										Acc	cidents			Overall comments	Proposed Measures	Cost
Scheme	Ward	Road	Survey Location			Traffic Calmed	Before 2	20mph implementation _ 3 yo 20mph area			Current 3 years collis	sions upto 2014 within the 20m	oh area			
Scheme	ward	Roau	(2014)	Before 20mph	n During 20mph		Overall	Serious	Slight	Overall	Serious	Slight	Location of current 3 year (upto 2014)collisions			K (000)
				introduction	Introduction	introduction)	Collisions	Ped P/C M/C Veh	Ped P/C M/C Veh	Collision	Ped P/C M/C Veh	Ped P/C M/C Veh	Junction Between junctions			
		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.	_		1					Do Nothing	Do nothing	-
		Russell Road	o/s 43	Yes	No	6 setts 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 setts of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.								Do Nothing	Do nothing	-
Pelham Road area 20mph Zone		Southey Road	o/s 2	Yes	No	6 setts of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	4			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 setts 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
						Total Volume of vehicles within the Zone	4 %	0 0 0 0	0 2 1 1 0 50 25 25	4	0 0 0 0	1 1 1 1 25 25 25 25 25	2 2	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 65% of the collisions in the area occuring at road junctions, the road markings at these locations should be remarked on a regular basis to prevent these	Remark road markings at junctions.	£3.0
							70		0 30 23 23	70		20 20 20 20	30   30	collisions occuring again.		
		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 setts of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.								Do nothing	Do nothing	-
High Path area		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			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	1 _	This collision occurred at the junction of Hayward Close, which is along the cycle route. Since Hayward Close is a residentiali road; and rearly any traffic comes from this road, the precense 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.	<sup>e</sup> Give way' road markings	£1.0
						Total Volume of vehicles within the Zone		0 0 0 0	0 0 1 0	1	0 0 0 0	0 1 0 0	1 0	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.	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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Sahama	Mord	Road	Survey Location	1		Traffic Calmed	Before 2	20mph implementation _ 3 yo 20mph area	ears collisions within the		Current 3 years collis	sions upto 2014 within the 20mp	h area			
Scheme	Ward	Road	(2014)	Before 20mph	n During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Serious Ped P/C M/C Veh	Slight  Ped P/C M/C Veh	Overall Collision	Serious Ped P/C M/C Veh	Slight Ped P/C M/C Veh	Location of current 3 year (upto 2014)collisions  Between junctions			K (000)
		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	-
Trinity Road area 20mph Speed limit	Trinity	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.	1			3				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 setts 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	Option B - 2 no. 6-metre speed tables	£30.0
		Queens Road	199A	Yes	No	4 setts 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 _	tables.		
		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	_
						Total Volume of vehicles within the Zone	%	0 0 0 0	0 0 0 1	3 %	0 0 0 0	1     1     0     1       33.33     33.3     0     33.33	2 1 66.7 33.3	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.	Option B - 2 no. 6-metre speed tables and improve road markings at the junctions.	£33.0
	I				T											
		Parkway	o/s 16	Yes	No	7 setts of speed cushions _ Not within CPZ, parking on both sides of the road but carriageway is very wide.								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	Option B - 7 no. sinusiodal road humps.	£19.5
		Parkway	o/s 96	Yes	No									Implemented at its junctions with Southway and also Heath Drive to improve sightlines.		
