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

Title of report and reason for exemption (if any)
South Wimbledon Business Area – Accessibility and Safety Improvements

Decision maker
Councillor Andrew Judge - Cabinet Member for Environmental Sustainability & Regeneration.

Date of Decision

Date report made available to decision maker

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

Decision
To approve the safety improvements for the South Wimbledon Business Area as shown on attached drawings.

Reason for decision

Alternative options considered and why rejected

Documents relied on in addition to officer report
Included in report

Declarations of Interest

Publication of this decision and call in provision
Send this form and the officer report* to democratic.services@merton.gov.uk for publication. Publication will take place within two days. The call-in deadline will be at Noon on the third working day following publication.
Cabinet Member: Environmental Sustainability and Regeneration  
Date: 18 October 2010  
Agenda item:  
Wards: Abbey

Subject: South Wimbledon Business Area – Accessibility and Safety Improvements  
Lead officer: Chris Lee, Director of Environment & Regeneration  
Lead member: Councillor Andrew Judge  
Forward Plan reference number:  
Contact officer: Edward Quartey, Tel: 020 8545 4869, email: edward.quartey@merton.gov.uk

Recommendations:  
That the Cabinet Member for Environmental Sustainability and Regeneration considers the issues detailed in this report for the implementation of the accessibility and safety improvements for the South Wimbledon Business area, as show on plan Z10-08-01 and:

1. Notes the outcome of the statutory consultation carried out in July 2010 for the proposed traffic measures within the South Wimbledon Business area, as shown in Appendix 4.

2. Notes the summary of representations received and officer’s comments to the objections, as detailed in Appendix 3.

3. Subject to consideration of the various representations and results of the consultation, agrees to proceed with the making of the Traffic Management Order (TMO) and the implementation of the proposals for the South Wimbledon Business Area (SWBA), as detailed in drawing number Z10-08-01 in Appendix 1 at an estimated cost of £650k to be met from the Transport for London 2009/10 Area Based Scheme (ABS) allocations and S106 Developer Contributions.

4. Agrees NOT to proceed with the proposed one way traffic flow system in Deer Park Road from the southern boundary of no. 8 Deer Park Road to the existing one way within the vicinity of 24 Deer Park Road.

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1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1. The purpose of this report is to inform the Cabinet Member for Environmental Sustainability and Regeneration of the outcome of the statutory consultation carried out during July 2010, in the South Wimbledon Business Area, for the introduction of accessibility and safety proposals in the industrial estate, as shown on plan Z10-08-01 in Appendix 1.

1.2. It sets out the officer’s responses to objections received during the statutory consultation for consideration by the Cabinet Member before making a decision on the scheme. All representations received together with officers’ comments to the objections are included in Appendix 3.
2 DETAILS

2.1. The South Wimbledon Business Area falls within the Abbey Ward and covers the area bounded by Morden Road, Merantum Way, the tramline and the Wandle River. The area has approximately 300 businesses, which include Homebase, Wickes, BOC Gas, Kendal Van Rentals, the Metropolitan Police, Sunlight Laundries and Deen City Farm. The SWBA also used to be the location for the ITV programme 'The Bill' until production of the programme was terminated.

2.2. Most of the roads within the industrial estate are two way except a section of Lombard Road (west to east arm), which is one way in the eastbound direction and a section of Deer Park Road, which is also one way in the east to west direction. There is also a banned right turn for traffic from Lombard Road at its junction with Morden Road / Lombard Road / Nursery to reduce the volume of traffic at this junction, which is signalised and heavily congested. Morden Road Tramstop is also located in close proximity to the SWBA.

2.3. Due to the industrial nature of the area, lorries frequently deliver to the industrial park, thereby obstructing other road users, even though there are parking restrictions in force within the area. On certain occasions, the Metropolitan Police have been called to attend to vehicles, which have been parked irresponsibly.

2.4. Due to the on-going traffic issues, transport and traffic related designs were developed in 2008/9, within the SWBA to improve travel, safety and the environment within the estate following consultation and engagement with local businesses.

2.5. Following discussions with local businesses a scheme was agreed and submitted to Transport for London in 2009 under the Area Based Scheme (ABS) bid, via the South & West London Transport Conference (SWELTRAC). Funding was agreed for the implementation of the streetscape design proposals.

