

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Accidents														Overall comments	Proposed Measures	Cost						
				Before 20mph Introduction	During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Before 20mph implementation _ 3 years collisions within the 20mph area				Current 3 years collisions upto 2014 within the 20mph area																		
							Overall Collisions	Serious				Slight				Overall Collision	Serious							Slight				Location of current 3 year (upto 2014) collisions	
								Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh				Ped	P/C	M/C	Veh	Junction	Between junctions
Pelham Road area 20mph Zone	Abbey / Dundonald	Gladstone Road	o/s 86	Yes	No	6 round top humps with 1 junction table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																			Do Nothing	Do nothing	-		
		Russell Road	o/s 43	Yes	No	6 sets of 3 abreast speed cushions with 1 junction table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																				Do Nothing	Do nothing	-	
		Palmerston Road	o/s 48	Yes	No	8 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																				Do Nothing	Do nothing	-	
		Southey Road	o/s 2	Yes	No	6 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	4																	1		1	Do Nothing	Do nothing	-
		Montague Road	o/s 2	Yes	No	6 round top humps with 1 junction table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																					Do Nothing	Do nothing	-
		Griffiths Road	o/s 11	No	Yes	4 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.						1															Do Nothing	Do nothing	-
		Pelham Road	o/s 65	Yes	No	7 round top humps and 3 junction tables _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.						1	1							1	1	1		2	1	All the collisions in this area occurred on this road. The road markings to be made more visible to drivers approaching from Pelham Road to give way when they approach these junctions.	Remark road markings at the junctions.	£3.0	
<b>Total Volume of vehicles within the Zone</b>							4	0	0	0	0	0	2	1	1	4	0	0	0	0	1	1	1	1	2	2	<b>There was a reduction in the number of collisions between the pre and post data. Although this reduction was not high, the post collisions can be attributed to driver error. With more than 66% of the collisions in the area occurring at road junctions, the road markings at these locations should be remarked on a regular basis to prevent these collisions occurring again.</b>	Remark road markings at junctions.	£3.0
							%	0	0	0	0	0	50	25	25	%	0	0	0	0	25	25	25	25	50	50			
High Path area 20mph Zone	Abbey	Pincott Road	o/s May Court	Yes	No	3 round top humps with 1 width restriction _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																				Do nothing	Do nothing	-	
		Abbey Road	o/s 26	Yes	No	4 round top humps with 1 width restriction _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																				Do nothing	Do nothing	-	
		Mill Road	o/s 27	Yes	No	3 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																				Do nothing	Do nothing	-	
		Nelson Grove Road	o/s 1_18	No	No	2 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																					Do nothing	Do nothing	-
		Croft Road	o/s 33	No	Yes	1 sett of speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	1																				Do nothing	Do nothing	-
		Meadow Road	o/s 23	No	Yes	1 sett of speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																					Do nothing	Do nothing	-
		Dane Road	o/s 20	Yes	No	2 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																					Do nothing	Do nothing	-
		High Path	o/s car wash	No	Yes	1 sett of speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.																					Do nothing	Do nothing	-
		High Path	o/s 1_30	Yes	No	3 round top humps with 1 raised table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.							1								1					This collision occurred at the junction of Hayward Close, which is along the cycle route. Since Hayward Close is a residential road, and rarely any traffic comes from this road, the presence of the cycle route should be made aware to drivers exiting Hayward Close. Consider 'give way' markings at the junction across the cycle track as well as the existing one across Hayward Close.	Give way' road markings	£1.0	
<b>Total Volume of vehicles within the Zone</b>							1	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	<b>No reduction in the number of collisions between the pre and post data. The collision on the road occurred at a junction along the cycle track. Consider additional road markings, as the only collision does not warrant the need for excessive traffic calming measures.</b>	Additional road markings	£1.0			
							%	0	0	0	0	0	0	100	0	%	0	0	0	0	0	100	0	0	100	0			

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				Before 20mph Introduction	During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Before 20mph implementation _ 3 years collisions within the 20mph area				Current 3 years collisions upto 2014 within the 20mph area																		
							Overall Collisions	Serious				Slight				Overall Collisions	Serious							Slight				Location of current 3 year (upto 2014) collisions	
								Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh				Ped	P/C	M/C	Veh	Junction	Between junctions