		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
Parkway area 20mph Zone	Cannon Hill / West Barnes	Elm Walk	o/s 42	Yes	No		0			2				The collisions at this junction occured due to signtifines being obscured at the junctions. Signtifines		£1.0
		Southway	o/s 53	No	Yes	4 setts of speed cushions _ Not within CPZ with parking on both sides of the road. Carriageway narrow.						2	2 _	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 setts 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 Wal 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
						Total Volume of vehicles within the Zone	0 %	0 0 0 0	0 0 0 0	2 %	0 0 0 0	0 0 0 2	2 0	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.	Implement 7 no. sinusoidal road humps and double yellow line markings.	£24.5

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			Survey Location			Traffic Calmed	Before 2	20mph implementation _ 3 ; 20mph are	years collisions within the		Current 3 years co	llisions upto 2014 with	in the 20mph	h area				
Scheme	Ward	Road	(2014)	Before 20mph	During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Serious	Slight	Overall Collision	Serious	Slight		Location of cur year (upto 2014)collisio	ns			K (000)
								Ped P/C M/C Veh	Ped P/C M/C Veh		Ped P/C M/C Ve	h Ped P/C M	I/C Veh		tween			
		Dorset Road	o/s 53	Yes	No	14 setts of 3 abreast speed cushions and 1 entry treatment _ Within CPZ with parking on both sides of the road  14 setts of 3 abreast speed cushions and 1 entry	_			_			-   -	-	-	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 OF replace the 14 sets of speed cushions with sinusoidal road humps.	R 14 no.sinusoidal road humps.	£35.0
		Dorset Road	o/s 154/156	Yes	No	treatment _ Within CPZ with parking on both sides of the road	_		_ 3 _ 2				-   -	-	-			
		Daybrook Road	o/s 39	No	No	none _ within CPZ with parkinh on both sides of the road	-							-	-	Install 6 sinusoidal road humps, locations to be identified during design stage	6 no.sinusoidal road humps.	£15.0
		Sandbourne Road	o/s 56	Yes	No	5 round top humps and 2 junction tables _ Within CPZ	=							-	-	Re-assess the traffic calming measures and review where possible	Re-assess traffic calming measures	-
		Erridge Road	o/s 34	No	No	none _ within CPZ	-							-	-	Install 2 new junction speed tables at Keswick Avenue and Poplar Road junctions.	2 no. raised junctions	£30.0
		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	-
Merton Park		Mostyn Road	o/s 56	Yes	No	13 setts of speed cushions and 1 junction table _ Part within CPZ with parking on both sides of the road	10		1 1	6		, 2 1	_ 1	2	2	Approximately 67% of the collisions in this area occured 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
Speed limit		Kenley 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	
		Kenley 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.							-   -	-	-			-
		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 1 no. 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	-
						Total Volume of vehicles within the Zone	10	0 0 0 0	0 6 1 3		0 0 0 0		0 2		4 67	Approximately 67% of the collisions in this area occured between junctions, whilst 33% was at junctions. More emphasis should be given to the traffic measures along the link.	Implement traffic calming measures s listed above for the individual roads.	£153.0
									0 00 1.0 00	~			0 00	••	•			
		Henfield 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	£22.0
		Kingswood Road	o/s 59	No	No									-	-	,	Road/Mayfield Road	
		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.	Install junction speed table at the junction of Kingswood Road/Mayfield Road	£15.0
		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 junstion 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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				Survey Location			Traffic Calmed	Before	20mph implementation _ 3 y 20mph area	ears collisions within the		Current 3 years collis	sions upto 2014 within the 20m	ph area				
Schem	e W	Ward	Road	(2014)	Before 20mpl	h During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Serious	Slight	Overall Collision	Serious	Slight	Location of cur year (upto 2014)collisio	)			K (000)