2.6. ABS aim to make a holistic change to a local area resulting in an improved quality of life for local communities and help to improve people's movement within and beyond their local area. SWELTRAC on the other hand is a proactive transport partnership covering South & West London. It consist of 10 London Boroughs working in partnership with Surrey County Council, Spelthorne Borough Council, bus and train operators, transport authorities and passenger and business interests groups. It also works closely with Transport for London to implement measures to ease congestion, promote the use of public transport, improve accessibility and passenger experience of using trains, buses and other forms of sustainable transport (including the promotion of the health benefits of walking and cycling).

2.7. The objectives of the SWBA proposal are to ensure a more focused approach and closely align the redesign of the area with the priorities of local businesses and residents. In addition TfL suggested that given the location of SWBA (which borders the borough’s first ‘Low Carbon Zone’ in Phipps Bridge) and the close proximity to the new proposed Cycling Super Highway, the area could act as an exemplar for
developing a sustainable access strategy to industrial estates to achieve the following objectives:

- To improve the business operation of the estate by rationalising ‘waiting and loading’ restrictions,
- To improve pedestrian and cycling accessibility of SWBA to all users,
- To improve road safety and personal security on the estate,
- To increase bus accessibility to the estate,
- To upgrade the physical environment of the estate.

2.8. Following an informal consultation with businesses within the area in June 2010 on the proposals, the Cabinet Member for Environment, Sustainability and Regeneration, having considered the results of the informal consultation approved the undertaking of a statutory consultation on the proposed measures. The proposed measures seek to improve walking, cycling and accessibility within the industrial estate.

Traffic volumes and speed surveys

2.7 In May 2010, traffic volumes and speed surveys were carried out as part of the data collection exercise for the introduction of a 20mph zone. The surveys were undertaken for a period of 24 hours, for 7 days. The table below shows the recorded traffic volumes and speeds.

<table>
<thead>
<tr>
<th>Road</th>
<th>Average Volume of vehicles/day</th>
<th>Average speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Direction 1</td>
<td>Direction 2</td>
</tr>
<tr>
<td>Deer Park Road (near Jubilee Way)</td>
<td>1365 northbound</td>
<td>972 southbound</td>
</tr>
<tr>
<td>Windsor Avenue</td>
<td>1943 eastbound</td>
<td>2766 westbound</td>
</tr>
<tr>
<td>Jubilee Way</td>
<td>1722 eastbound</td>
<td>2914 westbound</td>
</tr>
<tr>
<td>Lombard Road (two way section)</td>
<td>779 northbound</td>
<td>1219 southbound</td>
</tr>
<tr>
<td>Lombard Road (one way section)</td>
<td>1468 eastbound</td>
<td>-</td>
</tr>
<tr>
<td>Deer Park Road (no.15)</td>
<td>145 northbound</td>
<td>1194 Southbound</td>
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</tbody>
</table>

Collisions data (Killed or seriously injured – ksi)

2.8 In the 3 years period up to 31 May 2010, there were 5 recorded personal injury collisions within the proposed area, of which 3 occurred in Windsor Avenue, one in Jubilee way and the other in Lombard Road (one way section). All the collisions were regarded as slight personal injury collisions. Table 2 below shows the classification and approximate locations of these collisions.
Table 2 – Collisions

<table>
<thead>
<tr>
<th>Location</th>
<th>Causes</th>
<th>Class</th>
<th>Parties involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Windsor Avenue (50m east of Deer Park Road junction)</td>
<td>A driver hit the rear of another vehicle, which had stopped abruptly.</td>
<td>1</td>
<td>-               -</td>
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<tr>
<td>Windsor Avenue (50m east of Jubilee Way junction)</td>
<td>A driver lost control and hit another vehicle and a stationary vehicle.</td>
<td>1</td>
<td>-               -</td>
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<tr>
<td>Windsor Avenue / Lyon Road</td>
<td>A motorcycle collided with a turning goods vehicle.</td>
<td>1</td>
<td>-               1</td>
</tr>
<tr>
<td>Lombard Road (20m west of Deer Park Road –east arm)</td>
<td>A driver pulled into path of another vehicle, causing him to be pushed into 2 stationary vehicles</td>
<td>1</td>
<td>-               -</td>
</tr>
<tr>
<td>Jubilee Way (66m west of Windsor Avenue)</td>
<td>Driver collided with a goods vehicle</td>
<td>1</td>
<td>-               -</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>5</td>
<td>-               1</td>
</tr>
</tbody>
</table>

