Dear Resident

The Council is consulting you on proposals to introduce a 20mph zone within the Sherwood Park Road area bounded by Wide Way, Manor Road, Commonside East and Chestnut Grove (already a 20mph zone), as part of its ongoing commitment to manage speed in residential areas. The implementation of the 20mph zone will be accompanied by the installation of traffic calming measures as shown on the attached plans. Most of the roads within the area already have traffic calming measures installed, hence minimum measures will be required on the roads without any traffic calming measures.

In the 5 year period up to 28 February 2011, there were 9 recorded personal injury collisions within the Sherwood Park Road area bounded by Wide Way, Manor Road, Commonside East and Chestnut Grove. All these collisions were recorded as slight injury collisions; the attached plans shows the locations and nature of the collisions.

The table below shows traffic speed and volume data collected on some of the roads within the area between 6 July 2010 and 12 July 2010.

<table>
<thead>
<tr>
<th>Location</th>
<th>Total volume of vehicles</th>
<th>*85%ile speed (mph)</th>
<th>Highest recorded speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Dir. 1</td>
<td>Dir. 2</td>
<td>Dir. 1</td>
</tr>
<tr>
<td>47 Beech Grove</td>
<td>1365</td>
<td>1405</td>
<td>29.1</td>
</tr>
<tr>
<td>** 84 Abbotts Road</td>
<td>1715</td>
<td>1591</td>
<td>27.2</td>
</tr>
<tr>
<td>** 138 Abbotts Road</td>
<td>3982</td>
<td>3737</td>
<td>30.3</td>
</tr>
<tr>
<td>97 Sherwood Park Road</td>
<td>29081</td>
<td>29048</td>
<td>22.1</td>
</tr>
<tr>
<td>163 Sherwood Park Road</td>
<td>21168</td>
<td>21700</td>
<td>24.2</td>
</tr>
<tr>
<td>23 Lexden Road</td>
<td>773</td>
<td>650</td>
<td>20.3</td>
</tr>
<tr>
<td>** 55 Dahlia Gardens</td>
<td>6305</td>
<td>6304</td>
<td>29</td>
</tr>
<tr>
<td>** 18 Dahlia Gardens</td>
<td>6959</td>
<td>6864</td>
<td>29.7</td>
</tr>
<tr>
<td>35 New Barnes Avenue</td>
<td>1083</td>
<td>1142</td>
<td>26</td>
</tr>
<tr>
<td>9 Fern Avenue</td>
<td>2711</td>
<td>2296</td>
<td>23.8</td>
</tr>
<tr>
<td>27 Elm Gardens</td>
<td>661</td>
<td>651</td>
<td>24.1</td>
</tr>
<tr>
<td>41 Greenwood Road</td>
<td>2694</td>
<td>1910</td>
<td>20.5</td>
</tr>
</tbody>
</table>

* Speed below which 85% of the total vehicles surveyed, travelled at.
** Traffic measures have now been implemented - traffic survey data is pre-implementation.

Although the table shows that majority of drivers travelled within the speed limit of 30mph, a small minority travelled at excessive speeds, which is considered inappropriate for a residential road.

PROPOSALS

1. A 20mph zone within the area bounded by Wide Way, Manor Road, Commonside East and Chestnut Grove. This will imply a speed limit of 20mph on the roads within the area.

Advantages of 20mph zone
- Lower speeds reduces the number and severity of any potential collisions,
- Lower speed will encourage more people to walk and cycle, by providing an improved and safer environment,
- Lower speeds allow easier turning manoeuvres, especially turning right at junctions,
- Enforcement of the 20mph speed restriction will not be required, as the measures will be self-enforcing,
- Placement of traffic signs for a zone will be limited to only the entry/exit points,
- Reduction in perceived danger.