Trinity Road area 20mph Speed limit	Trinity	Trinity Road	o/s 69	Yes	No	4 chicanes _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	Improve the road markings at the junctions.	Improve road markings	£3.0	
		Faraday Road	o/s 42	Yes	No	6 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
		Effra Road	o/s 64	Yes	No	8 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
		Clarence Road	o/s 102	Yes	No	6 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
		Florence Road	o/s 126	Yes	No	6 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
		South Park Road	o/s 128	Yes	No	3 round top humps and 3 raised junctions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
		Birbeck Road	o/s 21	No	No	None _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
		Queens Road	o/s 143	No	Yes	2 sets of 3 abreast speed cushions, pinch pt and a mini_roundabout _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	There was a collision at a junction and also within the road. Option A - Review the layout of the existing traffic calming measures or Option B -Replace the 2 sets of speed cushions with 2 speed tables.	Option B - 2 no. 6-metre speed tables	£30.0	
		Queens Road	199A	Yes	No	4 sets of raised speed tables with 1 mini roundabout _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	1	1	-	Do nothing	Do Nothing	-	
		Evelyn Road	o/s 42	No	No	none _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-	
Edith Road	o/s 8	No	No	none _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-				
<b>Total Volume of vehicles within the Zone</b>							<b>1</b>	0	0	0	0	0	0	0	1	<b>3</b>	0	0	0	0	1	1	0	1	<b>2</b>	<b>1</b>	<b>There was an increase in the number of collisions after implementation of the zone. Approximately 60% of the collisions occurred in Queens Road (one at a junction and the other within the link). This shows that the speed cushions are not effective at reducing driver speeds before approaching the junctions. These speed cushions in Queens Road should be reviewed or replace with speed tables. In addition, the road markings at the junctions should be remarked.</b>	<b>Option B - 2 no. 6-metre speed tables and improve road markings at the junctions.</b>	<b>£33.0</b>
<b>%</b>							<b>0</b>	0	0	0	0	0	0	0	100	<b>33.33</b>	0	0	0	0	33.33	33.3	0	33.33	<b>66.7</b>	<b>33.3</b>			
Parkway area 20mph Zone	Cannon Hill / West Barnes	Parkway	o/s 16	Yes	No	7 sets of speed cushions _ Not within CPZ, parking on both sides of the road but carriageway is very wide.	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Option A - Review the layout of the existing traffic calming measures or Option B - Replace all 7 sets of speed cushions with sinusoidal road humps. In addition double yellow lines to be implemented at its junctions with Southway and also Heath Drive to improve sightlines.	Option B - 7 no. sinusoidal road humps.	£19.5	
		Parkway	o/s 96	Yes	No			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Elm Walk	o/s 59	Yes	No	10 round top road humps _ Not within CPZ with parking on both sides of the road. Carriageway narrow.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Implement double yellow lines (approximately 10 metres into each arm) at its junction with Meadow Close to improve sight lines and safety.	Double Yellow Lines - 10 metres into each arm of the junction	£1.0	
		Elm Walk	o/s 42	Yes	No			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			£1.0	
		Southway	o/s 53	No	Yes	4 sets of speed cushions _ Not within CPZ with parking on both sides of the road. Carriageway narrow.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	The collisions at this junction occurred due to sightlines being obscured at the junctions. Sightlines at the junction of Elm Walk/Southway to be improved by the implementation of double yellow lines (approximately 10 metres) into each arm of the junction. The existing hatch markings at this junction are parked over by drivers as they know well they are not enforceable.	Double Yellow Lines - 10 metres into each arm of the junction	£1.0	
		Meadow Close	o/s 35	No	Yes	2 sets of speed cushions _ Road is a 'dead end'. Not within CPZ with parking on both sides of the road. Carriageway narrow.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Implement double yellow lines (approximately 10 metres into each arm) at its junction with Elm Walk to improve sightlines and safety.	Double Yellow Lines - 10 metres into each arm of the junction	£1.0	
		Heath Drive	o/s 16	Yes		3 round top humps _ Not within CPZ with parking on both sides of the road. Carriageway very narrow.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Implement double yellow lines (approximately 10 metres into each arm) at its junction with Parkway to improve sight lines and safety.	Double Yellow Lines - 10 metres into each arm of the junction	£1.0	
<b>Total Volume of vehicles within the Zone</b>							<b>0</b>	0	0	0	0	0	0	0	0	<b>2</b>	0	0	0	0	0	0	0	2	<b>2</b>	<b>0</b>	<b>Although there is an increase in the number of collisions; all of which occurred at junctions, these problems can be resolved by improving sightlines at these junctions. The additional conversion of the speed cushions into sinusoidal road humps is to ensure drivers in Parkway do not exceed the speed limit.</b>	<b>Implement 7 no. sinusoidal road humps and double yellow line markings.</b>	<b>£24.5</b>
<b>%</b>							<b>0</b>	0	0	0	0	0	0	0	0	<b>0</b>	0	0	0	0	0	0	0	100	<b>100</b>	<b>0</b>			