PROPOSALS

3.1 Lombard Road (two way section)

- Northbound advisory cycle lane towards Morden Road,
- Incorporate a right turn traffic signal phase for northbound cyclists from Lombard Road into Morden Road towards South Wimbledon Station, into the existing traffic signalised junction of Lombard Road/Modern Road/Nursery Road,
- Replace the existing traffic island within the vicinity of no. 9 Lombard Road with a raised speed table with uncontrolled pedestrian crossing facilities.

3.2 Lombard Road (one way section)

- Westbound mandatory contra flow cycle lane towards Morden Road,
- Raised speed table with uncontrolled pedestrian crossing facilities within the vicinities of nos. 2, 6, 10-12 Lombard Road and its junction with Deer Park Road,
- Loading bays within the vicinities of nos. 9, 13-15, 17, 25 and 27 Lombard Road,
- ‘At any time’ waiting restrictions along both sides of Lombard Road, except within the loading bays,
- ‘At any time’ loading/unloading restrictions along the mandatory contra flow cycle lane,
- Motorcycle parking bay before its junction with Deer Park Road,
- Use of CCTV to enhance personal safety and enforce the waiting restrictions.
3.3 Deer Park Road (western arm)
• Replace the existing traffic islands (located at the entrance/exit to the pedestrian subway) in Deer Park Road at its junction with Lombard Road with a raised speed table.

3.4 Deer Park Road (eastern arm)
• Raised speed table with uncontrolled pedestrian crossing facilities within the vicinity of 8 Deer Park Road,
• ‘One way’ southbound traffic flow from the southern boundary of no. 8 Deer Park Road to the existing ‘one way’ within the vicinity of 24 Deer Park Road,
• ‘At any time’ loading/unloading restrictions from the junction of Lombard Road to 8 Deer Park Road,

3.5 Windsor Avenue / Deer Park Road / Jubilee Way
• Mini roundabout at the junction of Windsor Avenue/Deer Park Road/Jubilee Way,
• ‘At any time’ waiting restrictions on approach to and within the vicinity of the mini roundabout,

3.6 Jubilee Way
• Pedestrian refuge island within the vicinity of 16 Jubilee Way.

4 CONSULTATION UNDERTAKEN

FORMAL CONSULTATION

4.1 A statutory consultation was carried out between 8 October 2010 and 29 October 2010. The consultation leaflet is included in Appendix 4. All representations received after the closing date, have been included in this report.

4.2 The consultation included the erection of street notices on lamp columns in the area, the publication of the Council’s intentions in the Local Guardian and the London Gazette. Consultation documents were also available at Merton Link in the Civic Centre, on the Council’s website and at the local library. Additionally, a newsletter with a plan (as shown in Appendix 4) was also circulated to all properties included within the consultation area. Ward Councillors were contacted by email for any comments and suggestions in the process prior to the local area consultation exercise.

4.3 RESPONSE FROM STATUTORY GROUPS

4.3.1 Metropolitan Police

Correspondence 1:
Thank you for your letter and plans of the 8th October 2010 in relation to the above proposal. A few concerns:

The right turn for cycles from Lombard to Morden Road. What would the light phasing change to, to provide a safe exit for cyclists?

Would the traders pitch outside 9, Lombard conflict with pedestrians and the cycle lane?
Emergency Police vehicles exiting 15 Deer Park Road need to be able to turn either left or right without contravening one way traffic flow system.

Is there sufficient room for a cycle lane and two way traffic along Deer Park Road?

Officer’s Response

- The existing traffic signals phasing will be altered to ensure cyclists can safely exit Lombard Road. A drawing (Appendix 1 – Lombard Road/Morden Road/Nursery Road) showing the proposed modifications at this junction and traffic signal staging diagram below.