Disadvantages of 20mph zone
- Can be expensive to construct the physical measures, however due to the level of existing measures, cost are reduced,
2. Sinusoidal road humps, which is a form of traffic calming measures similar to a round-top hump but have a shallower initial rise will be implemented on some of the roads within the proposed area, as shown on the attached plans to ensure driver speeds are reduced.

Advantages of Sinusoidal hump
• Effective at reducing traffic speeds and accepted by emergency services,
• No loss of on-street parking and minimum discomfort to cyclists and car occupants.

Disadvantages of sinusoidal humps
• Expensive to construct.

3. ‘At any time’ waiting restrictions (double yellow lines) at some junctions and key locations (please see attached plans) within the proposed area to improve sightlines and road safety.

WHAT HAPPENS NEXT
A Notice of the Council’s intentions to introduce the above measures will be published in the local newspaper, London Gazette and posted on lamp columns in the vicinity. Representations for and against the proposals described in this Notice must be made in writing to the Head of Street Scene and Waste, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX or email trafficandhighways@merton.gov.uk by no later than 28 October 2011, quoting reference ES/SGE/SHERWOODPKRD.

All representations along with Officers’ comments and recommendations will be reported to the Cabinet Member for Environmental Sustainability and Regeneration for a decision. Please note that responses to any representations 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 copy of the proposed TMO, a plan identifying the areas affected by the proposals and the Council’s Statement of Reasons can be inspected at the Merton Link, Merton Civic Centre, London Road, Morden, Surrey, SM4 5DX during the Council’s normal office hours Monday to Friday, 9am to 5pm. A copy can also be inspected at Pollards Hill Library.

This information is available on Merton Council’s website, www.merton.gov.uk/sherwoodpkrd.
COLLISION ON 18/02/2008
GOODS VEHICLE MOUNTED

COLLISION ON 2/12/2006
V2 TRAVELLING TOWARDS THE ROUNDABOUT TURNED RIGHT ACROSS PATH OF V1.
INJURY TYPE: SLIGHT

COLLISION ON 31/07/2005
V1 LOST CONTROL AND HIT PARKED V2.
INJURY TYPE: SLIGHT

COLLISION ON 04/07/2007
V2 FAILED TO STOP AND GIVE WAY AND COLLIDED WITH V1.
INJURY TYPE: SLIGHT

COLLISION ON 25/08/2007
PEDESTRIAN CROSSED INTO PATH OF V1 TRAVELLING TOWARDS GREENWOOD RD FROM FERN AV.
INJURY TYPE: SLIGHT

COLLISION ON 27/11/2006
V2 SHERWOOD PK RD TURNED LEFT FROM RIGHT HAND LANE HITTING V1.
INJURY TYPE: SLIGHT

COLLISION ON 14/07/2008
V2 OPENED DOOR INTO PATH OF V1.
INJURY TYPE: SLIGHT

COLLISION ON 01/06/2009
V1 STOPPED TO AVOID OPENED DOOR HITTING V3 PUSHING IT INTO V2.
INJURY TYPE: SLIGHT

TRAFFIC SPEED (85%ILE) = 27.5 MPH
TRAFFIC VOLUME = 472 VEH/DAY

TRAFFIC SPEED (85%ILE) = 29.5 MPH
TRAFFIC VOLUME = 1103 VEH/DAY

TRAFFIC SPEED (85%ILE) = 23.2 MPH
TRAFFIC VOLUME = 6124 VEH/DAY

TRAFFIC SPEED (85%ILE) = 20.1 MPH
TRAFFIC VOLUME = 203 VEH/DAY

TRAFFIC SPEED (85%ILE) = 20.6 MPH
TRAFFIC VOLUME = 658 VEH/DAY

TRAFFIC SPEED (85%ILE) = 24.5 MPH
TRAFFIC VOLUME = 715 VEH/DAY

TRAFFIC SPEED (85%ILE) = 24.2 MPH
SHERWOOD PARK ROAD AREA - PROPOSED 20MPH ZONE