							,		Ped P/C M/C Veh	Ped P/C M/C Veh		Ped P/C M/C Veh	Ped P/C M/C Veh		tween ctions			
Merton H Road ar 20mph Sp	ea Dum	ndonald -	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	-
limit	eeu	1	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	-
		1	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	-
		٧	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	-
		٧	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
		٧	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	-
		C	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	-
		F	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	-
							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		Implement the above measures within the are to ensure drivers travel at the posted speed limit.	4 no. sinusoidal road hump and 1 no. junction table	£42.0
								76	0 0 0 0		76	0 0 0 0		0	•			
		C	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	-
		ŀ	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	-
		١	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	-
Quicks Re area 20m Speed li	iph T	.bbey / Trinity	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	-
		1	Trafalgar Road	o/s 22	Yes	no	Gate at Haydon's Road end _ Within a CPZ with parking or both sides of the Road and narrow carriageway							-	-	Do nothing _ Good sightlines at junctions	Do nothing	-
		٧	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	-
		L	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	-
		F	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	-
							Total Volume of vehicles within the Zone		0 0 1 0	0 0 0 1	1	0 0 0 0	1 0 0 0		0	There is a reduction in the number of collisions. Data not conclusive as the Police officers who recorded the incident belive the 32 year old pedestrian was making a false claim.	Do nothing	£0.0
								%	0 0 50 0	0 0 0 50	%	0 0 0 0	100 0 0 0	100	•			
			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
		N	Melrose Avenue	o/s	Yes	Yes	2 speed tables and entry treatment		1					-	-	Improve road markings	Road markings	£5.0

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Scheme	Ward	Road	Survey Location			Traffic Calmed	Before 2	20mph implementation _ 3 ye 20mph area		llisions within the			Current 3 years co	Ilisions	upto 2014 with	in the 20m	ph area				
Continue	ward	Road	(2014)	Before 20mph	During 20mph	Current traffic calming measures (after 20mph	Overall Collinians	Serious		Slight	Overall		Serious		Slight		3	on of current 3 /ear (upto  4)collisions			K (000)
				Introduction	introduction	introduction)	Collisions	Ped P/C M/C Veh	Ped	P/C M/C Veh	Collision	Ped	d P/C M/C Ve	h Pe	d P/C M	/C Veh	Junctio	Between junctions			
		Stuart Road	o/s 55	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 siellow 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
Melrose Avenue area 20mph Spee limit	wimbledon d Park	Ryford Road	o/s 29	No	No	Entry treatment	1		-		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 signife 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 signify eyllow 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
		Wolseley 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
						Total Volume of vehicles within the Zone	1 %	0 0 0 1	0	0 0 0	0 %	0	0 0 0	0 0		0 0	0	0	There is a reduction in the number of collisions. The proposed measures for the individual roads will make the speed limit / zone self enforcing.	2 no. each sinusoidal road humps in the various roads above.	£60.0
		Middleton Road  Middleton Road	o/s 81	No No		5 setts of speed cushions 5 setts 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.	£15.0
		Easby Crescent	o/s 17	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
Farm Road		Furness Road	o/s 45	Yes	No	4 setts of speed cushions			-	1		-					-	-	0	Do Nothing	£0.0

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			Survey Locatio	n		Traffic Calmed	Before 2		ntation _ 3 years collisions within the 20mph area		Cu	rrent 3 year	s collision	ns upto 2014 wi	hin the 20mp	oh area				