**Existing Staging**

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**Proposed Staging**

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- The footway within the vicinity of the proposed traders pitch outside no. 6 Lombard Road would be widened and the kiosk located to the back of the footway. This will not interfere with the cycle lane.
- The one way traffic flow system in Deer Park Road will not alter the direction of flow for Police vehicles on emergency.
- The cycle lane on Deer Park Road from the footpath leading into Deen City Farm to the junction of Lombard Road is an advisory cycle lane to lead cyclists into the mandatory lane in Lombard Road. The carriageway width within the vicinity of the advisory cycle lane in Deer park Road is approximately 7.41m, which can accommodate a 1.5m cycle lane and approximately 2.9m traffic lane width in either direction.

**Correspondence 2:**

*Please pass my thanks to Edward for his prompt reply by e-mail.*

With regards Point 2 (One Way System). Police would object to the positioning: Police vehicles on emergency calls exiting right from 15, Deer Park Road would have to contravene the flow each time. Sight lines are obstructed by parked vehicles on a slight bend, hindering the swift exit from the Police entrance. This creates an unnecessary danger.

Officer’s Response

The proposed one way in Deer Park Road has been removed from the scheme.

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**4.3.2 London Fire Brigade**

No comments were received.
4.3.3 Ward Councillors

A response was received from one ward member raising concerns about the contra flow cycle lane in Lombard Road prior to the undertaking of the statutory consultation.

Officer’s Response

The contra flow cycle lane has been safety audited and design adjustments have been carried out to complement the safety audit recommendations.

4.4 JUSTIFICATION

4.4.1 The new cycle lane, as part of the proposals from Deer Park Road to Morden Road will provide a vital link between the existing cycle facilities along the Wandle Trail to Morden Road. The right turn facility for pedal cyclist at the existing traffic signalised junction of Lombard Road / Morden Road / Nursery Road will also enable cyclists to turn right from Lombard Road into Morden Road (northbound) with improved safety, as the existing situation does not allow them to do so.

4.4.2 Although the traffic flows in Lombard Road (one way section) in Table 1, is not as high as that of Jubilee Way and Windsor Avenue, the new waiting restrictions, loading/unloading restrictions and contra flow cycle lane along Lombard Road, to be enforced by CCTV will prevent/reduce indiscriminate parking along this road.

4.4.3 The four new loading bays along Lombard Road will reduce congestion and provide a formal loading area for deliveries. The new motorcycle bay in Lombard Road will also ensure motorcyclists have somewhere to park their bike, as there is currently none within the area.

4.4.4 Although traffic speeds (Table 1) within the area are not very high, the new raised speed tables will ensure traffic speeds are further reduced to improve safety for cyclists using the contra flow cycle lane and pedestrians using the footway.

4.4.5 The traffic flow (Table 1) for Jubilee Way is almost the same as for Windsor Avenue and Deer Park Road, hence the new mini roundabout will ensure that traffic queues do not build up on any arm of the junction and reduce the number of collisions on Windsor Avenue (Table 2).

4.4.6 All the footway within the vicinity of the works will be resurfaced to the same level as the raised speed tables to improve walking for pedestrians.

4.4.7 It is anticipated that the proposed one way traffic system from the vicinity of no. 8 Deer Park Road to the existing one way within the vicinity of 24 Deer Park Road may increase congestion on Lombard Road, as traffic travelling to Jubilee Way will have to go through the one way system and then back onto Deer Park Road before proceeding to Jubilee Way. Some HGV’s will not be able to negotiate the acute bends within the existing one way section of Deer Park Road. The existing banned right turn from Lombard Road into Morden Road also worsens the situation.

4.4.8 2 responses were received from approximately 200 leaflets distributed to businesses within the area. Although a high number did not respond to the statutory consultation, this cannot be regarded as being in favour of the proposals.

4.4.9 All proposed measures will ensure that the objectives of the SWBA scheme is achieved by providing:
• Improving the business operation of the estate by rationalising ‘waiting and loading’ restrictions,
• Improve pedestrian and cycling accessibility of SWBA to all users,
• Improve road safety and personal security on the estate,
• Increase bus accessibility to the estate,
• Upgrade the physical environment of the estate.

