NON-KEY DECISION TAKEN BY A CABINET MEMBER

<table>
<thead>
<tr>
<th>TITLE OF THE REPORT</th>
<th>20mph Speed Limit – West Barnes area</th>
</tr>
</thead>
</table>

**DATE REPORT MADE AVAILABLE TO CABINET MEMBER AND CHAIR OF OVERVIEW AND SCRUTINY COMMISSION AND OF RELEVANT PANEL:**

1 OCTOBER 2009

**DECISION:**
To approve a 20mph speed limit and associated traffic calming measures for the West Barnes area. The boundary of the speed limit area is West Barnes Lane (between Crossway and Burlington Road), the area south of West Barnes Lane (between Kingsway and marina Avenue) and the railway line (excluded).

**REASON FOR DECISION:**
To implement the proposals before March 2010.

**ALTERNATIVE OPTIONS CONSIDERED AND WHY REJECTED:**
The report to be presented at the next SMAC meeting but was rejected as an agreement was reached with Ward Councillors for a decision on the scheme to be made by the Cabinet Member.

**DOCUMENTS RELIED ON:**
Included in the report.

**DECLARATIONS OF INTEREST:**

Signed ……………………………………………
Cabinet Member for …………………………………………
Date (at least 5 clear normal working days after receipt of report) …………………………….

**IF DECISION WAS SUBSEQUENTLY CALLED-IN, DATE OF OVERVIEW AND SCRUTINY COMMISSION MEETING AND OUTCOME**
N/A

**NOTE:** Once the decision has been taken this form, together with a copy of the report, must be given to the Democratic Services Manager in the Corporate Resources Department so that the decision can be published to all Members of the Council.
Cabinet Member: Planning and Traffic Management
Date: 27 September 2009

Agenda item:
Wards: West Barnes

Subject: 20mph Speed Limit – West Barnes area
Lead officer: Chris Lee, Director of Environment & Regeneration
Lead member: Councillor William Brierly
Forward Plan reference number:

Contact officer: Edward Quartey, Tel: 020 8545 4869, email: edward.quartey@merton.gov.uk

Recommendations:
The Cabinet Member for Planning and Traffic Management:
A. Considers the issues detailed in this report for the introduction of a 20mph speed limit and associated traffic calming measures for the West Barnes area. The proposed speed limit area is bounded by and including West Barnes Lane (between Crossway and Burlington Road), the area south of West Barnes Lane (between Kingsway and Marina Avenue) and the railway line (excluded).
B. Notes the outcome of the formal consultation carried out in June 2009 on the proposed 20mph speed limit for the West Barnes area as shown in Appendix 4.
C. Notes the summary of representations received and officer’s comments as detailed in Appendix 3.
D. Considers the objections against the proposed measures and the arguments for their implementation.
E. Approves the introduction of a 20mph speed limit and associated traffic calming measures for the West Barnes area, as shown on drawing number Z73-186-01 in Appendix 1, at an estimated cost of £100k to be met from Merton Capital allocation of £340k for the 2009/10 financial year.
F. Agrees to proceed with the making of the Traffic Management Order (TMO) and the implementation of the proposed 20mph speed limit and additional traffic calming measures as detailed in drawing number Z73-186-01 in Appendix 1.

1 PURPOSE OF REPORT AND EXECUTIVE SUMMARY

1.1. The purpose of this report is to inform the Cabinet Member for Planning and Traffic Management of the outcome of a formal consultation conducted in June 2009 in the West Barnes area for the introduction of a 20mph speed limit. The proposals also includes additional traffic calming measures on West Barnes Lane (from Crossway to Burlington Road and Kingsway to Marina Avenue) as shown on plan Z73-186-01 in Appendix 1.
1.2. It sets out officer’s responses to objections received from interested parties during the statutory consultations for consideration by the Cabinet Member before making a decision on the scheme. The summary of all responses received with officers’ comments is included in Appendix 3.

1.3. It recommends that the Cabinet Member, subject to consideration of the objections, gives approval to proceed with the implementation of the 20mph speed limit for the West Barnes area. The proposed speed limit area is bounded by and including West Barnes Lane (between Crossway and Burlington Road), the area south of West Barnes Lane (between Kingsway and Marina Avenue) and the railway line (excluded). The proposals are as shown on plan Z73-186-01 in Appendix 4.

1.4. it seeks financial approval for the implementation of the proposed measures at an estimated cost of £100k to be met from Merton Capital allocation of £340k for the 2009/10 financial year.

2 DETAILS

2.1 Under the Borough’s “20’s Plenty ” 2008/09 Programme, funding (£100K) was secured for 20mph zone and speed limit areas to be implemented in a number of residential roads across the borough.

2.2 The aims of the “20’s Plenty” plan are to promote safe journeys to school, improve the local environment and safety for all road users. In doing so, reduce vehicle speeds, rat running, any inherent accidents and severity.

2.3 During the preparation of the 20mph programme, roads with existing traffic calming measures were identified and reviewed in order to determine the need to convert the area into a 20mph zone or 20mph speed limit. These traffic calmed roads were initially grouped to form 18 different schemes, including four existing 20mph zones. Additional areas have been included following the implementation of 11 schemes during the 2008/09 financial year. The plan, which shows the various areas, is included in Appendix 2.

2.4 In a 20mph zone, traffic calming features in the form of road humps, speed cushions, road closures, one way systems, pedestrian refuge islands and road narrowing are required to achieve a legal and self-enforceable zone. A 20mph speed limit, however, does not require any form of traffic calming features to satisfy the legal requirements if the mean speed is lower than 24mph; otherwise additional traffic calming measures would have to be included. Traffic signs and road markings are mandatory within both zones and limits.

2.5 In November 2008, the Council consulted residents regarding measures to introduce a 20mph zone in the roads bounded by West Barnes Lane (between Crossway and Station Road), the railway line (excluded) and West Barnes Lane (not included - between Crossway and Burlington Road). The area south of West Barnes Lane which included Tennyson Avenue, Marina Avenue, Kingsway etc was excluded.

2.6 The consultation recorded 14 responses, of which 7 were against the proposals, 5 in favour and 2 made comments on the proposals. Most residents, who responded to the consultation, expressed concerns regarding the proposed traffic calming measures on Estella Avenue and Douglas Avenue, as being unnecessary. Concerns were also raised over the proposed boundary, as rat running would occur on the roads south of West Barnes Lane (between Kingsway and Marina Avenue),
which were not included in the boundary. Comments were also made regarding speeding on West Barnes Lane (Crossway and Burlington Road) as being excessive.

2.7 In light of these comments, the Council re-consulted residents in June 2009 on proposals to convert the area bounded by and including West Barnes Lane (between Crossway and Burlington Road), the area south of West Barnes Lane (between Kingsway and Station Road) and the railway line (excluded) into a 20mph speed limit instead of a 20mph zone. This will allow both Douglas Avenue and Estella Avenue to be included in the 20mph speed limit area, without additional traffic calming measures. It will also allow the area south of West Barnes Lane (between Kingsway and Station Road) to be included as part of the 20mph speed limit area.

2.8 There are 2 schools (Archbishop Tenison’s Grammar School and King’s College School) located within the proposed 20mph speed limit area.

Traffic volume and speed survey

2.9 In July 2008 and May 2009, traffic volumes and speeds surveys were carried out as part of the data collection exercise for the introduction of a 20mph speed limit. The table below shows the recorded traffic volumes and speeds.

| Table 1 – Recorded traffic volume and speed survey. |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|
| Road                            | Average Volume of vehicles/day | Average speed (mph) |
|                                | South-westbound | North-eastbound | South-westbound | North-eastbound |
| Seaforth Avenue                 | 356             | 454             | 21.6            | 22.5            |
| West Barnes Lane (S)            | 2134            | 1953            | 25.9            | 24.3            |
| Phyllis Avenue                  | 166             | 119             | 18.9            | 16.1            |
| Adella Avenue                   | 172             | 143             | 19.7            | 20              |
| Tennyson Avenue                 | 202             | 175             | 21.3            | 20.8            |
| West Barnes Lane (E)            | 3603 (SE bound) | 3241 (NW bound) | 26.4 (SE bound) | 28.0 (SE bound) |

2.10 As most of the recorded speeds are lower than 24mph, a 20mph speed limit can be introduced in these roads without additional traffic calming features. However, in West Barnes Lane (both south and east) where the recorded speeds are higher than 24mph, additional traffic calming features would have to be considered to convert this area into a 20mph speed limit, as per the regulations.

2.11 Although the average speed on most of the roads were within the existing speed limit of 30mph, the highest recorded speed on West Barnes Lane was between 51-56mph whilst Tennyson Avenue was between 36-41mph.

Collisions data

2.12 In the 3 years period up to 30 June 2008, there were 8 recorded personal injury collisions within the proposed area. Table 2 below shows the classification of these collisions.
### Table 2 – Collisions

<table>
<thead>
<tr>
<th>Location</th>
<th>Classification</th>
<th>Parties Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Barnes Lane (E) / Estella Avenue</td>
<td>-</td>
<td>2 Peds.</td>
</tr>
<tr>
<td>West Barnes Lane (E) / Seaforth Avenue</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>West Barnes Lane b/t Seaforth and Estella Avenue</td>
<td>-</td>
<td>1 Peds.</td>
</tr>
<tr>
<td>West Barnes Lane / Arthur Road</td>
<td>-</td>
<td>1 Peds.</td>
</tr>
<tr>
<td>West Barnes Lane / Marina Avenue</td>
<td>1</td>
<td>1 Peds.</td>
</tr>
<tr>
<td>West Barnes Lane within the vicinity of Station Road</td>
<td>-</td>
<td>1 Peds.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2</strong></td>
<td><strong>6</strong></td>
</tr>
</tbody>
</table>

2.13 All the recorded collisions within the proposed area occurred on West Barnes Lane and most involved vehicles turning right colliding with vehicles travelling ahead. Contributing factors to accidents of these nature are sightlines being obscured or traffic speeds being excessive.

2.14 Approximately 65% of the collisions within the proposed area involved vulnerable road users within the road hierarchy.

### 3 PROPOSALS

3.1 It is proposed to convert the area bounded by and including West Barnes Lane (between Crossway and Burlington Road), the area south of West Barnes Lane (between Kingsway and Marina Avenue) and the railway line (excluded) into a 20mph speed limit area. It is anticipated that the reduction in speed limit will reduce the severity of any accidents when they occur.

#### Advantages of 20mph speed limit

- Lower speeds reduce the number of collisions, as 9 out of 10 pedestrians and cyclists fatalities occur in residential areas; hence a lower speed limit will reduce the number and severity when they occur.
- Lower speeds will encourage more people to cycle and walk.
- Lower traffic speeds make pedal cycle turning manoeuvres easier. For example, turning right can be difficult when you have to cross a lane of fast moving traffic. If the speed is reduced to 20mph, it becomes much easier.