Scheme	Ward	Road	(2014)	Before 20mph Introduction	During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Serious Ped P/C M/C Veh	Slight Ped P/C M/C Veh	Overall Collision		Serious	Veh P	Sligh	M/C Veh	yea	of current 3 ir (upto collisions Between junctions			K (000)
Speed limit	Otticiici	Faversham Road	o/s 27	Yes	No	3 setts 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 setts of speed cushions	_		1		-		-	-   -	-   -	-	-	Replace the 5 sets of speed cushions in addition to the other 3 in Fervesham 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
						Total Volume of vehicles within the Zone	4 %	0 0 0	1 0 0 3	3	0	0 0		0 1 0 33.3	1 1 33.3 33.3	3 100	0	100% of the collisions in the area occured 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	6 no. sinusoidal road humps and 7 no. speed tables.	£120.0
																		reviewed to ensure the area is self-enforcing.		
		Wandle Road 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	£40.0
		The Drive	o/s 62	Yes	No	-5 road humps and a width restriction.	-				-		-			-	-	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		-				-		-	-   -		-	-			_
		Lilleshaw Road	o/s 144		No	9 road humps and 1 width restriction			_ 1		-		-			-	-	Do nothing	Do Nothing	-
Wandle Road		Seddon Road	o/s 79	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
area 20mph Speed limit	Ravensbury	y Seddon Road Pollard Road	o/s 45	No No	No	entry treatment	4			0	_		_			_	_	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
	1	•				Total Volume of vehicles within the Zone	-	0 0 0 0	1 2 0 1 25 50 0 25	0	0			0 0	0 0	0	0	High reduction if recorded personal injury collisions. However, on some roads a high percentage of drivers travel above 20mph.	3 no footway build-outs and 11 no. sinusoidal road humps	£74.0
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			Survey Location			Traffic Calmed	Before 2	0mph implementation _ 3 y 20mph are	years collisions within the a		Current 3 years c	ollisions up	oto 2014 within the 20m	mph area				
Scheme	Ward	Road	Survey Location (2014)		sh During 20mmh	Current traffic coloring measures (after 20mm)	Overell	Serious	Slight	Overell	Serious		Slight	ye	on of current 3 ear (upto b)collisions			K (000)
				Introduction	oh During 20mph Introduction	Current traffic calming measures (after 20mph introduction)	Overall Collisions	Ped P/C M/C Veh	Ped P/C M/C Veh	Overall Collision	Ped P/C M/C V	eh Ped	P/C M/C Veh	Junction	Between junctions			
		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	-
Ashbourne Road area 20mph Spee limit	0	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
						Total Volume of vehicles within the Zone	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	Implement 15 no. sinusoidal	£34.0
							%	0 0 25 0	0 50 0 25	%	0 0 0	0 0	33.3 0 66.7	0	100	within the road and not at the junctions.	road humps	
		Dunstall Road	o/s 5	No	No													
		Dunstall Road	o/s 11	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
Ernle Road		Emle 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						-				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 Copse 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 saflety.	2 Sinusoidal road humps or raised junctions with double yellow lines	£15.0
area 20mph Speed limit	Village	Ernle Road	o/s 8	No	Yes		0			0				-		More drivers will use this road due to the other measures being proposed for Wool Road and	2 no. sinuisoidal road hump and	
		McKay Road		No	No	None								-	-	Dunstall. Therfore install 2 no. sinusoidal road humps between the 2 proposed junction tables at Wool Road end and Dunstall Road end.	2 no. sinuisoidal road hump and double yellow lines	£5.0

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				Survey Location			Traffic Calmed	Before 2	20mph impl	ementation _ 20mph a	3 years co area	Illisions	within the			Current	3 years colli	sions upt	o 2014 wi	thin the 20mp	ph area				
So	heme	Ward	Road	(2014)	Before 20mph	During 20mph Introduction	n Current traffic calming measures (after 20mph introduction)	Overall Collisions		Serious C M/C V	eh Ped	Slig		Overall Collision	Ped	Serio	us M/C Veh	Ped	Sligh	t M/C Veh		f current 3 (upto Illisions Between junctions			K (000)
			Wool Road	o/s 9	No	No						-			_	_		_	_		_	-			