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							Before 20mph implementation _ 3 years collisions within the 20mph area						Current 3 years collisions upto 2014 within the 20mph area																		
				Before 20mph introduction	During 20mph introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Serious				Slight				Overall Collisions	Serious							Slight				Location of current 3 year (upto 2014) collisions			
								Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh				Ped	P/C	M/C	Veh	Junction	Between junctions		
Merton Park area 20mph Speed limit	Merton Park	Dorset Road	o/s 53	Yes	No	14 sets of 3 abreast speed cushions and 1 entry treatment _ Within CPZ with parking on both sides of the road	10	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	2	2	No recorded collision after the introduction of the 20mph speed limit, however to ensure driver speeds are within the specified speed limit, the layout of the speeds chions should be reviewed OR replace the 14 sets of speed cushions with sinusoidal road humps.	14 no. sinusoidal road humps.	£35.0		
		Dorset Road	o/s 154/156	Yes	No	14 sets of 3 abreast speed cushions and 1 entry treatment _ Within CPZ with parking on both sides of the road		-	-	-	-	3	-	2	-		-	-	-	-	-	-	-	-			-	Install 6 sinusoidal road humps, locations to be identified during design stage	6 no. sinusoidal road humps.	£15.0	
		Daybrook Road	o/s 39	No	No	none _ within CPZ with parkinh on both sides of the road		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Re-assess the traffic calming measures and review where possible	Re-assess traffic calming measures	-
		Sandbourne Road	o/s 56	Yes	No	5 round top humps and 2 junction tables _ Within CPZ		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Install 2 new junction speed tables at Keswick Avenue and Poplar Road junctions.	2 no. raised junctions	£30.0
		Erridge Road	o/s 34	No	No	none _ within CPZ		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Do Nothing	Do Nothing	-
		Poplar Road	o/s 63	Yes	No	5 round top humps and 1 entry treatment _ Within CPZ		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Do Nothing	Do Nothing	-
		Sheridan Road	o/s 5/5a	Yes	No	5 round top humps _ Within CPZ		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Do Nothing	Do Nothing	-
		Mostyn Road	o/s 56	Yes	No	13 sets of speed cushions and 1 junction table _ Part within CPZ with parking on both sides of the road		-	-	-	-	-	-	1	1		-	-	-	-	2	1	-	1			2	2	Approximately 67% of the collisions in this area occurred in this road (junctions and links). Most of the junctions are already treated, but those which are not, considerations should be given to raised junctions. In addition replace the 14 sets of speed cushions with sinusoidal road humps.	14 no. sinusoidal road humps.	£35.0
		Kerley Road	o/s 27	Yes	No	5 round top humps and 1 entry treatment _ Part within CPZ with parking on both sides of the road.		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Do Nothing	Do Nothing	-
		Kerley Road	o/s 132/134	Yes	No	5 round top humps and 1 entry treatment _ Part within CPZ with parking on both sides of the road.		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Do Nothing	Do Nothing	-
		Windermere Road	o/s 47	Yes	No	4 round top humps and 1 entry treatment		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Do Nothing	Do Nothing	-
		Grasmere Road	o/s 38	Yes	No	4 round top humps and 1 entry treatment		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds.	Double yellow line road markings	£8.0
		Poplar Road South	o/s 142/144	No	No	none		-	-	-	-	-	1	-	-		-	-	-	-	-	-	-	-			-	-	Install 6 sinusoidal humps along the length of this road and 1 raised speed table within the vicinity of the school entrance.	6 no. sinusoidal road humps, and 1no. 6 metre speed table outside the school.	£30.0
		Aylward Road	o/s 54/56	Yes	No	7 round top road humps		-	-	-	-	-	1	-	-		-	-	-	-	1	-	-	-			-	1	Do Nothing	Do Nothing	-
		Tybenham Road						-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	1			-	1	Do Nothing	Do Nothing	-
Church Lane					-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	-						
<b>Total Volume of vehicles within the Zone</b>							<b>10</b>	0	0	0	0	0	6	1	3	<b>6</b>	0	0	0	0	3	1	0	2	<b>2</b>	<b>4</b>	<b>Approximately 67% of the collisions in this area occurred between junctions, whilst 33% was at junctions. More emphasis should be given to the traffic measures along the link.</b>	<b>Implement traffic calming measures s listed above for the individual roads.</b>	<b>£153.0</b>		
							<b>%</b>	0	0	0	0	0	60	10	30	<b>%</b>	0	0	0	0	50	17	0	33	<b>33</b>	<b>67</b>					
		Herfield Road	o/s 20	No	No	none		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Kingswood Road	o/s 20	No	No	1 entry treatment		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area. Install 2 sinusoidal road humps and a junction speed table at the junction of Kingswood Road/Mayfield Road	Install 2 sinusoidal road humps and a junction speed table at the junction of Kingswood Road/Mayfield Road	£22.0
		Kingswood Road	o/s 59	No	No			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Install junction speed table at the junction of Kingswood Road/Mayfield Road	£15.0
		Mayfield Road	o/s 12	No	No	none		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-
		Merton Hall Gardens	o/s 23	No	No	1 entry treatment		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-