#### Disadvantages of 20mph speed limit

- Extra traffic signs required, as part of the legal requirement will increase street clutter.
- Enforcement of the speed limit area will be a problem, if speeds are high as the Metropolitan Police is responsible for its enforcement.

3.2 Raised junctions and footway build outs at the following locations to deter drivers from parking too close to these junctions, hence improve sightlines and safety for all road users are also proposed.
a) West Barnes Lane junction with Seaforth Avenue  
b) West Barnes Lane junction with Estella Avenue  
c) West Barnes Lane junction with Adella Avenue  
d) West Barnes Lane junction with Phyllis Avenue.

**Advantages of raised junctions**
- Effective at reducing vehicle speeds
- Slows down all approaching traffic from all arms of the junction
- Can be used in isolation – they do not have to form part of a series of road humps
- More acceptable to emergency services and bus operators than standard humps
- Allows pedestrians, especially vulnerable road users such as those with disabilities and parents with children to cross the road on one level.
- Improves road safety.

**Disadvantages of raised junctions**
- Expensive to construct.
- Construction may cause temporary traffic disruption including temporary road closure.

3.3 Speed cushions on West Barnes Lane at the following locations in addition to the existing raised speed table to encourage drivers to reduce their speed are proposed.

a) Within the vicinity of 206 West Barnes Lane  
b) Within the vicinity of 248 West Barnes Lane  
c) Within the vicinity of 288 West Barnes Lane  
d) Within the vicinity of 302 West Barnes Lane  
e) Within the vicinity of 344 West Barnes Lane.

**Advantages of speed cushions**
- Effective at reducing vehicle speed
- Accepted by emergency services and bus operators
- Inexpensive to construct
- No loss of on-street parking
- Cyclists can pass between them.

4 CONSULTATIONS UNDERTAKEN OR PROPOSED

**FORMAL CONSULTATION**

4.1 Informal and statutory consultations were carried out between 26 June 2009 and 7 August 2009. The initial consultation period was for 4 weeks, but was extended, as local ward councillors sent out a leaflet to all residents on 24 July 2009 encouraging
them to respond to the consultation. The consultation leaflet together with the letter from ward councillors, are included in Appendix 4.

4.2 It should be noted that all representations received after the closing date have been included in this report. The consultation included the erection of street notices on lamp columns in the area, the publication of the Council’s intentions in the Local Guardian and the London Gazette. Consultation documents were also available at Merton Link in the Civic Centre, on the Council’s website and local libraries in the area. Additionally, a newsletter with a plan as shown in Appendix 4, was also circulated to all properties included within the consultation area. Local Ward Councillors were contacted by email for any comments and suggestions in the process prior to the local area consultation exercise.

4.3 The Council received 42 replies out of 1168 newsletters distributed. A breakdown of this is shown in Table 3.

<table>
<thead>
<tr>
<th>Support</th>
<th>Against</th>
<th>Unsure</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>16</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

4.4 The results show a majority of residents in favour of the proposals. Although a high number of residents did not respond to the consultation, we cannot regard them as in favour of the proposals.

4.5 OBJECTIONS FROM STATUTORY GROUPS AND RESIDENTS GROUPS

4.5.1 Metropolitan Police (22014447)

Thank you for your letter of 25th June and the accompanying plans in relation to the above-mentioned proposals. Police would object to the proposals.

The Metropolitan Police is fully supportive of a 20mph speed limit or zone that complies with both legal standards and the current DfT guidelines on the matter. Unfortunately in this instance it is our belief that the scheme as proposed fails to comply with current DfT guidelines on their use and signing.

DfT guidelines on the subject advises that 20mpjh limits are encouraged “in situations where there is a particular risk to vulnerable road users”. Police do not believe that this is the case here. It is our understanding that this refers to areas surrounding schools or hospitals, or shopping areas; areas with a higher than normal level of vulnerable road user movement. We cannot see how this is the case in the proposed area.

The advise also states that a 20mph zone should be used over a larger area 20mph limit in an individual street or a small number of roads. Police consider that the proposed area does not constitute a small number of roads, and therefore to comply with guidance the scheme should be introduced zonally.

The continued introduction of 20mph speed limits, in different manners, across the borough can, in our opinion, only serve to provide greater confusion as to what the speed limit is and therefore can only have an adverse effect on compliance, which is at odds with the DfT guidance. It also appears clear to us that the proposed limit,
or at least certain areas of it, is unlikely to meet the DfT guidance that a successful “20mph speed limit should be self-enforcing”.

Given that the issues in this proposal do not appear to break the law and that there will be a legal speed limit in force, it might be more usual for police to state that they do not support the proposals. However, given the level of deviation from published guidance, the likely lack of compliance with the new proposed limit, the level of signing variation this will add to across the borough and the likely knock-on effect that this may have on the effectiveness of such schemes in adjoining boroughs, police believe it is right to object to this scheme.

If I can be of any further assistance please do not hesitate to contact me.

Response

As most of the area is mainly residential with schools and recreational parks, it can be classified as a vulnerable road area.

DfT Local Transport Note 1/07 recommends that 20mph speed limit should be imposed over an area consisting of several roads and not just an individual road to have any significant effect on speeds or collisions.

DfT guidance also recommends that a 20mph speed limit should be considered on roads where the average speed is less than 24mph, with no additional traffic calming features. Most of the roads within this proposed area have existing traffic calming measures; hence the recorded speeds lower than 24mph. On the roads where the recorded speeds are higher than 24mph, additional traffic calming measures in the form of raised junctions (4 no.) and speed cushions (5 sets) are being proposed.

4.5.2 Fire Brigade

Thank you for the letter and plans regarding the proposed 20mph zone for the West Barnes Lane area. I note from the plans that there is the intention of inserting a number of speed cushions throughout the area. These works are also proposed for placement on an agreed secondary access route for the emergency services which I was led to understand would not have traffic calming fitted unless as a last resort.

Any traffic calming measures require fire brigade appliances to have to significantly slow down to negotiate them safely and minimize the damage caused to the vehicle. Each set of speed cushions or other calming measure adds 5 to 10 seconds to our attendance times, for example 3 such measures can increase our attendance by up to 30 seconds which could seriously affect the outcome of any emergency we attend. Given the current volume of traffic in the Borough we struggle to meet our attendance times anyway and this sort of calming measures in such a small area will only exacerbate the problem.

Whilst I am not averse to the concept of a 20 mph zone I feel that this level of traffic calming is excessive and therefore I must object to these proposals.

Response

The proposals are to introduce 5 sets of speed cushions on West Barnes Lane in addition to the existing raised tables to help reduce speeds to acceptable levels within a 20mph speed limit area. The height of the proposed speed cushions will be 75mm.

The traffic calming measures were proposed on these emergency secondary access routes to reduce the number of collisions on these roads. There were 8
accidents within the proposed area of which all occurred on the emergency secondary access route.

4.7    JUSTIFICATION

4.7.1 The Council is committed to reducing inappropriate or excessive speeds in residential roads through its “20’s Plenty” programme.

4.7.2 The proposals considered in this report are also in accordance with the objectives of the Mayor’s Transport Strategy – Road Safety, which are reflected within the Council’s Local Implementation Plan (LIP).

4.7.3 Chapter 6 of the LIP contains the Council’s Road Safety Strategy, which details initiatives to make borough roads safer for all road users.

4.7.4 The environmental effects on the local community if the proposed measures are implemented are listed below:

Advantages
• Improve the local environment and road safety for all road users – particularly vulnerable groups such as children
• Promote safe journeys to schools
• Reduce the number and severity of injuries to road users
• Reduce accident levels, especially for vulnerable road users
• Reduce ‘rat running’ (use of side streets to avoid main roads)
• Ensure fewer drivers break the speed limit

Disadvantages
• Increase perception of noise pollution and risk of non-compliance
• Traffic calming can result in delayed attendance times for emergency vehicles.

4.7.5 The proposed area is mainly residential with 2 schools and recreational parks, which makes it a vulnerable road area. This area can be considered for a 20mph speed limit area.

4.7.6 The guidelines also recommends that a 20mph speed limit should be considered over a wider area consisting of several roads to have any significant effect on speeds or collisions. As the West Barnes area covers several roads with existing traffic calming measures, the proposals will have significant effect on speeds and collisions, should approval be granted and implemented.

4.7.7 Most of the recorded traffic speeds on the roads within the proposed area recorded speed lower than 24mph, which as recommended in the guidelines can be considered for a 20mph speed limit area with no additional traffic calming measures. The existing traffic calmed roads have contributed to and maintained the average traffic speeds on these roads to below 24mph. In West Barnes Lane where the recorded traffic speeds were higher than 24mph, 4 raised junctions are being proposed between Crossway and Burlington Road, whilst 5 sets of speed cushions are being proposed (in addition to the existing raised tables) between Crossway and Station Road. It is anticipated that the proposed measures will not only reduce traffic speeds to acceptable levels within a 20mph speed limit area, but also improve safety for all road users.

4.7.8 Although the average recorded speed is within the existing speed limit of 30mph, the highest recorded speed was between 51 and 56mph.
4.7.9 There were 8 recorded collisions within the proposed area in the 3 years period up to June 2008. Of these, 65% involved vulnerable road users and all occurred on West Barnes Lane. Contributing factors to collisions of these natures are reduced sightlines and speeds being too high. The proposed build outs at some of the junctions will deter drivers from parking too close to these junctions, hence improve sightlines at these locations. The proposed raised junctions and speed cushions would help improve road safety by reducing the number and severity of any collisions. It will also enable pedestrians cross the roads safely at the raised sections of the carriageway.

4.7.10 Although a statement was included in the consultation leaflet requesting representations for and against the proposals to be forwarded to the Council, the consultation exercise still recorded a very low return of only 42 responses out of 1168 leaflets distributed to residents within the proposed area. The high number of residents who did not reply to the consultation exercise cannot be regarded as being in favour of the proposals. However, the majority of those who responded were in favour of the proposals to address the traffic issues within the proposed area.

5 TIMETABLE

5.1 If approved, the Traffic Management Orders for the proposed measures would be made and the measures implemented by 30 March 2010.

6 FINANCIAL, RESOURCE AND PROPERTY IMPLICATIONS

6.1 The Merton Capital settlement for 2009/10 includes an allocation of £340k for the delivery of a number of 20mph zones / speed limits across the borough.

6.2 These proposals will be funded from this allocation and the cost of implementing the scheme is £100k.

7 LEGAL AND STATUTORY IMPLICATIONS

7.1 The Traffic Management Orders for the implementation of the speed limit would be made under Section 84 of the Road Traffic Regulation Act 1984 (as amended). The Council is required by the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 to give notice of its intention to make a Traffic Order (by publishing a draft traffic order). These regulations also require the Council to consider any representations received as a result of publishing the draft order.