			Wool Road	o/s 6	No	No	None					-		_	-	-		-	-		-	_	Install 3 junction speed tables at Ernle, McKay and Dunstall Road junctions.	3 no. junction speed table with double yellow lines	£45.0
							Total Volume of vehicles within the Zone		0 (			0	0 0	0	0		0 0	0	0	0 0	0	0	Install additional traffic calming to make the area self-enforcing and convert the 20mph speed limit to a 20mph zone.	Implement 4 no.sinusoidal road humps and 4 raised junctions	£105.0
								%	0 (	0 0	0 0	0	0 0	%	0	0	0 0	0	0	0 0	0	0			
			Denmark Avenue	o/s 35	No	No	4 sets of speed cushions and 1 entry treatment _ Within a CPZ					-			-	-		-	-		-	-	Do nothing	-	-
			Denmark Road	o/s 11			1 entry treatment					-			-	-		-	-		-	-	Do nothing	-	-
			Ridgeway Place	o/s 34	No	No	6 sets of speed cushions and 2 entry treatments _ Within a CPZ. Carriageway narrow at the top end of the road but very wide at the bottom end.				-   -	-	-   -		-	1		-	-	-   -	-	1	Review the layout of the traffic calming measures OR replace existing speed cushions with sinusolidal road humps. This road is a cycle route and the collision involved a cyclist.	6 no. sinusoidal road humps, 80mm high	m £15.0
Ridge 20m	way area	Hillside	Spencer Hill	o/s 11	No	No	4 sinusoidal humps and 1 entry treatment.	0				-		1	-	-		-	-		-	-	Do nothing	-	-
			Thornton Hill	o/s 8	No	No	2 sets of speed cushions and 1 entry treatment				-   -	-	-   -		-	-		-	-		-	-	Do nothing	-	-
			Murray Road	o/s 23			2 sets of speed cushions and 1 entry treatment					-		_	-	-		-	-		-	-	Do nothing	-	-
)			Thornton Road	o/s 27			3 sets of speed cushions and 1 entry treatment					-			-	-		-	-		-	-	Do nothing	-	-
			St John's Road	o/s 7			None				-   -	-			-	-		-	-		-	-	Do nothing	-	-
							Total Volume of vehicles within the Zone	0 %	0 0	0 0		0	0 0	1 %	0 0		0 0	0	0	0 0	0	1	Replace existing speed cushions with sinusoidal road humps. This road is a cycle route and the collision involved a cyclist.	Replace 6 no. speed cushions with 6 no. sinusoidal road humps	£15.0
			Church Hill	o/s 5	No	No	2 sets of speed cushions and 1 traffic island 4 sets of speed cushions, 3 priority system, 2 entry				-	-			-	-		-	-	-   -	-	-	Do Nothing	Do Nothing	0.03
			St Marys Road	o/s 12/14	No	No	treatments.  4 sets of speed cushions, 3 priority system, 2 entry				-   -	-			-	-		-	-		-	-	Review the layout of the traffic calming measures OR replace the existing overrun areas within the priority traffic flow locations with sinusoidal road hump extending from the kerb to the island. In addion replace the existling speed cushions in this road with sinusoidal road humps. The raised entry treatment at its junction with Arthur Road should be reconstructed.	Implement 7 no. sinusoidal road	£17.0
Lak	e Road 20mph	Hillside /	St Marys Road  Lake Road	o/s 7	No Yes	No Yes	treatments.  7 sets of speed cushions, 1 speed table and 2 entry	1						- 1											
	Zone Zone	village	Lake Road	o/s 18_28	Yes	Yes	T sets of speed cushions, 1 speed table and 2 entry				_ 1	-	-   -		-	1		-	-	-   -	-	1	Review the layout of the traffic calming measures or replace the 7 no. existing speed cushions wi 7 no. sinusoidal road humps.	th Implement 7 no. sinusoidal road hump.	£17.0
			Leopold Avenue	o/s 12/14	No	Yes	treatments  1 entry treatment					_			_	_			_			_	Do nothing	Do Nothing	
			Ricards Road	o/s 1_6	No	No	none					_			_	_		_	_		_	-	Do nothing	Do Nothing	
							Total Volume of vehicles within the Zone	1		0 0	0 1	0	0 0	1	0		0 0	0	0	0 0	0	1	Changing the traffic calming measures at the priority traffic flow loactions will ensure the	Implement 14 no. sinusoidal	£34.0
					2009/10			%	0 (	0 0	0 100	0	0 0	%	0	100	0 0	0	0	0 0	0	100	zone is self-enforcing.	road humps	£34.U
			Edge Hill	o/s 15/17	No	No	None _ Within a CPZ with parking on both sides of the																		
$\perp$							read Correspondence of the teambers the selections				2												Legistal C anto of nigura sidal cond busess	Implement 6 no. sinusoidal road	045.0

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Scheme	Ward	Road	Survey Location			Traffic Calmed	Before 2	20mph implementation _ 3 ye 20mph area	ears collisions within the			Current 3 years collisi	ions upto 2014 within the 20m	nph area				
