the night. The new proposals will certainly reduce the frequency of large vehicles. They will also result in all vehicles having to slow down, as I believe most drivers drive cautiously through width restriction barriers to ensure their vehicle is not damaged.

**12315693**

My elderly mother, ????? is a resident at ?? Bradshaw Close, SW19 8NL and she fully support the Council's intention to remove the Ashcombe Rd speed hump and introduce vehicle width restrictions. It will ensure residential roads are quieter and restrict commercial vehicles to the main roads.

**12315692**

I recently moved to Bradshaw Close and I would like to say that I'm very happy about the proposal of the width restriction, as showed in the plan overleaf. The noise of the trucks when they pass trough the street is very high and I hope that with the new project you can reduce it significantly. This email is to approve the proposal of the width restriction.

**12315690**

I make note to the above proposal and wish to give my consideration for the implementation of this work to go ahead. I have lived on the corner of Ashcombe Road and Queens Road for the past ten years. In that time the traffic has increased quite substantially. This has been accompanied by a lot more pollution and incessant noise, which has been made worse not only by ordinary vehicles that do not slow down at the speed humps but by the large HGV's that use this road as a "cut through". The residents within this vicinity are woken during the night and early morning by the crashing sounds of the load bearing HGV's as they drive over the humps. Despite having recently installed weight restriction signs clearly marking "no vehicles over 7.5 tonnes, there has been no let up. Unless there is constant policing, this continues to be abused and has, so far, not made any difference at all. After having met with the local residents of Bradshaw Close, the council representatives agreed to have the speed hump repaired as they felt this was one of the main causes for the excessive noise. Unfortunately this made very little difference at all. To add to this and even more of a concern, whenever one of these HGV's clammers over the hump, the foundations of mine and my next door neighbours' home shudder. I may not be a surveyor or builder but even I do understand that this constant battering on a daily basis can only weaken the foundations and could cause serious problems in time to come and which would then most definitely become a problem for the council. Incidentally, this issue has been raised with the council before. Ashcombe Road was never designed to take this type of heavy traffic and whilst we all understand vehicles do need to use this road, surely HGV's and buses should be curtailed from using these small roads as cut throw's? Wimbledon has a number of other roads for this purpose namely Gap, Alexander, Haydon's, and if necessary, Queens Road. The implementation of a width restriction and removal of the speed hump will still allow the steady flow of ordinary traffic but it will also make it safer for pedestrians to cross over the new road layout at the entrance of Ashcombe Road from Queens Road not to mention the critical noise factor created by the HGV's will cease and so would the "shuddering". Emergency vehicles would still have access from Gap, Cromwell and Haydon's Roads.

We hope that this proposal will be considered seriously and that a successful outcome will be achieved for all concerned.

**12315683**

I am writing to let you know that I am in full support of the proposed plans to remove the speed hump on Ashcombe Road. I live in Bradshaw Close and I'm constantly bothered by the noise heavy vehicles make as they go over. I'm very pleased to hear that this problem is being addressed.

**12315678**

As a long-time resident of Bradshaw Close in Merton I was very pleased to receive information about the proposed width restriction on Ashcombe Road and I am fully supportive of the proposed changes. The speed hump has been a nuisance for years, with the noise and vibrations from HGVs going over the hump reverberating around our end of the Close, particularly at peak times (7am onwards) on weekday mornings. This change will be a significant improvement in the quality of life of people living within the vicinity of the existing hump. The proposed width restriction and unlocking bollard for emergency or other access seem very sensible. When considering the slightly reduced times for emergency response or refuse collection times mentioned in the proposal document, the proposed measures are certainly no more restricting (and probably less restricting) than the traffic calming measures that already exist on neighbouring roads (Queens Road at the junction on Ashcombe and Trinity roads has width restrictions; Trinity road uses chicanes). In short, I welcome the proposed changes.

**12315676**

We wish to comment on the proposed width restriction of Ashcombe Road, Wimbledon. We are residents in this street and we believe that the proposed width restriction will have a very positive effect with respect to reducing HGV usage in this street. These vehicles currently use this residential road as a cut through both during the day and at night, resulting in noise and traffic disruption. The recent 20 mph limit is often not observed by these and other vehicles, and the 7.5 tonne weight restriction recently imposed does not appear to have made a difference to the number of HGVs using the road either. We believe a width restriction would have a more positive impact in restricting the largest vehicles from this road.

**12314616**

We are pleased to have notice of a width restriction to be put in place in Ashcombe Road near its junction with Queen's Road. Please make all these roads 20mph. The noise generated from HGVs travelling, often at unacceptable speeds, over the raised speed table, also applies to smaller vehicles, including the Parks Department vehicles with trailers. However, the main cause of the noise is skips. Not only do they bang over the bumps, but their chains rattle and clang. We hope that the width restriction will ensure that these vehicles, often many a day, will no longer be able to use Ashcombe Road. Whilst on the subject of noise – we are woken on Sunday mornings by the Council's street/pavement cleaning vehicles around 7.30 – could they be rescheduled? We live on a corner, so suffer a double/quadruple disturbance. The on-going work at our junction Ashcombe /Queen's Road is carried out efficiently with minimum disturbance and speedily. Hopefully it will make the junction safer.