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

8 HUMAN RIGHTS, EQUALITIES AND COMMUNITY COHESION IMPLICATIONS

8.1 The Council carries out careful consultation to ensure that all road users are given a fair opportunity to air their views and express their needs. The needs of the residents are given consideration but it is considered that improving safety on the borough roads take priority over environmental issues like noise and pollution.
8.2 Bodies representing motorists, including commuters are included in the statutory consultation required for draft traffic management and similar orders.

8.3 The implementation of 20 mph speed limit affects all sections of the community especially the young and the elderly; and assists in improving safety for all road users as well as achieving Merton’s commitment in reducing speed, casualty and severity of road traffic accidents.

9 CRIME AND DISORDER IMPLICATIONS

9.1 N/A

10 RISK MANAGEMENT AND HEALTH AND SAFETY IMPLICATIONS

10.1 The risk in not introducing the proposed 20mph speed limit will not address the concerns raised by some residents regarding excessive speed. The introduction of these facilities is likely to result in reduction in traffic flows, speed and casualty.

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

10.3 As this is a Merton Capital funded scheme, TfL are not obliged to undertake a road Safety Audit. No Safety Audit has been undertaken by external consultants, however one will be required in accordance with the Highways Agency design note on Road Safety Audits.

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

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

Management of Health and Safety Risks

<table>
<thead>
<tr>
<th>Risk</th>
<th>Measures to Reduce Risk</th>
<th>Information on Residual Risk Passed To</th>
</tr>
</thead>
</table>
| Volume of traffic during peak periods | The appropriate traffic management would be put in place to ensure access and maintain through traffic. Every effort will be made to undertake construction outside morning and after school peaks. | • Highways Project Officers undertaking detailed design
                                                                                                                                               • Planning Supervisor
                                                                                                                                               • Bus operators and emergency services                                                                 |
| Areas outside school          |                                                                                         |                                                                             |
11 APPENDICES
The following documents are to be published with this report and form part of the report:
- Appendix 1 – Plans of proposals drawing no. Z73-186-01
- Appendix 2 – Borough wide plan of proposed/identified areas.
- Appendix 3 – Representations and officers’ comments.
- Appendix 4 – Consultation documents.

12 BACKGROUND PAPERS
The following documents have been relied on in drawing up this report but do not form part of the report:
Department for Transport’s Traffic Calming - Local Transport Note 1/07 March 2007
Useful links:
Merton council’s web site: http://www.merton.gov.uk

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

http://www.merton.gov.uk/legal.htm
This disclaimer also applies to any links provided here.
<table>
<thead>
<tr>
<th>REPRESENTATIONS</th>
<th>APPENDIX 3</th>
</tr>
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<tbody>
<tr>
<td><strong>West Barnes area</strong></td>
<td></td>
</tr>
<tr>
<td><strong>SUPPORT</strong></td>
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</table>

**22015203**

I would like to respond with regards to the proposed 20mph speed limit by saying that I can not understand why it has taken so long to put anything in place.

All you had to do in my opinion was to post notices in and around the area and post through resident’s post boxes that you were lowering the limit.

Drivers would have taken note and just done it. What is there to consult about? If that is the decision of the council for the safety of local children and people who would disagree? It's all nonsense.

Most of the people driving around this area at the busiest times do not, as I am sure you are aware, not residents.

**Officer comments**

Comments noted.

**22015202**

I have no objection to implement 20 mile speed limit in West Barnes area. I am writing this email for another reason.

West Barnes/Burlington Road level crossing is probably the most dangerous crossing. In my 30 years I have seen more than six accidents and few near accidents, which could have been a disaster. Please note:
1. Vans and lorries turning right from West Barnes thus blocking traffic turning right
2. Existing bollard obstructing view for drivers turning right from Burlington rd
3. Drivers turning left from Burlington Rd to West Barnes are sometime very careless about the right of way for traffic turning right (not clearly sign posted).

I suggest
1. No turning right from West Barnes to Burlington
2. Make a mini roundabout in front of Tesco entrance
3. Remove all Bollards
4. Clearly marked road signs in this area.

I do hope you will look into this problem

**Officer comments**

Comments noted.

The junction of West Barnes Lane /Burlington Road is being looked at as a separate scheme. The recommendation made in your letter will be forwarded to the officer dealing with the scheme.

**22015199**

Just to say both my husband & I totally agree for a 20 mph speed in West Barnes Lane

**Officer comments**

Comments noted.

**22015198**

Proposal for a 20 mph speed limit. **Yes please!**

**Officer comments**

Comments noted.
I do feel it is very important to slow down traffic in this area, especially Seaforth Avenue where I find we get most of the traffic throughout the day rat running.

It is about time something like this is introduced, hopefully it will make the area a much more pleasant place as the traffic is taking over!!

Officer comments
Comments noted.

I am responding to the consultation document, as referred above, which I feel is weak and will NOT address the intended target of reducing traffic speed within the West Barnes area.

This amended scheme, (issue date 26 June 2009), has merit but does not adequately address the need to create a 'safer environment' in the whole of this residential area, which experiences high levels of daily rat-run commuter traffic.

The authority appears to be ignoring, (or unwilling), to provide the same SAFETY features of 'RAISED JUNCTIONS' as proposed for the WEST BARNES LANE (East) as to the other section of road described as WEST BARNES LANE (South), as if it is treating the project as two separate schemes, with no clear overall strategy.

The grater volume of traffic passing through this area uses the road you describe as WEST BARNES LANE (South) - between Motspur Park level crossing and the width restrictions towards Westway / Grand Drive, and has additional features of a shopping parade and larger foot traffic to / from the railway station, but where 'RAISED JUNCTIONS' would have a substantial benefit - they are totally missing from these proposals.

Extending the 'RAISED JUNCTIONS' to include West Barnes Lane, [W.B.L.] at locations -
(1) STATION ROAD / MARINA AVENUE, (including the current uncontrolled pedestrian crossing)
(2) Crossroad, (mini roundabout) at SEAORTH AVE / ARTHUR ROAD,
(3) Junction, (mini roundabout) at W.B.L. East & South at 229 West Barnes Lane

The current proposal of 'SPEED CUSHIONS' in W.B.L. (South) - will fail to have any material impact on speed of larger vehicles, (i.e. bigger than the average car), who can pass-over the (split cushions) with ease.

CONCLUSION: These current proposals are piece-meal, (as if devised by different individuals given separate responsibilities for segments of this scheme.)

The Authority has FAILED to address the W.B.L. (South) traffic issues properly, and has ignored the ADVANTAGES (contained within your proposal) of 'RAISED JUNCTIONS', as highlighted -
1) Effective at reducing vehicle speed
2) slows down ALL approaching traffic from all arms of the road humps
3) Can be used in isolation - ... etc
4) More acceptable to emergency services and bus operators - ...etc
5) Allows pedestrians, especially vulnerable road users such as those with disabilities & parents with children to cross the road
6) Improves road safety.

Finally, having created the area into a '20MPH LIMIT' (instead of 20mph Zone), do I assume this will include a level of policing & enforcement, if this scheme if it is too have any material benefit to the community of WEST BARNES / MOTSPUR PARK, resulting in prolonged road safety improvements?

Officer comments
Comments noted.
The scheme for the West Barnes area is a speed reduction measure to reduce vehicle speeds and reduce the severity of any accidents, should they occur and not to a rat running scheme.

West Barnes Lane (south) has two existing speed tables between its junction with Arthur Road and Kingsway. In addition to these table we have proposed three sets of speed cushions within this location to help reduce vehicle speeds to acceptable levels within a 20mph speed limit area.

The survey conducted as part of the process recorded approximately 6844 vehicles/day travelling on West Barnes Lane (east) whilst 4087 vehicles/day was recorded on West Barnes Lane (south). The recorded speeds on West Barnes Lane (east) were also higher than West Barnes Lane (south), hence the proposed raised junctions to reduce speeds on this road.

Your request for additional raised junctions on West Barnes Lane (south) cannot be included as the proposed speed cushions together with the existing speed tables will help reduce traffic speeds within this section of the road. The scheme will however be monitored and if it is shown that the implemented measures (if approved) do not achieve its objective, additional measures will be considered.

22015189

I understand you are the Engineer looking after the above traffic calming measures in the West Barnes area of Motspur Park.

As a resident of 211 West Barnes Lane I would just like to say that the updated proposals sent in June 2009 have my full support. I was initially concerned that the original proposals would still leave the problem of speeding traffic on West Barnes Lane between Phyllis Avenue and the railway crossing. However, the additional traffic calming measures proposed for this area (raised junctions and footway buildouts) will I am sure help reduce or eliminate this problem. I am sure you are aware that this stretch of West Barnes Lane leading to the railway crossing has always been a busy cut through and is made particularly dangerous by speeding drivers and the intermittent parking of cars. Thank you again for adding traffic calming measures to West Barnes Lane leading to the railway crossing. I hope the project runs smoothly.

Officer comments

Comments noted.

22015188

I support the proposed 20 mph speed limit on local roads and think it is necessary. I do not like road bumps in roadways, I think cushions all the way across the road are more effective and less dangerous.

Officer comments

Comments noted.

22015187

I am writing on behalf of number ??? and number ??? Marina Avenue, KT3 6NE regarding the proposed 20mph speed limit in our area.

Marina Avenue, of all the roads in the West Barnes Lane area, should be considered for a 20mph speed restriction as we have a park at the end of the road with fantastic facilities for children of all ages as well as adults - play ground, paddling pool, tennis courts, basketball courts, the fitness trail, crazy golf, Play Ball, and the pavilion that is used for private parties as well as a toddlers play group. The park is also popular with dog walkers and joggers plus of course it has several football pitches which are used on Saturdays and Sundays for several months of the year. Cyclists also use the park as a cut through from Motspur Park to Worcester Park and during term time many families attending Green Lane Primary School walk through the park at both ends of the school day.

The speed with which some cars arrive and depart from the car park of the Joseph Hood Park is sometimes alarming to say the least. I am amazed that the drivers are able to build up such speed in such a small distance -
from the park exit to the junction of Marina Avenue and West Barnes Lane. Sometimes the drivers are mothers obviously running late. Sometimes the drivers are young lads. Sometimes they are just people in a hurry. There is the added problem of cars parking on either side of the road so there is only really room for one car at a time so when drivers see a clear (or clearish road) they tend to go for it!

We have no speed bumps and if feel that the road needs some form of reduced speed restriction. It is a matter of time before there is a serious accident in Marina Avenue.

Officer comments

Comments noted.

22015185

I fully support the proposed 20mph speed limit in the West Barnes area. I have two further comments:
1. I think that the traffic survey carried out in July understated the amount of through traffic using West Barnes Lane because the survey was done at the end of the school year when traffic is lightest.