		Merton Hall Road	o/s 69	Yes	Yes	8 round top humps, 2 junction tables and 1 speed table		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-			-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-

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							Overall Collisions	Serious				Slight				Overall Collision	Serious							Slight				Location of current 3 year (upto 2014) collisions	
								Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh				Ped	P/C	M/C	Veh	Junction	Between junctions
Merton Hall Road area 20mph Speed limit	Dundonald	Dundonald Road	o/s 34	yes	no	6 round top road humps and 2 junction tables	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Toynebee Road	o/s 79	Yes	no	4 round top humps, mini_roundabout, 1 width restriction and 1 junction table	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Toynebee Road	o/s 28	yes	no	4 round top humps, mini_roundabout, 1 width restriction and 1 junction table	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Winton Grove	o/s 33	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Wilton Crescent	o/s 1	yes	no	4 round top humps	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area. Restriction to parking on this road and used by drivers to avoid the queues on Kingston Road between Wilton Crescent and Dorset Road.	Install 2 sinusoidal road humps	£5.0		
		Wilton Crescent	o/s 35	yes	no	4 round top humps	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Cliveden Road	o/s 29	no	no	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
		Rayleigh Road	o/s 33	no	no	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 14 collisions all of which happened on the boundary road (Kingston Road) at its junctions with the side roads into the 20mph area.	Do Nothing	-		
<b>Total Volume of vehicles within the Zone</b>							<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>Implement the above measures within the are to ensure drivers travel at the posted speed limit.</b>	<b>4 no. sinusoidal road hump and 1 no. junction table</b>	<b>£42.0</b>			
							<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>					
Quicks Road area 20mph Speed limit	Abbey / Trinity	Quicks Road	o/ 89	Yes	Yes	1 width restriction, 1 entry treatment and road humps _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Hardy Road	o/s 48	yes	No	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Nelson Road	o/s 47	yes	No	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Victory Road	o/s 62	yes	No	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Hamilton Road	o/s 37	Yes	no	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the Road and narrow carriageway	2	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Trafalgar Road	o/s 22	Yes	no	Gate at Haydon's Road end _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Wycliffe Road	o/s 27	no	no	None _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
		Latimere Road	o/s 27	no	no	None _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-		
Ridley Road	o/s 24	no	no	None _ Within a CPZ with parking on both sides of the Road and narrow carriageway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing _ Good sightlines at junctions	Do nothing	-				
<b>Total Volume of vehicles within the Zone</b>							<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>There is a reduction in the number of collisions. Data not conclusive as the Police officers who recorded the incident believe the 32 year old pedestrian was making a false claim.</b>	<b>Do nothing</b>	<b>£0.0</b>		
							<b>%</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>					
		Alverston Avenue	o/s 34	No	No	Entry treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0		
		Metrose Avenue	o/s	Yes	Yes	2 speed tables and entry treatment	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Improve road markings	Road markings	£5.0		

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Accidents														Overall comments	Proposed Measures	Cost K (000)		
				Before 20mph introduction	During 20mph introduction	Current traffic calming measures (after 20mph introduction)	Before 20mph implementation _ 3 years collisions within the 20mph area				Current 3 years collisions upto 2014 within the 20mph area														
							Overall Collisions	Serious				Slight				Overall Collisions	Serious							Slight	
Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh	Junction	Between junctions								
Melrose Avenue area 20mph Speed limit	Wimbledon Park	Stuart Road	o/s 55	No	No	Entry treatment	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 6 collisions and all occurred on Durnsford Road at its junctions with the side roads. There are entry treatments with single yellow lines on these side roads. Consideration should be given to converting these single yellow lines at the junctions into double yellow lines to improve sightlines and safety. Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to the side roads to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0	
		Farquhar Road	o/s 16	No	No	Entry treatment		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0	
		Stratmore Road	o/s 16	No	No	Entry treatment		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0	