5 TIMETABLE
5.1. If approved, the Traffic Management Orders for the proposed measures would be made and the measures implemented by 30 March 2011.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS
6.1 This scheme will be funded from the Transport for London’s Area Based Scheme settlement for 2010/11 and is estimated at £650k.

7 LEGAL AND STATUTORY IMPLICATIONS
7.1 The Traffic Management Orders for the various proposals will be made under the relevant Road Traffic Regulations Act. The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

7.2 The Cabinet Member must consider the factors set out in the results of the formal consultation set out in Appendix 3. While the views expressed by local businesses must be considered, the Cabinet Member is not bound to decide in accordance with the majority view and must take the other legal relevant factors into account.

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS
8.1 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. The needs of the residents are given consideration but it is considered that improving safety on the borough roads take priority.

8.2 Organisations representing motorists and commuters are consulted as part of the statutory consultation for making traffic management orders. Their responses, where received have been included in this report.

8.3 The implementation of the proposals within the SWBA affects all sections of the community especially the young and the elderly; and assists in improving safety for all road users as well as achieving Merton’s commitment to improve safety, the environment and reduce casualty and severity of road traffic accidents.

9 CRIME AND DISORDER IMPLICATIONS
9.1. N/A
10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1 The risk in not introducing the proposed proposals will be that the concerns raised by some businesses to improve the industrial estate will not be addressed.

10.2 The road safety implications/risks during construction and maintenance have been fully considered at each stage of the design process.

10.3 A safety audit has been carried out on all the elements of the scheme and modifications have been made to the design, where possible.

10.4 The Construction (Design and Management) Regulations 1994 apply to this scheme. Therefore, when undertaking its duties as Client and Designer under these regulations, the Council follows the Approved Code of Practice, ‘Managing Health and Safety in Construction’, published by the Health and Safety Commission. The CMD Coordinator appointed for this scheme is Jeremy Carpenter of Adept Safety.

10.5 Potential risks have been identified during the preliminary and detailed design stages. Therefore, the measures have been designed accordingly to manage them; these are detailed in the table below.

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume of traffic during peak periods</td>
<td>The appropriate traffic management would be put in place to ensure access and maintain through traffic during construction</td>
<td>• Highways Project Officers undertaking detailed design</td>
</tr>
<tr>
<td>Areas outside school</td>
<td>Every effort will be made to undertake construction outside morning and after school peaks.</td>
<td>• Planning Supervisor</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Bus operators and emergency services</td>
</tr>
</tbody>
</table>

11 APPENDICES

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

- Appendix 1 – Plans of proposals
- Appendix 2 – Proposed directional signing layout.
- Appendix 3 – Representations and officers’ comments.
- Appendix 4 – Consultation documents.
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
London Cycle Network Design Guide

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.
SOUTH WIMBLEDON BUSINESS AREA - ACCESSIBILITY AND SAFETY IMPROVEMENTS

Proposed directional signing layout

Appendix 2
**SUPPORT**

22017605  
I sent you an email at the end of July, but have not received a reply.  

I was asking about the possible effect of a ‘No Parking’ zone on Lombard Road. I queried whether parking would be permitted for no 8 Lombard Road, as often lorries are not able to turn in because of their size. I would be grateful if you could let me know.  

**Officer Comments**  
Sorry I don’t recall your original email.  

There will be a loading bay opposite no. 8 Lombard Road, which can also be used by vehicles delivering to no. 8 Lombard Road.  

If lorries cannot turn into your business, it implies access into no. 8 Lombard Road cannot accommodate large vehicles. We will look into realigning the footway at the eastern end of your access to allow larger vehicles to negotiate this entrance. Visual inspection shows it will be difficult, as there is a BT service box located in the footway where the kerb line will be re-aligned. The realignment of the kerb line will imply this service box will be located in the carriageway and as these boxes contain fibre optic cables it will be very expensive should anything be damaged.

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**AGAINST**

22017605  
Correspondence 1:  
Thank you for your letter and plans of the 8th October 2010 in relation to the above proposal. A few concerns:  

The right turn for cycles from Lombard to Morden Road. What would the light phasing change to, to provide a safe exit for cyclists?  