2. Real traffic problem on West Barnes Lane is not the speed of the traffic (much reduced since the speed tables were installed) but the volume of commuter and commercial traffic through this residential area. This area is used as a cut through for traffic from Grand Drive to the A3 and beyond. Replacing the width restricter in Crossway with a locked barrier accessed only by emergency vehicles would greatly improve the quality of life for residents in this area.

Officer comments

Comments noted.

It will not be possible to replace the width restrictor at the junction of Crossway as part of this scheme as a detailed survey will have to be conducted to assess the impact of the displaced traffic on the surrounding road network. Further to this, residents will have to be consulted before a decision can be made.

22015184

I have lived on West Barnes Lane for near 11 years and absolutely nothing has changed in all that time. Speeding, and I mean incredible speeding - not just 1-2 mph over the limit, is a common, regular and daily occurrence. Every day and night, every day and night, every day and night without fail. The "calming pads" or whatever they are called are simply something to go faster over for a bit of fun. They do not slow traffic at all. Full stop. If I had a speed gun I could show that the majority of all drivers on this road speed substantially. And on the other parts of WBL it's even worse. I saw an elderly woman nearly run down (and I mean inches away) as she crossed the road by some driver who leaned on the horn and gave the finger as he drove away (I do love the yob culture of this country - isn't it just something to be so proud of?).

In February this year, on a clear and dry night, with no one else on the road, on a straight, open and very visible part of WBL a driver in a powerful BMW M3 drove at such speeds that he lost control, jumped the curb, demolished a heavy brick and stone wall sending it over 30 yards in the air landing 2 houses down then drove right into the front end of my beloved, immaculate, beautifully maintained and 22 year companion Toyota Celica lifting it and turning it a full 90 degrees from it's parked position until it cam to rest inches from my front lounge wall. The car has now been written off. The driver got away without with nothing done by the police (who did visit the scene but did not seem overly bothered) and his insurance paid the bare minimum due to the car's age, regardless of its classic nature or state of perfect maintenance. If the car wasn't on the driveway at the time, I would probably be dead, as the path of this idiot was in a direct line to my lounge, where I was sitting at the time.

This road is unsafe and you are not upholding the laws and you are not protecting me, your citizen, who pays your wages. Do something about it now - "put me first" just like your lovely slogan...

Officer comments

The Council is aware of the problems within the proposed area; hence the idea to consult residents on the proposals to convert the area into a 20mph speed limit with additional traffic calming measures on West Barnes Lane.
The notice of these proposals attached to the lamppost near 94 West Barnes Lane does not specify which junction of West Barnes Lane and Seaforth Avenue is meant (there are 2 such junctions.) I therefore do not regard this proposal to have been validly advertised and any consultation to have been invalid.

The map accompanying the Newsletter regarding the proposals does not show the following existing safety measures for pedestrians -does this mean they will not be retained if the proposals go ahead?

1. The mini-roundabout at the junction of West Barnes Lane and Crossway (near the West Barnes Surgery)
2. The Keep Left refuge in West Barnes Lane at the junction of West Barnes Lane and Crossway (even closer to the West Barnes Surgery)
3. The Keep Left refuge in West Barnes Lane near the junction with Kingsway.

I strongly oppose any plans to remove or alter any of these safety measures as a pedestrian - they are useful and much used by local people. Because they do not appear on the map supplied by yourselves, nor are they mentioned in the newsletter, I do not regard the consultation to be valid.

The speed of traffic heading towards either of the level crossings increases considerably whenever the audible signal for the gates closing starts and any reduction to the speed limit would be unenforceable unless the areas 100 metres either side of each crossing could be policed continuously. I suspect the cost of such a move would be prohibitive. The traffic lights near the West Barnes crossing are not in use -surely a true test of their ability to reduce vehicular speed should precede any new costly installations.

For all these reasons, I oppose the proposals outlined in the newsletter and shown on the map.

**Officer comments**

The notices were attached to lamp columns at the locations of where the measures are due to be introduced. The map does not show most of the existing measures, as none of them will be removed. They would have been shown if they would be removed.

The proposed raised junction and speed cushions will assist in reducing vehicle speed on West Barnes Lane. The scheme will be monitored once they are implemented to assess its effectiveness. If they do not achieve their objectives, additional measures will be considered.

We are residents in Arthur Road and we very much agree with the proposals for the safer speed limit.

**Officer comments**

Comments noted.

Sir, I am Not in favour of Pavement Build-outs in WBL and della, Seaforth, Estella or Phyllis Avs, nor do I think humps would be of any benefit in Douglas & Estella Avs. However I do think a 20MPH speed limit would be beneficial.

I am also in favour of the raised Junctions & feel they should be installed on the section of WBL at the Junctions of Seaforth, Estella, Adella & Phyllis Avs.

As a professional driver (buses) I am concerned that these installations are the correct height, some humps make it impossible to give a comfortable ride to passengers due to the height & steep angle of the up/down slopes. I think for example of the humps & pads in Churston Drive which are appallingly dangerous & can easily damage vehicles.

In addition the Junction of Estella with WBL is frequently used as a turning point so a build-out here would cause problems, not only for this but also for vehicles turning into Estella from the East (a virtually blind turn already difficult & has to be done slowly or a collision with vehicles entering WBL from Estella would ensue.
My main concern is that measures would not only make the road safer but also be cost effective. Frequently there is overkill on TC measures when less is often safer.

Officer comments
Comments noted.

22015175

I am writing in response to the Newsletter (26 June 2009) for the proposed introduction a 20mph speed limit in West Barnes Lane Area.

I support the proposal, however, wish to know how this speed limit will be enforced. I live in Phyllis Avenue and found most drivers ignore the 20mph rule and drive recklessly down our road. The majority of the residents in the road have families and it is my fear for their safety. I myself, have two very young daughters live in consent fear of the dangerous road commuters and their speed.

I would also support the proposal for footway buildouts at the ends of Phyllis Avenue and the rest of the area and also if a yellow line could be made at the entrances, especially at south-westbound. A lot of non local people tend to park on any available spaces around the Motspur Park railway station for easy commuting to the city. They tend to park right at the entrance of Phyllis Avenue (and most other avenues in the immediate area) which blocks part of the entrance. This is a major safety problem because if you turn right into the street you don't have a visible view of the oncoming traffic.

Thank you for your consideration of my above comments.

Officer comments
Comments noted.
As most of the recorded traffic speeds within the proposed area were low, enforcement would not be required, however, on West Barnes Lane where the recorded traffic speeds were high, additional traffic calming features are being proposed. The proposed measures are the raised junctions and footway build outs.

The proposed build out will not only discourage drivers from parking very close to the junction but will also improve sightline at these locations.

22015174

I'm sorry this personal response to the consultation on the 20mph zone for the Seaforth / West Barnes Lane / Tennyson Ave area is slightly late. I have only just returned from holiday.

I think that reducing the speed to 20mph in this residential area is an excellent idea and hope that it will be extended throughout the West Barnes ward as soon as possible.

I note that speed cushions will be used to reduce vehicle speeds, rather than sleeping policemen. There are arguments in favour and against both of these:

1. they allow smoother, faster journeys for emergency vehicles like ambulances;
2. they do NOT slow down either motorcycles or vehicles with a wide wheel base.

In view of the second point, it will be essential that the Safer Neighbourhoods Police teams are able to use handheld speed monitoring devices regularly, especially during the rush hours, to stop and fine speeding motorists.

If the use of speed checking is publicised in My Merton and the local papers, drivers who use these streets as rat-runs will be deterred.

I would personally welcome 20mph zones in the TA polling district of the ward and in the rest of the TB district (Church Walk, Fairway, Linkway, Westway etc..). Please can you let me know when formal consultations will begin in these areas.
Officer comments
Comments noted.
It is very difficult to introduce measures to slow down motorcycles. As they are classified as one of the vulnerable road users in road traffic and an increase in the number of collision regarding them, a balance should be reached in terms of traffic calming measures not to make their situation worse than it is before.

The recorded speeds on most of the roads were low; hence enforcement would not be required. On roads (West Barnes Lane) where it is anticipated that speeds will rise, additional traffic calming measures have been being proposed.

There are no current proposals for Church Walk, Fairway, Linkway etc.

I note that Merton Council continues to look at introducing a 20mph zone in West Barnes.

I live in 12 Marina Avenue and note from the plans that you propose a repeater sign outside my property. Can you please clarify whether the proposal is to put the sign on the existing lamp post or telephone pole or whether you propose a new pole for the new sign?

Obviously my preference is to use the existing poles where possible.

Officer comments
Comments noted.
All the proposed repeater signs will be erected on existing lamp post to minimise street clutter.

I refer to your newsletter dated 26th June in respect of the above and wish to put forward the following representation.

I note from the documentation received that further traffic calming measures are to be introduced in West Barnes Lane, together with certain works to improve junction visibility within West Barnes Lane, Seaforth Avenue, Estella Avenue, Adela Avenue, and Phyllis Avenue. Whilst I am in complete agreement with these works, I have to stress my concern with regard to the fact that there are no traffic calming measures or parking restrictions/works to improve junction visibility proposed within Tennyson Avenue.

Your correspondence makes mention of the fact that previous concerns have been raised regarding ‘rat running’, and I would like to draw your attention to the figures quoted in the documents in respect of volume/speed of vehicles. It is quite clear from these that Tennyson Avenue not only handles a higher volume of traffic (in both directions) than either Phyllis or Adela Avenue, but that the average vehicular speed is also higher. This would lead me to conclude the following:

a) Traffic calming measures already in place are helping to keep the speed and number of vehicles under control in the aforementioned roads.

As Tennyson Avenue has no planned traffic calming measures, we are more likely to see an increase in traffic volume and speed, particularly during the morning and evening rush when people are trying to get over the level crossing.

Our road is currently being used more and more frequently as a ‘rat run’ during these peak times, and I genuinely feel that slowing traffic further in West Barnes Lane, whilst leaving Tennyson Avenue ‘untouched’ will increase this problem dramatically. Further, I cannot see the ‘average motorist’ obeying a 20mph speed limit without the use of speed restrictors given that his main concern is to get across the level crossing as quickly as possible (during peak times it is not unusual to have to wait 8-10 minutes for the barriers to lift).

With regard to junction visibility, the documentation does not appear to take into account the impact of parking on junction safety at both ends of Tennyson Avenue. Despite the provision of white chevron markings some years ago, there are people (particularly those using Motspur Park Station) who persist in parking right up to the junction, and this causes not only severely restricted sight lines, but also major difficulties for large vehicles attempting to gain access to residences in the road. For example, a skip lorry or large delivery vehicle can often be
seen reversing the length of the road as it is impossible for them to gain access any other way. Indeed, it is not unusual for any motorist to have to reverse back out of Tennyson to allow someone to exit the road first.