Scheme	Wald	Nodu	(2014)	Before 20mph Introduction	During 20mph Introduction	Current traffic calming measures (after 20mph Introduction)	Overall Collisions	Serious	Slight	Overall Collision		Serious	Slight	Location of curr year (upto 2014)collisio	)			K (000)
		Edge Hill	o/s 8A	No	No	rouge. Contrage may harrow at the top where the sensors are concernitated.		Ped P/C M/C Veh	Ped P/C M/C Veh		Ped _	P/C M/C Veh	Ped P/C M/C Veh		ctions -	тизкиго эстэ от этизовий тойо тапрэ.	humps, 80mm high	210.0
		The Downs	o/s 37	No	No	1 speed table and 1 vehicle activated signs. Within a CPZ with parking on both sides of the road.	-	_ 1			_			-	_	Install 6 sets of sinusoidal road humps.	Implement 6 no. sinusoidal road humps, 80mm high	£15.0
Edgehill area 20mph Spee Limit	Hillside / Raynes Park	The Downs  Darlston Road	o/s11	Yes	No No		3			0								
Liiii	, can	Darlston Road	o/s 25	No	No	None _ Within a CPZ with parking on both sides of the road.	-		-   -   -		-			-	-	Install 3 sets of sinusoidal road humps.	Implement 6 no. sinusoidal road humps, 80mm high	£15.0
		Ridgway Gardens	o/s 5	No	No	None _ within a CPZ and a 'dead end' road.	-				-			-	-	Do nothing	-	-
		Berkeley Place Hillside	o/s 16	No No		None _ within a CPZ and a 'dead end' road.  None _ within a CPZ and a 'dead end' road.	-				-			-		Do nothing  Do nothing	-	-
						Total Volume of vehicles within the Zone		0 1 0 0	2 0 0 0	0		0 0 0	0 0 0 0	0	0	Implement 15 no. sinusoidal road humps in addition to existing measures to improve safet and encourage drivers to travel at the speed limit of 20mph. Convert the area from a limit to a zones once the measures have been implemented.	Implement 15 no. sinusoidal road humps	£45.0
							%	0.0 33.3 0 0	66.7 0 0 0	%	0	0 0 0	0 0 0 0	0	0			
		Tennyson Avenue	o/s 43	No	No	None	-				_			-	_	Consider traffic calming measures in this road. Locations and type of measures to be investigated.	Measures to be identified	TBC
		Tennyson Avenue	o/s 111	No	No	None	-							_				
		Arthur Road  West Barnes Lane	o/s 3/5 o/s 368	Yes	No No	Mini_roundabout  5 sets of speed cushions, 2 speed tables and a	_				-			-			Do Nothing  Junction review	- TBC
		West Barnes Lane	o/s 150	No	No	mini_roundabout  4 raised junctions	-				_			-	_	Review the tayout at the junction of west barries Laber/Jeanmont Avenue.	Junction review	180
		West Barnes Lane	o/s 240	Yes	Yes	5 sets of speed cushions, 2 speed tables and a mini_roundabout	-		1		-		_ 1	1	-	Replace 3 sets of the speed cushions with speed tables.	no speed tables, 6 metres in length excluding ramps.	£45.0
West Barnes	vvest	Adela Avenue	o/s 57	Yes	Yes	5 sets of speed cushions	- 1			1	-			-	-	Do nothing	Do Nothing	-
Speed limit	Domoo	Seaforth Avenue	o/s 49	Yes	Yes	8 sets of speed cushions					_					Do nothing	Do Nothing	-
		Seaforth Avenue	o/s 232	Yes	No	8 sets of speed cushions										0	0	£0.0

															,	Accident	ts							Overall comments	Proposed Measures	Cost
				Survey Location			Traffic Calmed	Before 2	20mph ir	mplementa 2	ation _ 3 yo	ears col	lisions w	vithin the			Current	years collis	sions upto 2	2014 wit	hin the 20mp	h area				
So	cheme	Ward	Road	(2014)	Before 20mph Introduction			Overall Collisions		Serious	s		Sligh	nt	Overall Collision		Serio	us		Slight		Location of c year (up 2014)collis	pto			K (000)
					and oddonon			901101010	Ped	P/C M	I/C Veh	Ped	P/C N	/I/C Veh	<u>90.110101</u>	Ped	P/C	M/C Veh	Ped I	P/C	M/C Veh	Junction E	Between unctions			
			Marina Avenue	o/s 12	No	No	None		_			_	_			_	_		_	_	_   _			Do nothing	Do Nothing	-
		·	Marina Avenue	o/s 69	No	No	None	-																0	0	£0.0
			Douglas Avenue	o/s 9	No	No	None	-	-			-	-			-	-		-	-		-	-	Do nothing	Do Nothing	-
			Estella Avenue	o/s 17	Yes	No	None	-	-			-	-			-	-		-	-		-	-	Do nothing	Do Nothing	-
			Phyllis Avenue	o/s 61	Yes	No	7 sets of speed cushions		-			-	-			-	-		-	-		-	-	Do nothing	Do Nothing	-
							Total Volume of vehicles within the Zone	1 %		0 0		0		0 1 0 100	_		0	0 0			0 0	1 100	0	Review the layout at the junction of West Barnes Lane/Clearmont Avenue and consider measures to reduce driver speeds in Tennyson Avenue.	Junction review and measures in Tennyson Avenue.	£45.0
					T	T																				