Would the traders pitch outside 9, Lombard conflict with pedestrians and the cycle lane?  

Emergency Police vehicles exiting 15 Deer Park Road need to be able to turn either left or right without contravening one way traffic flow system.  

Is there sufficient room for a cycle lane and two way traffic along Deer Park Road?  

**Officer comments**  
Answered in report under ‘Response from Statutory groups’  

Correspondence 2:  
With regards Point 2 (One Way System). Police would object to the positioning:  
Police vehicles on emergency calls exiting right from 15, Deer Park Road would have to contravene the flow each time. Sight lines are obstructed by parked vehicles on a slight bend, hindering the swift exit from the Police entrance. This creates an unnecessary danger.  

**Officer comments**  
Answered in report under ‘Response from Statutory groups’
A drawing showing the locations of directional signs to the individual estates within the area is attached for your information.

The proposals for the ‘bus only height restriction’ will be formally consulted once an agreement has been reached with Transport for London.

WHAT HAPPENS NEXT

A Notice of the Council’s intentions to introduce the above measures will be published in the local newspaper and posted on lamp columns in the vicinity. Representations for and against must be done in writing to the Cabinet Member for Environmental Sustainability and Regeneration, having considered the results (attached) and comments received during the consultation exercise has approved the undertaking of a statutory consultation on the proposed measures (see attached plan) presented during the consultation.

PROPOSALS

Lombard Road (two way section)
- Northbound advisory cycle lane towards Morden Road.
- Right turn traffic signal phase for northbound cyclists into the existing traffic signalised junction of Lombard Road/Modern Road/Nursery Road from Lombard Road into Morden Road towards South Wimbledon Station.
- Replace the existing traffic island within the vicinity of no. 9 Lombard Road with a raised speed table with uncontrolled pedestrian crossing facilities.

Lombard Road (one way section)
- Westbound mandatory contra flow cycle lane towards Morden Road.
- Raised speed table with uncontrolled pedestrian crossing facilities within the vicinity of nos. 2, 6, 10-12 Lombard Road and at its junction with Deer Park Road.
- Loading bays within the vicinity of nos. 9, 13-15, 17, 25 and 27 Lombard Road.
- ‘At any time’ waiting restrictions along both sides of Lombard Road, except within the loading bays.
- ‘At any time’ loading/unloading restrictions along the mandatory contra flow cycle lane.
- Motorcycles parking bay adjacent to its junction with Deer Park Road.

Deer Park Road (western arm)
- Replace the existing traffic island (at the entrance into the pedestrian tunnel) in Deer Park Road at its junction with Lombard Road with a raised speed table.

Deer Park Road (eastern arm)
- Raised speed table with uncontrolled pedestrian crossing facilities within the vicinity of 8 Deer Park Road.
- ‘One way’ southbound traffic flow from the southern boundary of no. 8 Deer Park Road to the existing ‘one way’ within the vicinity of 24 Deer Park Road.
- ‘At any time’ loading/unloading restrictions from its junction with Lombard Road to 8 Deer Park Road.

Windsor Avenue / Deer Park Road / Jubilee Way
- Mini roundabout at the junction of Windsor Avenue/Deer Park Road/Jubilee Way.
- ‘At any time’ waiting restrictions on approach to and within the vicinity of the mini roundabout.

Jubilee Way
- Pedestrian refuge island within the vicinity of no. 16 Jubilee Way.

Other proposals, which were also approved by the Cabinet Member but do not require statutory consultation are listed below:
- Landscape embankment between Modern Road and Lombard Road.
- Relocate the ‘burger kiosk’ within the footway outside of no. 13-15 Lombard Road to the southern footway outside of no. 9 Lombard Road.
- CCTV coverage of the footpath leading to Deen City Farm from Deer Park Road.
- CCTV coverage of the footpath from the junction of Windsor Avenue/Jubilee Way leading to Merantun Way.
- CCTV coverage to enforce proposed restrictions.
### Summary of Informal Consultation in June/July 2010

<table>
<thead>
<tr>
<th>Bus Stop Improvements</th>
<th>Support</th>
<th>Oppose</th>
<th>Comments</th>
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