I understand that it may be difficult to justify the expense of implementing raised junctions in this area, but would suggest that double yellow lines would go some way to alleviating this problem, and addressing safety issues currently being caused by inappropriate parking.

I would request, therefore, that consideration be given to amending the proposal as follows:

a. To include the provision of traffic calming measures in Tennyson Avenue, in order that we do not become overloaded with fast moving vehicles attempting to avoid restrictions elsewhere in the vicinity.

b. To improve junction safety by the provision of double yellow lines at the junctions of Tennyson Avenue and Arthur Road, and Tennyson Avenue and Kingsway

Thanking you for your time and attention.

Officer comments

Comments noted.
No additional traffic calming measures are proposed on Tennyson Avenue as the recorded traffic speeds are lower than the 24mph recommended for which traffic calming measures should be considered.

It is clear that Tennyson Avenue handles a greater volume of traffic from the traffic survey, however this road is narrower than both Adela or Phyllis Avenue, and with parking on both sides of the carriageway, traffic speeds are not expected to rise any higher than recorded. The waiting restrictions at the junctions of Arthur Road and Kingsway will be investigated and if appropriate included as part of this scheme.

a) Traffic volume is not expected to be higher than when the proposals are implemented as most of the traffic calming measures are already in place.

b) The proposals will be monitored after they have been approved and implemented. If it is shown that the proposed measures do not achieve their objective, additional traffic calming features will be considered.

22014820
I agree with this proposal and about time too.

Officer comments

Comments noted.

22014462
The news in your newsletter 20.06.09, that my immediate area would have a 20mph limit imposed on it came as glad tidings indeed. Since we moved here in 1965 we have seen, in particular, that part of West Barnes lane from the level crossing to the T-junction with Crossway become a race track.

We all know the pressures imposed by the cursed crossing, but it appears to affect good, safe driving, and parked cars suggest to drivers that they occupy as much road over the centre line as they can.

I hope your survey teams were present in ‘rush’ hours particularly in the afternoon when dangerous jams occur at the crossing end around the doctors surgery and roughly opposite No 184 where parked cars restrict flow and you must wait several minutes or force a way up or down the road. It is a road waiting for serious accidents to happen.

Could not something be done also, to ban at specific times parking on the very awkward corners along this stretch? Please!

We all hate speed cushions, but these and other measures detailed in your newsletter are the only sensible and commonsense solutions.

My only worry is how will 20mph be enforced? Cameras? More Police – something will be required.

Officer comments
Comments noted.

As most of the recorded speeds were low, enforcement would not be required on most of these roads. On roads (West Barnes Lane) where it is anticipated that speeds will rise, traffic calming measures have been proposed to maintain traffic speeds to acceptable levels within a 20mph speed limit area.

22014451

I write with reference to the above proposal. West Barnes area is certainly in need of some form of traffic control, in particular the area I live. The revised plans are an improvement on the first set, but I cannot understand why a 20mph zone cannot be introduced rather than 20mph limit. The word 'Zone' is more definitive than the word 'Limit' and I think motorists respond better to entering a zone area. West Barnes Lane (east) attracts a vast number of 'car racers'. Other residents and I have seen many accidents and near misses along this stretch of the road in particular at the junction with Estella Avenue, demolishing a brick wall (no other vehicle involved), which I and another neighbour are still awaiting a court case as witnesses. Two days after this accident, a motorcyclist came off his bike in the same vicinity. I was also witness to a 'near miss' when I dashed into someone's front drive with my grandson in the pushchair, as two cars nearly had a head on collision. Another collision with two fir trees and a telephone/cable junction. All these took place within the Estella Avenue junction area, so I am certainly in favour of some form of calming measure being introduced and raised junctions could be the answer.

You mentioned that the original 'Zone' proposal could not be installed because residents didn't want any more additional humps/cushions in their road, which I agree. The cushions already in situ do a perfectly good job and this is supported by the results of the speed survey. I notice Kingston Council has introduced 20mph zones without any calming measures, ie Fulbrookes Avenue and Forest Side, off Malden Road.

Cannot Merton Council follow suit? this will save you money by not having to add additional cushions in Phyllis, Adela Douglas and Estella Aves and still install zones.

I think the 20mph repeat signs should be continued up to the level crossing (WBL east beyond Seaforth Avenue), this would deter motorists from putting their foot down to get over the crossing before the gates go down. (that's another issue that needs to be tackled!!) There is no pelican crossing on WBL east so pedestrians, especially school children have a serious problem crossing the road to the bridge in safety. The only time it can be done safely is when the gates are down. Please bear this in mind for future improvements.

One last suggestion - electronic signage but still have the raised junctions as backup or 20mph signs painted on the road. I thank you for your time in reading my suggestions and whatever the outcome, I look forward to a safer life in WBL!!

Officer comments

Comments noted.

To introduce a 20mph zone, additional traffic calming measures would have to be introduced at a maximum distance of 100 metres apart as part of the legal requirements. This would mean the installation of traffic calming features on Douglas Avenue, Tennyson Avenue and all the roads with no traffic calming features.

The 20mph speed limit would extend up to Burlington Road. The proposed raised junctions on West Barnes Lane (east) would not only reduce traffic speeds but also provide a raised crossing point for pedestrians.

22014427

Thank you for your letter dated 26th June 2009.

Please note that the Council did not consult me in November 2008. I believe that you consulted residents in roads other than Arthur Road at that time. I would like to register my support for the scheme as a resident, a road user (cycle and car) and a pedestrian, but would like to make some additional comments.

I would like to request that the types of speed inhibitors are consistent please. We currently have two different types of hump - cushions and raised platforms, which make the area, look as though it is a patchwork of odd past policies. You are now proposing to introduce a third – built up junctions. The speed tables and raised junctions are visually consistent, but the speed cushions are not. Can you please get rid of the existing cushions and put in tables to make the whole area consistent? I look forward to hearing your comments.
Further to your newsletter dated 25th June, re the proposed 20mph speed limit, whilst I agree with the general principles of the idea, I think it's absolutely pointless having a speed hump outside 288 West Barnes Lane, only a few yards away from Arthur Road roundabout, which traffic slows down for anyway.

As quoted in my many letters to you over the last few years (all unanswered) due to your lack of imposing any parking restrictions on our section of West Barnes Lane, there is little chance of anything speeding during a normal day because of cars parked on both sides of the road, traffic can only pass in one direction at a time.

Officer comments
Comments noted.

The difference in the type of traffic calming measures within the area is because West Barnes Lane is an emergency secondary access route, hence introduced measures should not impede on emergency services response time. Speed cushions and raised junctions and favoured by the emergency services but not round speed humps as they have to slow down considerably to negotiate them. The height of these measures will also be limited to 75mm to provide a comfortable drive over them by the emergency services.

I refer to your newsletter dated 26th June in respect of the above and wish to put forward the following representation.

I note from the documentation received that further traffic calming measures are to be introduced in West Barnes Lane, together with certain works to improve junction visibility within West Barnes Lane, Seaforth Avenue, Estella Avenue, Adela Avenue, and Phyllis Avenue. Whilst I am in complete agreement with these works, I have to stress my concern with regard to the fact that there are no traffic calming measures or parking restrictions/works to improve junction visibility proposed within Tennyson Avenue.

Your correspondence makes mention of the fact that previous concerns have been raised regarding 'rat running', and I would like to draw your attention to the figures quoted in the documents in respect of volume/speed of vehicles. It is quite clear from these that Tennyson Avenue not only handles a higher volume of traffic (in both directions) than either Phyllis or Adela Avenue, but that the average vehicular speed is also higher. This would lead me to conclude the following:

c) Traffic calming measures already in place are helping to keep the speed and number of vehicles under control in the aforementioned roads.

d) As Tennyson Avenue has no planned traffic calming measures, we are more likely to see an increase in traffic volume and speed, particularly during the morning and evening rush when people are trying to get over the level crossing.

Our road is currently being used more and more frequently as a 'rat run' during these peak times, and I genuinely feel that slowing traffic further in West Barnes Lane, whilst leaving Tennyson Avenue 'untouched' will increase this problem dramatically. Further, I cannot see the 'average motorist' obeying a 20mph speed limit without the use of speed restrictors given that his main concern is to get across the level crossing as quickly as possible (during peak times it is not unusual to have to wait 8-10 minutes for the barriers to lift).

With regard to junction visibility, the documentation does not appear to take into account the impact of parking on junction safety at both ends of Tennyson Avenue. Despite the provision of white chevron markings some years ago, there are people (particularly those using Motspur Park Station) who persist in parking right up to the junction, and this causes not only severely restricted sight lines, but also major difficulties for large vehicles attempting to gain access to residences in the road. For example, a skip lorry or large delivery vehicle can often be seen reversing the length of the road as it is impossible for them to gain access any other way. Indeed, it is not unusual for any motorist to have to reverse back out of Tennyson to allow someone to exit the road first.

I understand that it may be difficult to justify the expense of implementing raised junctions in this area, but would suggest that double yellow lines would go some way to alleviating this problem, and addressing safety issues currently being caused by inappropriate parking.

I would request, therefore, that consideration be given to amending the proposal as follows:

a) To include the provision of traffic calming measures in Tennyson Avenue, in order that we do not become
overloaded with fast moving vehicles attempting to avoid restrictions elsewhere in the vicinity.

b) To improve junction safety by the provision of double yellow lines at the junctions of Tennyson Avenue and Arthur Road, and Tennyson Avenue and Kingsway.

Thanking you for your time and attention.

Officer comments

Comments noted.

Junction visibility on Tennyson Avenue will be investigated and where possible included as part of this proposals. The recorded speeds on Tennyson Avenue were lower than the recommended speed of 24mph where additional traffic calming measures should be considered. Also with parking on both sides of the carriageway, the available useable carriageway space is reduced further.

The scheme, if approved and implemented will be monitored and where speeds have not been reduced, additional traffic calming features will be considered where possible.

22014321

I generally welcome the proposals but have reservations about the idea of speed cushions within the vicinity of 302 and 344 West Barnes Lane:

• no. 302: this is a place where traffic already slows down because of parked cars on both sides of the road near the parade of shops and the proximity of the mini roundabout at the junction of West Barnes Lane with Seaforth Avenue and Arthur Road; a speed cushion here seems unnecessary and may add to the congestion which often occurs at this point if, as seems likely, cars try to manoeuvre to take the smoothest route over the cushion

• no. 344: this is just one side of the railway level crossing and is another area where, in my experience, cars do not travel quickly, as they slow down when approaching the crossing from the east or have not yet picked up speed after having crossed it from the west; again, a speed cushion here may not be necessary.

Officer comments

Comments noted.

The spacing of the proposed speed cushions and the existing raised tables are to maintain consistency and maintain a steady speed on this stretch of road.

22014318

I am in receipt of the Council consultation measures for the proposed introduction of a 20 mph zone.