		Ryford Road	o/s 29	No	No	Entry treatment		0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 6 collisions and all occurred on Durnsford Road at its junctions with the side roads. There are entry treatments with single yellow lines on these side roads. Consideration should be given to converting these single yellow lines at the junctions into double yellow lines to improve sightlines and safety. Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
		Stroud Road	o/s 37	No	No	Entry treatment			-	-	-	-	-	-	-	-	-	-	-	-	-	-	There were 6 collisions and all occurred on Durnsford Road at its junctions with the side roads. There are entry treatments with single yellow lines on these side roads. Consideration should be given to converting these single yellow lines at the junctions into double yellow lines to improve sightlines and safety. Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
		Ashen Road	o/s 48	No	No	Entry treatment			-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
		Durnsford Avenue	o/s 24	No	No	Entry treatment			-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
		Wolesey Avenue	o/s 30	No	No	None			-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
		Normanton Avenue	o/s 40	No	No	Entry treatment			-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
		Braemar Avenue	o/s 43	No	No	Entry treatment			-	-	-	-	-	-	-	-	-	-	-	-	-	-	Provide more passing gaps in the form of 'double yellow line' road markings between parked vehicles to reduce driver speeds, where possible. Otherwise install 2 sinusoidal road humps in this road	2 sinusoidal humps or double yellow line markings	£5.0
<b>Total Volume of vehicles within the Zone</b>							1		0	0	0	1	0	0	0	0	0	0	0	0	0	0	<b>There is a reduction in the number of collisions. The proposed measures for the individual roads will make the speed limit / zone self enforcing.</b>	<b>2 no. each sinusoidal road humps in the various roads above.</b>	<b>£60.0</b>
							%		0	0	0	100	0	0	0	0	%	0	0	0	0	0			
Farm Road	Chute	Middleton Road	o/s 81	No	No	5 sets of speed cushions			-	-	-	-	-	-	-	1	-	-	-	-	-	1	1	Review the layout of the speed cushions OR replace the 6 sets of speed cushions with sinusoidal road humps and consider other means of restricting HGV access.	Implement 6 no. sinusoidal road humps.
		Middleton Road	o/s 37	No	no	5 sets of speed cushions		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0	
		Easby Crescent	o/s 17	No	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0	
		Evesham Road	o/s 20	no	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0	
		Evesham Green	o/s 6	no	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0	
		Evesham Green	o/s 20	no	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0	
		Egleston Road	o/s 18	no	No	None		-	-	-	-	1	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0	
		Fumess Road	o/s 45	Yes	No	4 sets of speed cushions		-	-	-	-	-	-	-	1	-	-	-	-	-	-	0	Do Nothing	£0.0	

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Accidents														Overall comments	Proposed Measures	Cost K (000)							
				Before 20mph introduction	During 20mph introduction	Current traffic calming measures (after 20mph introduction)	Before 20mph implementation _ 3 years collisions within the 20mph area				Current 3 years collisions upto 2014 within the 20mph area																			
							Overall Collisions	Serious				Slight				Overall Collision	Serious							Slight				Location of current 3 year (upto 2014) collisions		
Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh	Junction	Between junctions													
Speed limit		Faversham Road	o/s 27	Yes	No	3 sets of speed cushions	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	Review the layout of the speed cushions OR replace all 3 sets of speed cushions with speed tables	Implement 3 no. speed tables.	£45.0			
		Bruton Road	o/s 27	no	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0			
		Canterbury Road	o/s 145	Yes	No	10 road humps	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	Do Nothing	Do Nothing	£0.0			
		Crowland Walk	o/s 6	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0			
		Calder Road	o/s 6	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0			
		Farm Road	o/s 70	Yes	Yes	4 sets of speed cushions	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Replace the 5 sets of speed cushions in addition to the other 3 in Faversham Road with speed tables, which will not impact on buses services.	Implement 4 no. speed tables	£60.0			
		Bristol Road	o/s 24	No	Yes	2 sinusoidal humps and 1 entry treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0			
		Combermere Road	o/s 6	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	£0.0			
<b>Total Volume of vehicles within the Zone</b>							<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>100% of the collisions in the area occurred at junctions. Middleton Road, Farm Road and Faversham Road are the roads of major concern within the area. due to a high than expected percentage travelling above 20mph. Although there was a reduction in recorded personal injury collisions, the traffic calming measures in these 3 roads should be reviewed to ensure the area is self-enforcing.</b>	<b>6 no. sinusoidal road humps and 7 no. speed tables.</b>	<b>£120.0</b>
							<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>33.3</b>	<b>33.3</b>	<b>100</b>	<b>0</b>				