**12314490**

I am resident at ?? Ashcombe Road and am in favour of the proposed width restriction in Ashcombe Road. It would help reduce road noise and traffic levels especially from large vehicles. I also hope that it will reduce the use of the road as a rat run in the rush hour.

**12314487**

I purchased ??? Ashcombe Road in Nov 2011 and have progressively observed an increase in HGV's that inappropriately use Ashcombe Road as a pass through. I am very aware of the 7.5T restriction that was imposed on Ashcombe Road, this is mainly due to the fact that there is a speed table outside my property, and some seriously heavy duty vehicles bounce over this speed table, which creates material noise pollution for the residents. Numerous types of HGVs use this road but it also includes HGV's including filled skips attached via chains (as there is a builders merchants at the end of Ashcombe/Gap Road) and also out of service double decker London buses (to which I have previously complained to TFL).

I am in support of the changes you propose regard the width restriction on Ashcombe Rd, however this may be conditional dependent upon some questions I am seeking clarification on, which are as follows:-

- 1) Will an equivalent width restriction be imposed at the Ashcombe Road/Gap Road or Ashcombe/Cromwell?
- 2) What restrictions will you implement to ensure that the HGV /general traffic will not pursue an alternate route and direct this traffic from Gap Rd onto Ashcombe, then down onto Haydon's Road via Cromwell Road.
- 3) How do I escalate my issues regard the speed table at Ashcombe/Cromwell Road in my endeavour to get this speed table removed?

My concern is that a large number of HGVs enter via Ashcombe Road/Gap Road, and then perform multiple step manoeuvres to turn into Cromwell Road and head onto Haydon's Road, which occurs today. This is already a hazard as vehicles are parked outside of Ashcombe Road, manoeuvring space is restricted and general traffic is then stalled whilst HGVs manoeuvre. Imposing the width restriction at one end of Ashcombe Road may only push the problem to a different part of the Ashcombe Rd which is already problematic. The ideal situation may require width restrictions to Ashcombe Rd/Queens Rd, Ashcombe/Gap and Ashcombe/Cromwell. I look forward to your response to this email and would very much appreciate the opportunity to discuss this with you in greater detail.

**12314034**

We welcome the width restriction in Ashcombe Road, but please ensure it will exclude skip lorries which cause the majority of the noise and danger to pedestrians on this rat run. Request 20mph limit on all local roads, especially remainder of Queens Road.

**12314029**

Further to the above consultation regarding proposed width restriction, Ashcombe Road, Wimbledon, I am writing to give my strong support for the proposed measures. The road in question gets very busy, the HGV vehicles regularly exceed the speed limit and there is a nursery on that street.

**12314028**

I would just like to express whole-hearted support for the proposed alteration at the above junction. HGVs habitually use Ashcombe Road and usually speed.

**AGAINST**

**12315694**

I would like to send the following comments on the proposed changes to the road layout in Ashcombe Road, SW19.

1. There is no need for restrictions on vehicles using this road, as it is generally free moving and only 7% of traffic is HGV.
2. I would not like to see any measure which may slow down emergency vehicles.
3. Queens Road has had a steady increase in traffic over the 20 years plus I have live here and already have a number of buses passing by. The walls of my house shake and the noise is considerable when buses and large vehicles go past and I would not like to see an increase in traffic any further, particularly early in the morning and late at night.
4. In cities traffic will always be squeezed and squashed as new measures are brought in other areas, and the fairest thing is to try and allow traffic of different types down a number of routes so the pain is shared.
5. Thank you for the new road crossing at the end of Ashcombe road on to Queens Road. We do still however need a zebra crossing at some point nearby for children to get across Queens Rd as they walk to school and for the older residents.

**12314617**

I wish to object to the project Build out in Ashcombe Rd. I have lived very near the project in Queens Rd (113) and I do not think the new proposes traffic island will help the flow of traffic. The road and traffic flow works quite well as it is and with the new work, that is already underway there will be an improvement. I consider this extra work to be unnecessary and interference in the traffic flow.

**12316286**

As a resident of Queens Road for the last 32 years, we are totally opposed to the above scheme. It is clear that the proposed width restriction follows the complaints of residents Ashcombe Road, Haydon Park Road, Cromwell Road and Avondale Road. Yet in Ashcombe Road, only 7% of traffic is HGV, why should we in Queen's Road get all the extra traffic and noise which the residents of the above mentioned road object to? At present in addition to double decker buses, school and other traffic a lot more than 7% in HGV. Your recent reduction in width restriction in Queen's Road, near the junction with Trinity Road / Ashcombe Road and the fact that the 20mph speed limit is regularly abused has resulted in more and faster moving traffic. Also more traffic in Queens Road is extra danger to the children attending Priory School. We the residents of Queen's Road would also like some peace and quite in our road, which has recently become very noisy.