I fully support the concept of the 20 mph zone but do not fully support many of the proposals ie (a) raised junctions and (b) a profusion of 20mph signs. According to your figures, for the area the highest average SW bound speed is 22.3 mph and NE bound is 21.95. In my opinion, this indicates that only fine tuning is required, not a profusion of dinner plate sized signs.

Raised junctions, as you state, are expensive to construct, disruptive to traffic flow during construction and damaging to vehicle suspensions when completed. A less expensive measure would be ribbed tarmac at junctions (as at Dunsford Road Bridge) together with a yellow hatched (sin bin). These measures would achieve the safety you outline in your reasons for proposing raised junctions.

With regard to 20 mph signs, on receipt of your proposals I have observed the signs in other parts of the borough where 20 mph has been introduced. They are lost in with all the other signs on lamp-posts. May I suggest, on the points of entry to the 20 mph zone, a large sign warning traffic that they are entering or leaving a 20 mph zone. Then at certain points a white 20 or 30 is painted on the road surface - simple and effective. I am sure you will agree that most lamp-posts have a sign of some sort attached and another 50-60 signs will be an expensive waste merely adding to street clutter, whereas signs printed on the road surface are more cost effective and noticeable to the driver.

In summary, your own documents indicate that the problem of excessive speed is relatively small. In these times of financial stringency, I am not sure that the cost of the proposals is justified, or will have a significant impact on the hard core of drivers who tend to drive faster than local conditions would suggest desirable. I would therefore ask you to reconsider your proposals to keep costs to a minimum.

Officer comments

Comments noted.
**22014305**

I am writing in regards to the proposed 20mph speed limit on West Barnes Lane. As a resident for 8 years I have seen a big increase in traffic and speed and to be honest I am disgusted by the speed at which people drive down West Barnes Lane, heading towards the level crossing (West Barnes level crossing).

So I am delighted to hear that something is being done about this. There have been 2 serious accidents outside my house. One of which happened 5mins before the kids came down the road from school. The vehicle overturned and wiped out my neighbours shed and 2 trees.

Especially at night when the boy racers come out it sounds like racetrack. My only concern will be the building out of the corner of the two roads as I am a cyclists I wouldn’t like to be put in a vulnerable position on the road due to this measure. The other thing I would like to bring up is the West Barnes level crossing. This in my eyes is a big black spot as the amount of crashes and near misses and just bad driving is just unbelievable for words. They installed lights at this junction 5 years ago but never switched them on. Thus junction needs some serious thoughts as it is only a matter of time before someone is killed there> so please take note of the above junction when planning the speed restriction.

**Officer comments**

Comments noted.

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**AGAINST**

**22015201**

We've had a few things through our door about proposed speed limit change for West Barnes area.

We live very near the station at West Barnes Lane. The speed of traffic in the area is certainly not an issue. The volume of traffic, whilst not being ideal, is not bad enough to require action. The cost of implementing the measures and the inevitable extra road-signs and whatever else is needed to decorate the roadside mean that I am very definitely AGAINST changing the limit.

Just wanted to give you my opinion because I imagine those campaigning for the change are usually the most vocal!

**Officer comments**

Comments noted.

The objective of the proposals is to reduce traffic speeds, hence reduce the severity of any accidents when they occur. If the speed limit is 30mph, some drivers would at times travel between 34-35mph. But if the speed limit is 20mph, they would travel at 24-25mph and that 10mph reduction can make a big difference when a collision occurs with a vulnerable road user, especially a young child.

The proposed traffic signs will also be kept to a minimum to minimise street clutter. The cost to implement the proposals is small compared to the cost of a life saved in the event of a collision.

**22015195**

I am encouraged by the local ward councillors to make my views known. On balance, I am against the proposal.

The council's own statistics show that the average speed of traffic already doesn't get anywhere near the current limit of 30mph, due to the narrowness of the road when there is parking on both sides, and due to the existing traffic calming measures. There have not been an unusually large number of road traffic accidents in the area. I cannot see that changing the formal limit to 20mph would make a great deal of difference.

Of course, by that token, I wouldn't be unduly bothered if the proposal went ahead.

I suspect the proposal is driven by the opportunity to clock grants from central government, and to spend them growing the power and influence of the local council by doing more and spending more. I would rather the
government took less tax, and the only things that were done or spent were those that provided a clear benefit to the community.

Although this is outside the scope of the proposal, if I were spending money on the roads around West Barnes, I would repair the "Seaforth Avenue" road sign at the north end, that has been broken for as long as I can remember. And I'd get the traffic lights at the West Barnes Lane level crossing working. It is surely not rocket science to get them wired up to work with the railway.

**Officer comments**

Comments noted.

Although the recorded average speed is within the speed limit of 30mph, the highest recorded speed was between 51-56mph. At this speed, an impact with a young child would be fatal. The proposals is not to clock grants from the government but rather a speed reduction measure across the borough to reduce the number and severity of any accidents should they occur.

The traffic sign at the junction of Seaforth Avenue will be repaired as part of this scheme. The traffic lights at the junction of West Barnes Lane/Burlington Road are being investigated in a different scheme.

I write to express my opposition to any changes to the speed limits in the West Barnes area or any other so-called traffic calming measures.

I live in Tennyson Avenue. Tennyson Avenue is a quiet road with little traffic other than residents. In general all the roads of this area ar very quiet.

Traffic volumes are not high in this area. Accidents are not high in this area. I have lived here for nearly 10 years and enjoy the quietness of the area.

I would like to know: - The letter of 26/6 states there were 8 accidents in 3 years. *How does this compare to national statistics?*

This does not sound to me like it is above average and certainly sounds to be already way below average.

Therefore why spend money on this that could usefully be spent improving other services or why not actually try to reduce the amount of council tax we have to pay.

Every year council tax rises, but we do not actually get any more value for money. Why not concentrate on saving money instead?

There are already speed humbs, alternate lane passing point junctions in the road, and the level crossing which make drivers irate and contribute to poor driving and distract motorists, as well as causing additional wear and tear on vehicles and adding time to journeys and therefore increasing pollution.

For the above reasons I and many other residents will object to further incoveniences being added to our locality.

**Officer comments**

Comments noted.

The 8 reported collisions in a residential area are high. The objective of the proposals is to reduce traffic speeds, hence reduce the severity of any accidents when they occur. If the speed limit is 30mph, some drivers would at times travel between 34-35mph. But if the speed limit is 20mph, they would travel at 24-25mph and that 10mph reduction can make a big difference when a collision occurs with a vulnerable road user, especially a young child. Saving a life in the event of an accident will be value for money as the cost to introduce the scheme can be re-cooped in a single collision.

The design of the proposed measures will be user friendly to guarantee a comfortable drive over them.
We were requested our view in a letter received yesterday from Merton Council regarding a proposed 20mph speed limit in the West Barn Area.

Providing that the proposed 20mph speed limit can be imposed without speed-bumps / sleeping policemen and that it doesn't mean additional signs everywhere, by all means, do install it!

The traffic sign reduction is an issue I do feel strongly about. Such reduction procedures tested in Holland in recent years has resulted in far safer street traffic. And the streets looks nicer too!

Please do not retain my email address - I am NOT interested in receiving a reply or any other future stuff on email. Thank you.

Officer comments
Comments noted.
The scheme cannot be introduced without traffic calming measures and additional measures are required to maintain traffic speed to below the average of 24mph. The proposed traffic signs would be kept to a minimum to minimise street clutter.

I strongly disagree with the introduction of more road humps in West Barnes Lane.

I have lived in West Barnes Lane for sixteen years. There has been, during that time, a great increase in the volume of traffic using West Barnes Lane and a great increase in the number of cars owned and parked by residents. However, neither of these developments have increased the speed of traffic, they have slowed the speed of traffic. I have brought up four children while living in the road and although I wish there was less traffic, I don't see how road humps will make it a safer road for myself and my children.

Road humps damage the exhaust pipes and suspension of cars and increase the maintenance bills of drivers. They must cost the council thousands of pounds each to install and maintain. I can only see them as a drain on drivers purses and the councils coffers.

The introduction of road humps seem be done with a scatter gun approach. Somebody thinks its a good idea and everybody does it. They are visible proof that the council is acting. Unfortunately I think the action is pointless and fruitless and a retrograde step.

I hope you see the light and save us all money and the pain of having to drive over them.

Officer comments
Comments noted.
Although the recorded average speed was within the speed limit of 30mph, the highest recorded speed was between 51-56mph. At this speed, an impact with a young child would be fatal. The proposed traffic calming measures will reduce the speed of vehicles, hence reduce the number and severity of any accident should they occur.

The advantages associated with traffic calming measures outweigh the disadvantages.

I would like to object to any more speed cushions being installed in West Barnes Lane. They damage our cars.

I have to drive up Spencer Hill in Wimbledon to get to my mother's house and they are awful humps. They are located right opposite parked cars and it is horrible driving up there. When you try and park on the hump it can hit the underside of a mini car. I do not mind 20 mile per hour speed limits in West Barnes.

Officer comments
Comments noted.
The advantages associated with traffic calming measures outweigh the disadvantages. The height of the proposed speed cushions for the area will have a height of 75mm, which will minimise ground on vehicles when they go over them.

I feel as a resident affected by the above I must yet again like so many residents query the wisdom behind the above proposal. From your own data you state that 8 damage only accidents occurred during the 3 year period up to June 2008 so as your survey for data collection went to May 2009 we must assume that this really means 8 damage only accidents in 4 years. You then proceed to quote two months for two years not in any way split and give an average of an average, not really an accurate way to base such a large capital expenditure project in these days of austerity. As has been previously been drawn to your attention that due to increased commuter street parking brought about by the Royal Borough of Kingston imposing yellow lining to their boundary, West Barnes Lane (south) is already reduced to alternate single lie traffic. During most of the day it would be impossible even to achieve 20mph, one must query the wisdom of installing yet more traffic calming measures which could be a hazard to road users. I would also like to point out that even out of working hours the general parking the length of the road, which is a bus route, with current calming methods reduces traffic speed due to alternate flow. Further expenditure is not necessary. Maybe the views from this resident who has lived at this address for more than 53 years be considered before any firm proposal is submitted for approval.

I am writing to you in regard to the proposed traffic calming proposal for the West Barnes area in the borough of Merton. I oppose the scheme, as your own survey shows that the current speed limits are not being broken and in fact the average speed of local traffic is well under the current limits and should not be actioned. It is my belief that it is a wasteful expense of money to reduce the speed limit by 1-2 miles an hour on average and this scheme should not proceed. I’m sure in these tough economic times the money could be spent on the more disadvantaged in the borough.