Wandle Road area 20mph Speed limit	Ravensbury	Wandle Road	o/s 37	Yes	Yes	12 sets of speed cushions	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	Review the layout of the traffic calming measures OR remove 2 speed cushions within the vicinity of Wandle Road / The Drive junction and replace with a junction speed table. In addition, remove 1 speed cushion on approach to the junction of Morton Road junction and replace with a junction table at this location (Wandle Road/Morton Road).	Replace 3 sets of speed cushions and replace with 2 junction tables.	£40.0			
		Wandle Road	o/s 128	Yes	No		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
		The Drive	o/s 62	Yes	No		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing. The traffic calming measures in this road are the most effective of the measures.	Do Nothing	-			
		The Drive	o/s 120	Yes	No	5 road humps and a width restriction.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
		Lilleshaw Road	o/s 144		No	9 road humps and 1 width restriction	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-			
		Seddon Road	o/s 79	No	No	3 priority traffic flow system (with speed cushion and overrun area) and 1 set of speed cushion with 1 entry treatment	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Replace the overrun areas within the 3 no. priority traffic flow system with actual build-outs and change the 3 no. speed cushions into 3 no. sinusoidal road humps.	3 no. footway build-out and 3 no. sinusoidal road humps.	£14.0			
		Seddon Road	o/s 45	No	No		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-						
		Pollard Road	o/s 32	No	no	entry treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 2 sinusoidal road humps in this road.	2 no. sinusoidal road humps	£5.0			
		Morton Road	o/s 24	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 2 sinusoidal road humps in this road.	2 no. sinusoidal road humps	£5.0			
		Montacute Road	o/s 55	Yes	No	3 road humps and 2 entry treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-			
		Muchelney Road	o/s 33	Yes	Yes	none	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	Do nothing	Do Nothing	-			
Edward Avenue	o/s 17	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 2 sinusoidal road humps in this road.	2 no. sinusoidal road humps	£5.0					
Milner Road	o/s 11	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 2 sinusoidal road humps in this road.	2 no. sinusoidal road humps	£5.0					
<b>Total Volume of vehicles within the Zone</b>							<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>High reduction if recorded personal injury collisions. However, on some roads a high percentage of drivers travel above 20mph.</b>	<b>3 no footway build-outs and 11 no. sinusoidal road humps</b>	<b>£74.0</b>	
							<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Accidents														Overall comments	Proposed Measures	Cost K (000)										
				Before 20mph introduction	During 20mph introduction	Current traffic calming measures (after 20mph introduction)	Before 20mph implementation _ 3 years collisions within the 20mph area								Current 3 years collisions upto 2014 within the 20mph area																		
							Overall Collisions	Serious				Slight				Overall Collision	Serious							Slight				Location of current 3 year (upto 2014) collisions					
								Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh				Ped	P/C	M/C	Veh	Junction	Between junctions				
Ashbourne Road area 20mph Speed limit	Graveney	Gorrange Park Avenue	o/s 92	Yes	Yes	8 road humps, 1 width restriction and 2 entry treatments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	Do nothing	Do nothing	-		
		St James Road	o/s 48	No	No	Entry treatment	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 5 sinusoidal road humps in this road.	Implement 5 no. sinusoidal road humps	£12.0		
		Woodland Way	o/s 60	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-		
		Ashbourne Road	o/s 94	Yes	No	9 road humps and 1 entry treatment	-	-	1	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	Do nothing	Do nothing	-		
		Manship Road	o/s 22	No	No	None	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	Do nothing	Do nothing	-		
		Framfield Road	o/s 46	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 4 sinusoidal road humps.	Implement 4 no. sinusoidal road hump	£10.0		
		Figge's Road	o/s 4	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-		
		St Barnabas Road	o/s 24	No	No	none	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-		
		Edenvale Road	o/s 13	No	No	none	4	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-
		Milton Road	o/s 3	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-		
		Stanley Road	o/s 27	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-		
		Thirsk Road	o/s 31	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 1 no. sinusoidal road hump in the middle of this road	Implement 1 no. sinusoidal road hump	£2.0		
		Tynemouth Road	o/s 63	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 1 no. sinusoidal road hump in the middle of this road	Implement 1 no. sinusoidal road hump	£2.0		
		Heaton Road	o/s 43	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 1 no. sinusoidal road hump in the middle of this road	Implement 1 no. sinusoidal road hump	£2.0		
		Bruce Road	o/s 42	No	No	None with a gate.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 1 no. sinusoidal road hump in the middle of this road	Implement 1 no. sinusoidal road hump	£2.0		
Inglemere Road	o/s 24	No	No	none	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 1 no. sinusoidal road hump in the middle of this road	Implement 1 no. sinusoidal road hump	£2.0				