			Claremont Avenue	o/s 79/81	Yes	Yes	9 round top road humps_ Not within a CPZ with parking on both sides of the road		-			1	2	_ 2		1	-		1	1	_ 1	2	2	The junction at West Barnes Lane was the location of most of these collisions. Redesign of this junction should be a priority in this review.	Junction re-design	£50.0
'			Cavendish Avenue	o/s 51	No	No	None _ Not within a CPZ with parking on both sides of the road		-			-	-			-	-		-	-		-	-	Install 8 sinusoidal road humps and double yellow lines at the junctions	8 no. sinusoidal road humps.	£22.0
			Belmont Avenue	o/s 38	No	No	None _ Not within a CPZ with parking on both sides of the road												1				1	Install 8 sinusoidal road humps and douvle yellow lines at the junctions.	8 no. sinusoidal road humps.	£22.0
;			Belmont Avenue	o/s 79/81	No	No	None _ Not within a CPZ with parking on both sides of the road		-			_	-				-			-		-		, , , , , , , , , , , , , , , , , , , ,		
Ave	remont nue area	West	Errol Gardens	o/s 4	No	No	None _ Not within a CPZ with parking on both sides of the road	6	-			-	-	-   -	7	-	-		-	-	-   -	-	-	Do Nothing	Do nothing	-
	oh Speed limit	Barnes	Consfield Avenue	o/s 60	No	No	None _ Not within a CPZ with parking on both sides of the road	•	-			-	-	-   -	,	-	-		-	-	-   -	-	-	Do Nothing	Do nothing	_
			Byron Avenue	o/s 64	No	No	None _ Not within a CPZ with parking on both sides of the road		-			-	1			-	-		-	-	_ 1	-	1	Install 8 sinusoidal road humps and double yellow lines at the junctions.	8 no. sinusoidal road humps.	£22.0
		•	Cobham Avenue	o/s 49	No	No	None _ Not within a CPZ with parking on both sides of the road		-			-	-			-	-		-	-		-	-	Do Nothing	Do nothing	-
		•	Stanley Avenue	o/s 30	No	No	None _ Not within a CPZ with parking on both sides of the road		-			-	-			-	-		-	-		-	-	Do Nothing	Do nothing	-
			West Barnes Lane	o/s 455	No	No	None _ Not within a CPZ with parking on both sides of the road		-			-	-			-	-		1	-		1	-	The re-design at the junction of Claremont Avenue will improve safety at this junction, as the level crossing contributes to most of the collisions at this junction.	Junction re-design above.	-
		- 1				-	Total Volume of vehicles within the Zone		0		0 0	1		0 2		1	0	0 0			0 2	3	4	No much change in the number of collisions which equally occurred at the junctions and also along the link.	Junction re-design and measures within some of the roads.	£116.0
								%	0	0	0 0	16.7	50	0 33.3	%	14.3	0	0 0	42.9 1	14.3	0 28.6	42.9	57.1		i vaus.	
Car	mbridge ad area	Raynes	Cambridge Road	o/s 87	No	No	2 vehicle activated signs and 1 entry treatment		-			1	-			-	-		-	-		-	-	Consider traffic calming measures	Consider traffic calming measures	£50.0
20mr	ad alea oh Speed limit	Park	Cambridge Road	o/s school	Yes	No	4 road humps and traffic island	- 1	-			-	-		0	-	-		-	-		-	-	Review traffic calming measures.	Review traffic calming measures.	£50.0
					1	1	Total Volume of vehicles within the Zone	1	0	0	0 0	1		0 0	_	0	0	0 0			0 0	0	0	Review traffic calming measures in this road.	Consider traffic calming measures.	£100.0
								%	0	0	0 0	100	0	0 0	%	0	0	0 0	0	0	0 0	0	0			

													Acci	idents					Overall comments	Proposed Measures	Cost
			Survey Location			Traffic Calmed	Before 20	0mph implemer	tation _ 3 ye 20mph area	ars collisi	ons within t	he		Current 3 years c	ollisions (	upto 2014 w	ithin the 20mp	oh area			
Scheme	Ward	Road	(2014)	Before 20mph D	Juring 20mph	Current traffic calming measures (after 20mph	<u>Overall</u>	Serio	us		Slight	<u>O</u> ve	rall	Serious		Sligh	nt	Location of current year (upto 2014)collisions			K (000)
				Introduction I	Introduction	introduction)	Collisions	Ped P/C	M/C Veh	Ped P/	C M/C	Collis	sion	Ped P/C M/C V	eh Ped	d P/C	M/C Veh	Junction Betwee junction			
		Grove Road	o/s 34	No	No	6 chicanes						-				-	_ 2	_ 2	Do Nothing	Do Nothing	-
		Worsecter 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	-
Eastfields area 20mph Zone	Hillside / Raynes Park	Commonside East	o/s 171	No	No	traffic management	4					_ 11	1			-			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.	ТВС