Thank you for your information about the 20mph limit in the West Barnes area. I would like to make the following comments-
1. Merton Council admits that its finances are in debt.
2. Your information indicates that average speeds at around 20mph. Infact it is seldom possible to drive more quickly.
3. Your map indicates that it is proposed to put up about 32 signs indicating the 20 zone. These must cost quite a lot of money when indicating the ‘20’ on the road would be much cheaper and would be seen by all drivers.
4. I fell that this plan in unnecessary and a waste of money. Those who drive topo quickly will continue to do so.

Officer comments

Comments noted.
Although the recorded average speed was within the speed limit of 30mph, the highest recorded speed was between 51-56mph. At this speed, an impact with a young child would be fatal. The proposals are not a waste of public funds as the cost of a life saved in the event of a collision is more than the cost of the scheme.

The traffic signs are part of the legal requirements associated with the 20mph speed limits.

22014352

Yet again we are presented with an ill-conceived and inappropriate traffic management proposal for the West Barnes area. This proposal will do nothing to alleviate the traffic congestion or pollution, nor improve safety in the local area.

Anyone who lives in the local area or uses it as part of their daily commute will know that the principal issues that need addressing are:

- Upgrading the level crossing signals at West Barnes crossing and Motspur Park station to decrease waiting times and improve traffic flow across these two pinch points. This is the single biggest issue in the area.
- Restrict parking outside nos. 329 to 333 West Barnes Lane as vehicles parked here severely impede traffic flow along West Barnes Lane during peak times.
- Remove the traffic lights from the West Barnes Lane level crossing at Burlington Road. These lights have been in place for over seven years and have never been commissioned. Despite the fact that they would more than likely disrupt rather than improve the flow of traffic over the crossing, they impede the sightlines of vehicles turning right over the crossing. We have personally witnessed many near misses at this location due to this issue.

In addition to the above, it would be sensible to also review the following:

- Explain how the new traffic lights at Shannon Corner roundabout are meant to improve the flow of traffic. The introduction of these lights has caused nothing but chaos and disruption in this area, and we speak from experience as we use this roundabout daily for our commute.
- Explain why the second access to Tesco from Burlington Road cannot be utilized. This is one of the busiest supermarkets in the country, and to have it accessed by a single road that feeds off a one-way slip road (which is now affected by the ridiculous traffic lights at Shannon Corner) is absurd.

This latest proposal from Merton Council is severely flawed in several aspects:

- The Council's own traffic studies already show the average speed in the area to be marginally over 22 mph. Why are additional traffic calming measures required? Even weighting the average speeds to the volume of traffic on each road results in a weighted average speed of 25.6 mph, which is 15% less than the posted legal limit.
- With nearly 13,000 vehicle movements recorded per day, assuming records were taken between Monday and Friday, this equates to over 3.3 million vehicle movements per year, not including weekends. With less than 3 accidents per year this is an average of over 1.24 million vehicle movements per accident, hardly cause for concern since not one incident has resulted in what official traffic studies would call a KSI (Killed or Seriously Injured)
- If the average speeds are already less than the legal limit, then how can speed be attributed to the eight incidents recorded in the three year study period? We would agree that sightlines are bad but this is, as we have witnessed and experienced, mostly to do with congestion created by the poor signaling at the level crossings. Based on this and taking into consideration the point above, yellow box markings and parking restrictions around intersections would be a better method of reducing collisions.
- The proposal admits that the construction of the speed tables would be a costly and disruptive exercise. Since these two level crossings are the only viable access routes across the railway line (Grand Drive is a veritable car park at the best of times) any disruptions would be disastrous and, taking into consideration the first point above, a complete waste of money
- We already have speed cushions in the secondary residential streets within the proposal and they serve no
purpose whatsoever as the narrow nature of these roads and vehicles parked either side of the road restrict
access to single-file traffic and naturally reduce speed. Most people using these roads are in any case
residents and as a community we are mostly speed and safety conscious near our own homes and families.

It is utterly frustrating that the Council continues to waste our time and money on these pointless "public
consultations" regarding the traffic issues in the West Barnes Lane area, when they completely fail to address the
issues affecting the area. What will it take for the Council to listen to us and actually propose something we want?
In case you haven't realised, we wholeheartedly object to this proposal.

Officer comments

Comments noted.
- The level crossing signal at West Barnes Lane and Motspur Park Station is the responsibility of Railtrack.
- Parking outside 329 to 333 West Barnes Lane will be investigated and where possible measures will be
  introduced to keep traffic moving.
- The traffic lights at the junction of West Barnes Lane / Burlington Road are being investigated in a
  different scheme.
- The issues relating to Tesco and Shannon Cornes are outside the scope of this scheme.
- Although the recorded average speed was within the speed limit of 30mph, the highest recorded speed
  was between 51-56mph. At this speed, an impact with a young child would be fatal. The proposals are not
  a waste of public funds as the cost of a life saved in the event of a collision is more than the cost of the
  scheme. The reduction in speed of 1-2mph would make a huge difference when it involves a child.
- The severity of the collisions can be attributed to the speed as a 1-2mph decrease can change a collision
  from being serious to being slight. Two of the collisions were regarded as serious injury collision, hence
  can be attributed to speed.

22014317

Please find enclosed a copy of my letter dated 28 November 2008 regarding the 20 MPH zone.
My opinions and objections have not changed at all from that letter. I have just one more question, can you please
tell me how many councillors would want a speed hump outside of their own front door, I'm sure not many.

I write with concern regarding the proposed 20mph zone for West Barnes Lane. Having lived in West Barnes
since 1992 I have a good understanding of the problems with our road. The proposed speed humps will do nothing
to slow traffic down, all it will do is make the noise level of breaking and accelerating vehicles more unbearable
than the normal flow of traffic, plus laden lorries bouncing over them. Lorries and buses are the biggest offenders
and the speed hump will not affect them. As we are right on the mini roundabout at Seaforth Avenue, the cars are
not achieving any great speed by the time they get to the proposed speed hump outside my house and I can see
no great reason to put one here.

The 20mph zone signs are yet another eyesore being added to our streets. The raising on the zebra crossing is
totally unnecessary; as the zebra crossing has worked perfectly well for as long as I have been using it. I can see
no reason at all to spend our hard earned public money in this useless way. To my knowledge there have been
very few if any road traffic accident caused by speeding as the traffic is usually backed up from a very badly
organised level crossing.

Officer comments

Comments noted.
The proposed speed cushions will assist in reducing traffic speed to acceptable levels within a 20mph speed limit
area. This can be shown by the average speeds lower than 24mph on the roads with existing traffic calming
measures.

The traffic signs will be erected on existing lamp posts to minimise street clutter.

22014315

We do try to make the world we live in a fairly aesthetically pleasing place to be. We also do not regard ourselves
as fools. Taking these two points in hand, why do you persist to force upon us, these hideous, patronising blots on
our suburban landscape.

You don't seem to be content with bastardizing so much of the surrounding area with idiot signs. Your attitude seems to be "Adela Avenue is relatively unscarred, let's get it".

Come on, haven't we already said, WE DON'T WANT IT.

Do you have too much money perhaps? Or have you simply got too much time. It's a classic problem that most people easily remedy with Golf.

If I forget to eat or breathe, I'll be sure to campaign for a multitude of placards, road markings and subliminal morse code messages that line the route from my house to the station. Or maybe I'll just use common sense. Perhaps you could do the same.

Officer comments

Comments noted.

22014311

Thank you for your information pack on the proposed 20mph speed limit in the West Barnes Lane area. I would like to object to the number of proposed speed signs shown in the plans, especially in the area around Douglas Avenue, Adela Avenue and Estella Avenue, although the whole scheme shows a ridiculous number of street signs to be installed in a small area.

The May 2009 draft Action Plan of the Department of Transport's "Traffic Signs Policy Review" stated that one of the key principles arising from the review was "(iii) reducing unnecessary signing and the associated traffic sign infrastructure," and that "(v) The review has been concerned that some authorities place too many traffic signs and do not remove unnecessary ones." Also a survey by the AA in December 2008 and January 2009 found that more than half of all UK motorists found there to be too many signs in our streets. (http://www.theaa.com/public_affairs/aa-populus-panel/aa-populus-too-many-road-signs.html)

It seems to me that the 20mph speed limit scheme as it stands will result in an unnecessary and very unsightly proliferation of signs in a quiet residential area at a time when the Department of Transport and the AA are urging local authorities to exercise restraint and more considered planning in regard to signage. According to your plans the scheme will result in 58 new 20mph speed signs and 3 new 30mph speed signs being placed in the area. Clearly this is an excessive amount that will be detrimental to the visual environment of the West Barnes area and is unlikely to help drivers be more attentive to the road. Given your average figures for the traffic volume of 3603 SEbound and 3241 NWbound that is one additional sign per 112 vehicles. Indeed, taken in isolation, the figure is one additional sign per 81 vehicles on Seaforth Avenue and one additional sign per 29 vehicles on Phyllis Avenue. I fail to understand how that can be a good use of money, signage or the environment.

You might like to know that the Department of Transport's Action Plan also stated that they wished to "Explore possible legislation to allow mechanism for local people and groups to challenge local authorities erection of traffic signs." and that "The active involvement of the local community in the delivery of traffic signs is a significant asset"

I very much hope that the Merton will take to heart the Department of Transport's concerns and those of local residents and will not erect such an overwhelming number of signs in what is an otherwise pleasant residential area.

Officer comments

Comments noted.

The traffic signs are part of the legal requirements and will be installed on existing lamp post to minimise street clutter. The diameter of the repeater sign is 300mm and the entry/exit signs will be 450mm in diameter.

22014310

I write with reference to your recent newsletter regarding various proposals for traffic calming measures in the West Barnes area.

Our comments are as follows:

- The proposals are both extensive and expensive and in times of financial crisis are inappropriate and unacceptable.
• Reducing the speed limit to 20mph should be done by way of suitable signage at the minimum cost.
• Existing legislation should be enforced to prevent vehicles parking too close to all junctions within the area.
• Your efforts should be directed to resolving the outstanding issues relating to the traffic lights installation at the level crossing on West Barnes Lane and Burlington Road. This installation must be one of the longest outstanding projects in the borough or indeed in the country.

Officer comments
Comments noted.

22014309
Although I am not against the introduction of a 20mph speed limit area, I feel that the proposed expense is not totally justified. 8 recorded collisions across the area in a 3 year period, with an average speed per vehicle of 22.1mph, does not seem sufficient justification for the introduction of so many expensive raised junctions.

As I live on West Barnes Lane (E) facing Estella Avenue, that is obviously my area of greatest interest and knowledge. Indeed, as I work from home, with my desk facing out onto the road, I am well aware of the type and speed of vehicles as they pass on a daily basis. Over the past three years I have personally witnessed/have knowledge of three accidents in the vicinity. Only one of these could in any way be attributed to "vehicles turning right, colliding with vehicles travelling ahead."