Grenfell Road	o/s 17	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 1 no. sinusoidal road hump in the middle of this road	Implement 1 no. sinusoidal road hump	£2.0				
<b>Total Volume of vehicles within the Zone</b>							4	0	0	1	0	0	2	0	1	3	0	0	0	0	0	1	0	2	0	3	No change in the number of recorded personal injury collisions. All of which occurred within the road and not at the junctions.	Implement 15 no. sinusoidal road humps	£34.0				
<b>%</b>								0	0	25	0	0	50	0	25	%	0	0	0	0	0	33.3	0	66.7	0	100							
Emrie Road area 20mph Speed limit	Village	Dunstall Road	o/s 5	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Install 2 junction speed table at Wool Road and McKay Road and 2 additional sinusoidal road hump.	2 no. sinusoidal road hump and 2 junction speed tables.	£40.0		
		Dunstall Road	o/s 11	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
		Emrie Road	o/s 25	No	Yes	1 speed table and 2 entry treatment _ Not within a CPZ with parking on both sides of the road, hence narrow carriageway width	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-	-	Review the layout of the traffic calming measures OR Install 2 additional sinusoidal road hump between the existing speed table and the entry treatment at the junction of Capse Hill OR a junction raised junction at its junction with Wool Road. In addition, double yellow lines (approximately 10 metres into each arm) to be provided at the junctions to improve sight lines and safety.	2 Sinusoidal road humps or raised junctions with double yellow lines	£15.0		
		Emrie Road	o/s 8	No	Yes		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					
		McKay Road		No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	More drivers will use this road due to the other measures being proposed for Wool Road and Dunstall. Therefore install 2 no. sinusoidal road humps between the 2 proposed junction tables at Wool Road end and Dunstall Road end.	2 no. sinusoidal road hump and double yellow lines	£5.0		









Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Accidents														Overall comments	Proposed Measures	Cost						
				Before 20mph introduction	During 20mph introduction	Current traffic calming measures (after 20mph introduction)	Before 20mph implementation _ 3 years collisions within the 20mph area				Current 3 years collisions upto 2014 within the 20mph area																		
							Overall Collisions	Serious				Slight				Overall Collisions	Serious							Slight				Location of current 3 year (upto 2014) collisions	
				Ped	P/C	M/C		Veh	Ped	P/C	M/C	Veh	Ped	P/C	M/C		Veh	Ped	P/C	M/C				Veh	Junction	Between junctions			
Eastfields area 20mph Zone	Hillside / Raynes Park	Grove Road	o/s 34	No	No	6 chicanes	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	Do Nothing	Do Nothing	-	
		Worsecroft Close	o/s 21/23	No	Yes	1 overrun area		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	-	
		Spencer Road	o/s 60	Yes	Yes	5 chicanes and 1 overrun area		-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	Do Nothing	Do Nothing	-	
		Commonside East	o/s 171	No	No	traffic management		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	-	
		Acacia Road	o/s 41/43	Yes	No	3 road humps and 1 entry treatment		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	-	
		Cedars Avenue	o/s 7	No	Yes	None		-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do Nothing	-	
		Tamworth Lane	o/s 75	Yes	No	3 road buildouts and speed cushions.		-	-	-	-	1	1	-	1	-	-	-	1	1	2	-	4	6	2	72% of collisions within the area occurred on this road. Review the existing traffic calming measures.	Review the traffic calming measures in this road OR change the speed cushions to sinusoidal road humps.	TBC	
Total Volume of vehicles within the Zone							4	0	0	0	0	1	2	0	1	11	0	0	0	1	1	3	0	6	7	4	Majority of the collisions in the area occurred at the junctions. 27% of the collisions in the area involving pedal cycles. Review the traffic calming measures in the area to reduce the number of collision involving pedal cycles.	Review the traffic calming measures in this road OR change the speed cushions to sinusoidal road humps.	£0.0
							%	0	0	0	0	25	50	0	25	%	0	0	0	9.1	9.1	27.3	0.0	54.5	63.6	36.4			
Pollards Hill area 20mph Speed limit	Pollards Hill	Chestnut Grove	o/s 69	Yes	No	8 road humps	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming this road	Trafficcalming measures.	£0.0	
		Carisbrooke Road	o/s 53	No	No	None		-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	Install 3 no. junction speed table and 4 no. sinusoidal road humps.	4 no. sinusoidal road humps, and 3 no. junction speed tables.	£57.0	
		South Lodge Avenue	adj to 2 Lancaster Gds	Yes	Yes	5 traffic island with speed cushions, 2 raised junctions and 1 entry treatment		1	-	-	-	4	-	-	2	-	-	-	-	1	-	1	3	5	-	Approximately 71% of collisions in the area occurred in this road and all at road junctions. With approximately 85% of drivers travelling above 20mph and 47% travelling above 47mph, the traffic calming measures must be reviewed to ensure drivers comply to the speed limit on this road.	Traffic calming measures review.	TBC	
		Yorkshire Road	o/s 47	Yes	No	2 junction tables and 1 speed table		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Although there are no collisions in this road, the junctions speed tables are not effective at reducing driver speeds.	Consider traffic calming measures	TBC	
