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

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

Nese deshironi me shumë informacion ne gjihen tuaj, ju lutemi te na kontaktoni ne adresen e dhene ne kufine me poshte.

If you need information in another language, please contact us at the address shown in the bottom box.

Edward Quartey, Merton Civic Centre, London Road, Morden, SM4 5DX
PROPOSED 20MPH ZONE - WEST BARNES AREA

SHEET 1 of 2
PROPOSED 20MPH ZONE - WEST BARNES AREA

SHEET 2 of 2