

1 Introduction

- 1.1 This note sets down the transport and highways case in support of a mixed use regeneration scheme on the Wimbledon Greyhound Stadium site. It is based upon a potential development of circa 600 homes, a foodstore of around 1,000m² and a small leisure facility. In addition, the potential impacts of providing a new football stadium which would allow for the return to the Borough of Wimbledon Football Club and which, in the long term could provide up to 20,000 seats is considered. This would be in addition to the other scheme elements.
- 1.2 This note provides a review of existing access arrangements, and sets down an outline transport strategy for the above development and demonstrates how the development can be delivered in a sustainable way.

2 Baseline

- 2.1 The site is located off Plough Lane in Merton. It is bounded by the B235 Plough Lane to the south east, the B235 Summerstown to the east and Riverdale Road, a local access road to the north. Immediately to the west of the site are existing industrial premises.
- 2.2 The site has for many years been occupied by the Wimbledon Greyhound Racing Stadium. Race days occur weekly on Fridays and Saturdays and the stadium can accommodate circa 6,000 spectators. In addition to greyhound racing, the stadium also hosts a range of other events including stock car racing and a Saturday / Sunday market. There is a large car park on site; this is unmarked but it is understood can accommodate approximately 900 cars.
- 2.3 Currently the main vehicle access is from Plough Lane but there is a secondary access onto Riverside Road. The site also has frontage onto Summerstown and there is potential to provide vehicular access onto that road. These roads have no status; however Garratt Lane which runs to the east of the site is part of the London Borough of Wandsworth's Strategic Route Network (SRN).
- 2.4 The surrounding land uses are a mix of industrial (to the east, west and north) and a retail park (to the south). Beyond these immediate uses there is residential development to the east, within the London Borough of Wandsworth) and to the south and east within the London Borough of Merton). In addition to the retail park there are local shops within a 5 minute walk on Hayden's Road. The nearest large foodstore is the Morrison's near Wimbledon Station which is approximately two kilometres to the south-west of the site. There is a small Sainsbury's Local on Haydon's Road which is approximately 1.2km south of the site.
- 2.5 Whilst the site itself does not lie within a controlled parking zone there are yellow line restrictions on parking along Plough Way which apply Monday to Saturday and the surrounding residential areas are already protected by Controlled parking areas which apply Monday to Friday.
- 2.6 The residential areas to the south fall within Merton's CPZ zones H1/2. The area around Haydon's Road station to the south-west is within the London Borough of Merton's CPZs H1/H2 for which restrictions apply Monday to Friday between the hours of 08:30 and 18:30.
- 2.7 The residential area to the west of the site falls within the London Borough of Wandsworth's CPZ zone G1 and which applies Monday to Friday, 09:30 and 16:30.
- 2.8 Most of the site, including the frontage onto Plough Way, has a Public Transport Accessibility Level (PTAL) of 3; this identifies the site as having a moderate level of access to public transport. Toward the north of the site the PTAL falls to 2 as this part of the site is just beyond a 12 minute walk to the nearest national rail station at Hayden's Road. The site is well served by buses from stops located on Plough Way, immediately on the southern frontage of the site, on Garratt Lane, within a two minute walk from the north of the north site access and by stops on Gap Road, approximately an eight minute walk from the site.



2.9 Table 1 identifies the various bus services that can be accessed from these stops. The overall frequency of these services is around 70 buses per hour at peak times and they provide access to a wide range of local destinations, including St George’s Hospital and Southside shopping centre as well as to more strategic destinations such as Victoria. Services from Garratt Lane also provide direct access to Northern Line Underground services at Tooting Bec, approximately a 5 – 10 minute bus ride.

Route	Direction	Stop	AM Peak Frequency
493	St George’s/ University of London – Richmond/Manor Road	Plough Lane (Wimbledon Stadium)	Five per hour in each direction
44	Victoria Station – Tooting Station	Garratt Lane (Summerstown/ Wimbledon Road)	Seven per hour in each direction
77	Waterloo Station – Tooting Station	Garratt Lane(Summerstown/ Wimbledon Road)	Six per hour in each direction
270	Putney Bridge Station - Madeira Road	Garratt Lane (Summerstown/ Wimbledon Road)	Six per hour in each direction
G1	Hermitage Lane – Shaftesbury Estate/ Wickersley Road	Garratt Lane (Wimbledon Road)	Three per hour in each direction
156	Wimbledon Bus Station – Vauxhall Bus Station	Gap Road (Gap Road/ Plough Lane)	Eight per hour in each direction
		Total	Approx.35 buses per hour in each direction