		Lancaster Avenue	o/s 56	Yes	No	3 junction table and 1 speed table		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Middlesex Road	o/s 10	Yes	No	1 speed table		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Radnor Close	o/s 20	No	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Galpins Road	o/s 274	No	No	None		-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	1	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Galpins Road	o/s 196	No	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	£0.0	
		Tavistock Crescent	o/s 105	No	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Conway Gardens	o/s 14	No	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Berkshire Way	adj 49 Yorkshire Rd	Yes	No	1 raised junction		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
		Westmorland Way	o/s 12	No	No	None		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC	
Northumberland Gardens	o/s 14	No	No	None	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	Consider traffic calming measures.	Consider traffic calming measures	TBC				
Total Volume of vehicles within the Zone							8	1	0	0	0	4	0	0	3	7	0	0	0	0	2	0	2	3	6	1	85% of the collisions occurred at junctions, the layout of the junctions must be reviewed.	Consider traffic calming measures in some roads within the area.	TBC
							%	12.5	0	0	0	50	0	0	37.5	%	0	0	0	0	28.6	0	28.6	42.9	85.7	14.3			

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Accidents														Overall comments	Proposed Measures	Cost								
							Before 20mph implementation _ 3 years collisions within the 20mph area						Current 3 years collisions upto 2014 within the 20mph area																		
				Before 20mph Introduction	During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Serious				Slight				Overall Collision	Serious							Slight				Location of current 3 year (upto 2014)collisions			
								Ped	P/C	M/C	Veh	Ped	P/C	M/C	Veh		Ped	P/C	M/C	Veh				Ped	P/C	M/C	Veh	Junction	Between junctions		
Commonside East area 20mph zone	Pollards Hill	Commonside East	LC 14 _ Bridge	Yes	Yes	8 sets of speed cushions, 1 raised junction, 2 speed tables and 2 vehicle activated signs	7	1	-	-	1	2	1	-	1	0	-	-	-	-	1	-	-	3	3	1	Majority of the collisions were on this road. Although there was no decrease in the number of collisions, there was a decrease in the severity. The worse location was at its junction with Cedars Avenue. The traffic calming measures (speed cushions) are not effective at reducing traffic speeds.	Review the traffic calming measures in this road.	TBC		
		Commonside East	OS 243	Yes	Yes			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-				-	-
		Tamworth Park	o/s 22	No	No	Gated closure		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do nothing	-
		Tamworth Lane	OS 329	Yes	Yes	8 sets of speed cushions and buildouts		-	-	-	-	-	-	-	-		1	-	-	-	-	-	-	-	-	3	2	1	The post collisions on this road were all vehicle to vehicle collisions, as the speed cushions does not reduce vehicle speeds.	Review the existing traffic calming measures OR change the speed cushions to sinusoidal road humps.	TBC
		Tamworth Lane	o/s 275	Yes	Yes			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-			
		St Georges Road	o/s 26			None		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do nothing	-
		Pentland Close	adj. 253 Commonside East	No	Yes	Raised entry		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do nothing	-
		Cambridge Road	o/s 17	No	No	None		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do Nothing	Do nothing	-
Total Volume of vehicles within the Zone							7	1	0	0	1	2	1	0	2	0	0	0	0	0	1	0	0	6	5	2	There was a 60% decrease in the number of pedestrian collisions. The junction of Commonside East / Cedars Avenue was the location of the majority of collisions in this area. Although the traffic signal phasing has been altered to accommodate a pedestrian crossing stage, which has reduced the pedestrian collisions, the vehicle to vehicle collisions has increase at this junction. The traffic signal timing to be altered to allow enough inter green period between the stages.	Review the existing traffic calming measures	£0.0		
							%	14.3	0	0	14.3	28.6	14.3	0	28.6	%	0	0	0	0	50.0	0	0	300.0	250.0	100.0					
Cromwell Road area 20mph zone	Trinity	Ashcombe Road	before Bridge	Yes	No	2 raised junctions, 1 speed table and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow	0	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-		
		Ashcombe Road	33/35	Yes	No			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-				-	-
		Cromwell Road	o/s 30	Yes	No	7 round top road humps and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-
		Cromwell Road	o/s 90	Yes	No			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing
		Avondale Road	o/s 4	Yes	No	4 round top road humps and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-
		Avondale Road	o/s 17	Yes	No			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing
		Haydon Park Road	o/s113	Yes	No	7 round top road humps and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow		-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing	-
		Haydon Park Road	o/s43	Yes	No			-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	Do nothing	Do nothing
Total Volume of vehicles within the Zone							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		