I think that it would be a much better plan to introduce the 20mph speed limit area, create new road markings and put up 20mph signs, and then to police the area for a period of 3 to 6 months to see if drivers comply with the new limit. Earlier this year the Police were able to mount a blitz on drivers attempting to get across the Burlington Road West Barnes Lane level crossing against flashing red lights. So, I am sure that monitoring vehicles moving at more than 20mph would be within their capabilities.

May I point out the following for your consideration:
(1) The main area of speeding is from Seaforth Avenue to Adella Avenue. And this can really only happen if the level crossing gates are up. When the gates are down (which they are for considerable lengths of time), traffic comes to a standstill in the direction of the level crossing. In the opposite direction, the traffic is slowed down by the narrowing of the road caused by the queue of traffic on one side and parked cars on the other.
(2) From Adelia Avenue to the roundabout at the junction of West Barnes Lane and Crossway, the vehicles parked on both sides of the road and outside the Doctor’s Surgery, make it virtually impossible to speed.
(3) When there is a queue of traffic, the "Keep Clear" road markings at the junction of WBL and Estella Avenue are constantly ignored, with vehicles making it extremely difficult for others to either turn into or out of Estella. This is particularly bad in the mornings between 07.30 and 09.00. Possibly making the "Keep Clear" markings cover a greater length of the road might alleviate this particular problem. Also, the introduction of double yellow lines to prevent parking at the corners of Estella would be of benefit.
(4) In fact, the introduction of double yellow lines at the WBL junctions with Seaforth, Adella and Phyllis Avenue could also be beneficial.
(5) Another cause for concern is the number of cars that use the junction of WBL and Estella to perform "U" and "3 Point" turns. I have personally witnessed many, many occurrences of very "near-misses" because of this.
(5a) Lorries are also in the habit of using this junction as a means to turn round, by reversing into Estella and then driving back towards the level crossing. On these occasions it is quite usual for vehicles to mount the pavements causing damage to the paving stones and grass verges.
(5b) If a raised junction is introduced at the junction of WBL and Estella, it will create a much larger flat area for these manoeuvres to be carried out. Which is obviously not what they are intended for. A wooden or concrete post positioned on the grass verge (assuming that we are allowed to keep our little bit of grass) outside 134/136 WBL would help to stop pavement mounting and, I don't know how possible this would be, some form of central reservation/keep left sign where Estella meets WBL would prevent both manoeuvres from taking place.
(6) I don't know the cost involved, but one of those electronic "smiley face speed signs" that warn approaching cars of their speed would be well placed in the proximity of the grass area between 118 and 128 WBL, travelling away from the level crossing.
I know that this is probably a separate issue, but I think that much of the speeding in WBL (E) comes as a result of the frustration felt by car drivers who have to wait sometimes as long as 15 minutes at the Burlington Road/WBL level crossing. I have watched with interest over many years the total inability of anyone in authority (both Council and MP's) to come close to getting the railway company to put into use a more reasonable system of traffic lighting at the crossing. There have been many promises, but a total lack of action.

Although wrong, it is quite understandable that drivers race to the crossing in the hope that the gates will be up, or accelerate rapidly away from the crossing after having sat for many minutes watching closed gates and an empty railway line. That, plus the fact that this is the most used area for people crossing from one side of the road to the other, is why I feel that this stretch of road from the level crossing to Estella Avenue should be the main area to concentrate on when considering speed limiting methods and/or equipment.

So, in conclusion, I strongly feel that the speed of traffic and potential dangers in West Barnes Lane (E) are not really sufficient to justify the introduction, and the resulting expense of, four raised junctions. But I am not against the introduction of a 20mph speed limit area.

### 22014307

With regards to the proposed 20mph zone in the West Barnes area, I would like to make the following points-

1. There seems to be a lot of signs e.g 6 on Tennyson Avenue alone. Is it necessary to have that many signs as they don’t look attractive?
2. Would it be possible to prevent parking close to some of the road junctions? For example, turning right from Kingsway into West Barnes Lane can be quite difficult because it is difficult to see cars approaching from the south-west because of parked cars in West Barnes Lane. This problem is borne out in the statistic you have given on the collision that have happened in the area in the past 3 years.
3. I am not sure that making West Barnes Lane itself a 20mph is a good idea. This is the main through-fare through the area and I think it would be better to leave this as 30mph.
Dear Residents

You may recall that in November 2008, the Council consulted you regarding measures to introduce a 20mph zone in the area bounded by West Barnes Lane (south), the railway line and West Barnes Lane (east – not included).

Most residents who responded to the consultation expressed concerns regarding the proposed traffic calming measures on Estella Avenue and Douglas Avenue, as being unnecessary. Concerns were also raised to the proposed boundary, that rat running would occur on the roads south of West Barnes Lane (south), which were not included in the boundary.

In light of these comments, the Council has decided to re-consult residents on proposals to convert this area into a 20mph speed limit instead of a 20mph zone, as originally proposed. This would allow us to consider both Estella Avenue and Douglas Avenue within the proposed speed limit area without any additional traffic calming measures, which are required for 20mph zones. The Council has also revised the area to include West Barnes Lane (between Crossway and Burlington Road) and the area south of West Barnes Lane (between Kingsway and Marina Avenue), as shown on the enclosed plan.

The table below shows the recorded traffic volume and speed data, conducted as part of the data collection process in July 2008 and May 2009.

<table>
<thead>
<tr>
<th>Road</th>
<th>Average volume of vehicles/day</th>
<th>Average speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>South-westbound</td>
<td>North-eastbound</td>
</tr>
<tr>
<td>Seaforth Avenue</td>
<td>356</td>
<td>454</td>
</tr>
<tr>
<td>West Barnes Lane (S)</td>
<td>2134</td>
<td>1953</td>
</tr>
<tr>
<td>Phyllis Avenue</td>
<td>166</td>
<td>119</td>
</tr>
<tr>
<td>Adella Avenue</td>
<td>172</td>
<td>143</td>
</tr>
<tr>
<td>Tennyson Avenue</td>
<td>202</td>
<td>175</td>
</tr>
<tr>
<td>West Barnes Lane (E)</td>
<td>3603 (SE bound)</td>
<td>3241 (NW bound)</td>
</tr>
</tbody>
</table>

There were 8 recorded collisions within the proposed area in the 3 year period up to 30 June 2008. All of these collisions occurred at the junctions off West Barnes Lane and involved vehicles turning right, colliding with vehicles travelling ahead. Contributing factors to accidents of this nature are speeds and sightlines being obscured.

PROPOSALS
The proposals consist of converting the area bounded by West Barnes Lane (east - inclusive), Kingsway (inclusive), Tennyson Avenue (inclusive), Arthur Road (inclusive), Marina Avenue (inclusive) and the railway line into a 20mph speed limit area (see enclosed plan).

(A) In addition, to reduce the speed of vehicles and improve sightlines on West Barnes Lane (east), the Council is proposing **raised junctions** (a form of road hump covering the whole of the junction) and **footway buildouts** at the following locations (see enclosed plan):
- West Barnes Lane junctions with Seaforth Avenue, Estella Avenue, Adella Avenue and Phyllis Avenue

Advantages of raised junctions
1. Effective at reducing vehicle speeds.
2. Slows down all approaching traffic from all arms of the junction.
3. Can be used in isolation - they do not have to form part of a series of road humps.
4. More acceptable to emergency services and bus operators than standard humps.
5. Allows pedestrians, especially vulnerable road users such as those with disabilities and parents with children to cross the road.
6. Improves road safety.
Disadvantages of raised junctions
1. Expensive to construct
2. Construction may cause temporary traffic disruption including temporary road closure

(B) Also, speed cushions are being proposed in West Barnes Lane (south) to reduce vehicle speeds to acceptable levels within a 20mph speed limit area at the following locations:
- Within the vicinities of property nos. 206, 248, 288, 302 and 344 West Barnes Lane

Advantages of speed cushions
1. Effective at reducing traffic speeds.
2. Accepted by emergency services and bus operators
3. Inexpensive to construct
4. No loss of on-street parking
5. Cyclists can pass between them.

WHAT HAPPENS NEXT?
A Notice of the Council’s intentions to introduce the above measures will be published in the local newspaper and posted on lamp columns in the vicinity. Representations for and against must be done in writing to the Head of Street Scene and Waste Management Division, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX by no later than 3 July 2009, quoting reference ES/SGE/WESTBARNES20MPHLIMIT.

We regret that due to the number of responses received during a public consultation it will not be possible to individually respond to each respondent.

Officers’ comments and recommendations will be reported to either the Street Management Advisory Committee on 1 September 2009 or, if appropriate the Cabinet Member for Environment and Traffic Management for a decision.

Please note that responses to any representation received will not be made until a final decision is made by the Cabinet Member. The Council is required to give weight to the nature and content of your representations and not necessarily the quantity. Your reasons are, therefore, important to us.

A plan identifying the area affected by the proposal can be inspected at West Barnes Library and at Merton Link, Merton Civic Centre, London Road, Morden, Surrey during the Council’s working hours, Monday to Friday, between

Contact Details
Edward Quartey - Traffic Engineer
Tel: 020 8545 2171
Email: edward.quartey@merton.gov.uk
Website: www.merton.gov.uk/westbarnes20mph

West Barnes Ward Councillors
Cllr Angela Caldara
Tel: 020 8540 8614
Tel: 020 8545 3359 (Member Services Office)
Email: angela.caldara@merton.gov.uk

Cllr Gilli Lewis-Lavender
Tel: 020 8543 6790
Email: gilli.lewis-lavender@merton.gov.uk

Cllr Jonathan Warne
Tel: 020 8545 3396
Email: jonathan.warne@merton.gov.uk

If you would like more information in your own language, please contact us at the address shown in the bottom box.

Nese deshinoni me shume informacione ne qihen tuaj, ju lutem te ne kontakti ne adresen e dhene ne kultene me poshte.

Pour tout renseignement complémentaire dans votre propre langue, veuillez nous contacter à l’adresse figurant dans l’encadré du bas.

You can also get this information in large print, in Braille and on tape.
Your local ward councillors
Angela Caldara, Gilli Lewis-Lavender and Jonathan Warne

Dear Resident

Proposed 20mph Speed Limit – West Barnes Area

By now you will have received a consultation document from the Council regarding proposed traffic calming measures in your road.

I would like to stress how important it is that you reply to this document, whether you agree with the proposals or not. Failure to do this may result in you getting something that you do not want - as the decision is based on the majority viewpoint.

The consultation ends this Friday (24 July 2009). You can respond with your views to:
Edward Quarthy - Traffic & Highway Engineer
London Borough of Merton
13th Floor Civic Centre
London Road
Morden
SM4 5DX

Yours sincerely

[Signature]

Gilli Lewis-Lavender
on behalf of West Barnes Councillors

Write to us c/o:
London Borough of Merton
Merton Civic Centre
London Road
Morden
SM4 5DX

www.merton.gov.uk