Table 1: Bus Services Accessible from the Plough Lane Site

2.10 The nearest National Rail station to the site is Hayden’s Road, approximately a 10 minute walk from the Plough Lane frontage. First Capital Connect operates trains through this station between Wimbledon and Sutton and Luton, Bedford, and St Albans. The services provide access to central London Stations at London Bridge, Blackfriars, Ludgate Hill, Farringdon and St Pancras. The transit time from Hayden’s Road to key destinations are as follows:

- Wimbledon - Seven minutes (three trains per AM peak hour)
- London Bridge – approximately 35 minutes (two trains per AM peak hour)
- Sutton (Surrey) – Approximately 20 minutes (three trains per AM peak hour)
- St Pancras - Approximately 40 minutes (four trains per AM peak hour)

2.11 Therefore, whilst the PTAL indicates the site has a moderate level of accessibility to public transport services, the site does have relatively good and varied access to both national rail services by walking to Hayden’s Road and to Underground services by interchange from local bus services at Tooting Broadway Station.

2.12 The development will also provide an opportunity to create a network of pedestrian and cycle routes through the site, linking to the existing strategic pedestrian and cycle route (National Cycle Route 20) which runs along the Wandle Valley. It is therefore considered that this site is suitable in transport terms to accommodate a sustainable development.



3 Consideration of Impacts

- 3.1 A full Transport Assessment will be undertaken to provide a detailed understanding of the likely impacts of the proposed development. Initial discussions have been held with the London Borough of Merton to agree the scope and methodology for such an assessment and some preliminary assessment work has been undertaken. This has included extensive traffic survey work carried out in July 2012 along both the Plough Way corridor and at the junction of Garratt Lane and Summertown to allow the traffic impacts of the development to be rigorously assessed. For the stadium element appropriate pedestrian modelling work will be undertaken and the assessment will look at likely impacts on the public transport networks before and after football matches.
- 3.2 Whilst the masterplan is still being developed, considerable work has already been undertaken to show that the proposed scheme can be accessed and serviced in a safe way. The overall highway impacts of the scheme will be quite modest since the amount of on-site parking will represent a considerable reduction from the existing car park numbers on the site. It is considered that a provision of around one space for every two residential units will be appropriate for this site and there will be scope to extend the current car club scheme in the area which is operated by Zipcar with two bays located on Endeavour Way and one on Brickfield Road to the west of the site.
- 3.3 No parking is proposed for the foodstore, with the exception of disabled parking and only limited parking will be provided for the leisure uses including the football stadium. Parking for the stadium will be restricted to VIP parking and coach parking. The foodstore will meet local needs and will reduce the need for existing residents in the area to drive to the existing, more remote foodstores.
- 3.4 The TA will include details of the car parking and management strategy for the site including stadium event management plans to minimise highway impacts on event days and to show how the site can be accessed on foot and by public transport. This will also identify arrangements for coach parking. Potential impacts on the surrounding residential areas can be minimised through suitable match day parking controls as have been successfully adopted at other stadia. A Travel Plan will also be prepared to encourage sustainable patterns of travel.

4 Conclusions

- 4.1 The site has for many years accommodated the Wimbledon Greyhound Racing Stadium which holds regular race events on Friday and Saturday evenings as well as other events such as a Sunday market and stock car racing. The current uses are supported by a large car park that can accommodate up to 900 cars and so most people travel to the stadium by car. There is no green travel plan in place to encourage the use of non-car modes.
- 4.2 Public transport access to the site is reasonably good. There are frequent train services to central London from Hayden's Road and the London Underground Network can be accessed from Tooting Broadway by frequent bus services available from Garratt Lane. The site is well served by a range of local bus services which provide access to more local facilities as well as to Wimbledon town centre.
- 4.3 There is therefore an opportunity to create a sustainable mixed use development on this site. Highway impacts can be effectively controlled by limiting the level of on-site parking and through a full Travel Plan. The impacts of the proposed football stadium would be controlled through detailed match day management plans. These are likely to include additional match day parking controls to limit impacts upon the surrounding residential areas.