						Total Volume of vehicles within the Zone	4 %	0 0	0 0	1 2		1 11		0 0 0	0.1 9.1	3 27.3	0 6	7 4 63.6 36.4	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 are 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
		Chestnut Grove	o/s 69	Yes	No	8 road hunps						-				-			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	ТВС
Pollards Hill area 20mph	Pollards Hill	Radnor Close	o/s 20	No	No	None	- 8					- 7				-	-   -		Consider traffic calming measures.	Consider traffic calming measures	ТВС
Speed limit		Galpins Road	o/s 274	No	No	None	-			_   _		1				_	1 _	_ 1	Consider traffic calming measures.	Consider traffic calming measures	ТВС
		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	ТВС
		Conway Gardens	o/s 14	No	No	None				-   -		_			-   -	-	-   -		Consider traffic calming measures.	Consider traffic calming measures	ТВС
		Berkshire Way	adj 49 Yorkshire Rd	Yes	No	1 raised junction				-   -		-			-   -	-	-   -		Consider traffic calming measures.	Consider traffic calming measures	ТВС
		Westmorland Way	o/s 12	No	No	None				-   -	-   -	-			-	-	-   -		Consider traffic calming measures.	Consider traffic calming measures	TBC
		Northumberland Garde	ns o/s 14	No	No	None				-   -	-   -	-				-	-   -		Consider traffic calming measures.	Consider traffic calming measures	ТВС
						Total Volume of vehicles within the Zone		1 0	-	4 0		3 7			0 2		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.	твс
							%	12.5 0	0 0	50 0	0	37.5 %		0 0 0	0 28.6	6 0	28.6 42.9	85.7 14.3			

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											Acc	idents							Overall comments	Proposed Measures	Cost
Ochomo	Wood	Post	Survey Location			Traffic Calmed	Before 2	20mph implementation _ 3 y 20mph are	rears collisions a	within the		Cui	rrent 3 years col	llisions u	pto 2014 within t	the 20mph	n area				
Scheme	Ward	Road	(2014)	Before 20mph	h During 20mph	Current traffic calming measures (after 20mph	Overall	Serious	Sli	ght	<u>Overall</u>		Serious		Slight		Location of year ( 2014)col	(upto			K (000)
				Introduction	Introduction	introduction)	Collisions	Ped P/C M/C Veh	Ped P/C	M/C Veh	Collision	Ped F	P/C M/C Vel	h Ped	P/C M/C	Veh .		Between junctions			
		Commonside East	LOAA Bridge	Van	Vec																
			LC 14 _ Bridge	Yes	Yes	8 sets of speed cushions, 1 raised junction, 2 speed tables ane 2 vehicle activated signs		1 1	2 1	_ 1		-		1		3	3	1	Majority of the collisions were on this road. Although there was no decrease in the nmber 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.	ТВС
		Commonside East	OS 243	Yes	Yes																
		Tamworth Park	o/s 22	No	No	Gated closure						-		-		-	-	-	Do Nothing	Do nothing	-
Commonside East area 20mph zone	Pollards Hill	Tamworth Lane	OS 329	Yes	Yes	8 sets of speed cushions and buildouts	7			_ 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
2011,011		Tamworth Lane	o/s 275	Yes	Yes															oddinoro to dinacoladi roda nampo.	
		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	_
			1			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		
							%	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	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
				I																	
		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.						-		-		-	-	-	Do nothing	Do nothing	
		Ashcombe Road	33/35	Yes	No	Carriageway narrow			-   -	-   -		-		-		-	-	-	Do nothing	Do nothing	_
		Cromwell Road	o/s 30	Yes	No	7 round top road humps and 1 entry treatment _ Within a						-		-		-	-	-	Do nothing	Do nothing	_
Cromwell		Cromwell Road	o/s 90	Yes	No	-CPZ with parking on both sides of the road. Carriageway narrow						-		-		-	-	-	Do nothing	Do nothing	_
Road area 20mph zone	Trinity	Avondale Road	0/s 90		No	4 round top road humps and 1 entry treatment _ Within a	0				0	-		-		-	-	-	Do nothing	Do nothing	-
		Avondale Road	o/s 17	Yes	No	-CPZ with parking on both sides of the road. Carriageway narrow						-		-		-	-	-	Do nothing	Do nothing	-
		Haydon Park Road	o/s17	Yes	No	7 round top road humps and 1 entry treatment _ Within a						-		-		-	-	-	Do nothing	Do nothing	-
					No	-CPZ with parking on both sides of the road. Carriageway narrow						-		-		-	-	-	Do nothing	Do nothing	-
	1	Haydon Park Road	o/s43	Yes	INO	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			