

## Environmental Visual Audit (EVA) – site visit report

An EVA is an important element of TfL and police problem-solving. This step helps us to better understand the problem and issues at particular locations. The EVA is used to inform decisions about interventions to prevent or reduce particular problems.

This form should be filled out by staff undertaking a site visit to a problem location. Please complete a separate form for each visit. Some locations will only require one site visit while more complex problems or larger areas may require multiple visits. Problem owners will be responsible for collating and summarising individual EVA site visit reports and completing the main EVA report for a particular problem (where needed).

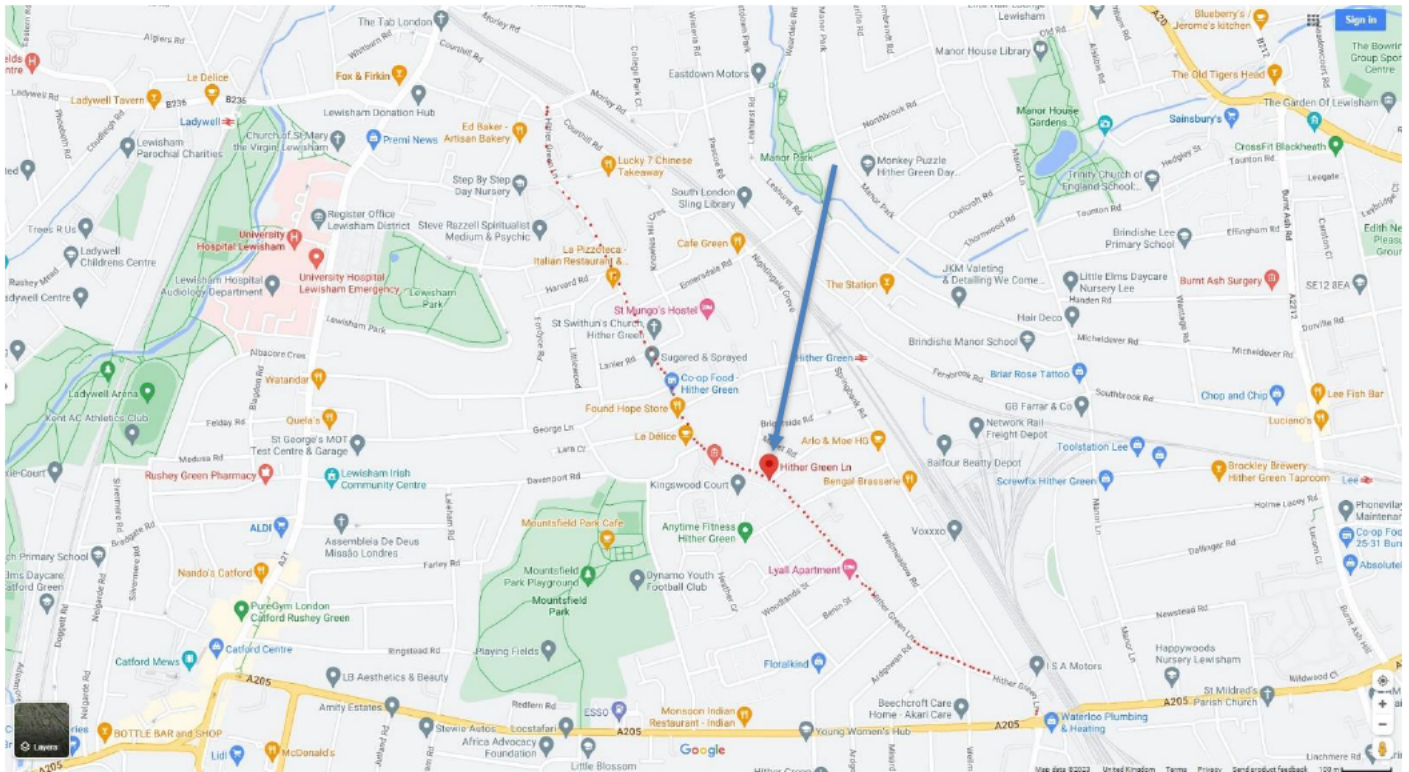
Please describe all main observations, including exact locations and photos, along with initial recommendations / actions taken. Each EVA form has 8 observation boxes – if you have more than 8 observations from one visit please complete a new form.

Reason for EVA:	Collision data and resident complaints of speeding
Road name(s):	HITHER GREEN LANE AND TORRIDON ROAD (North of the A205) and COURTHILL ROAD (South of the A21)
Location type (station, underpass, road, etc.)	Roads
Nearest junction (s):	A205 South Circular junction with Hither Green Lane; and Torridon Road and A21 (Lewisham High Street) and Courthill Road
Borough:	LEWISHAM
Date of visit:	
Day of the week:	Choose an item.
Time (from and to, 24 hrs):	From:
Attendees: (incl. job title and organisation)	1.
	2.
	3.
	4.



## Map of Location

Please insert a map of the full area in question below, with the road(s) clearly highlighted. If there is a footprint area around the problem location please also include this:



Hither Green Lane and Torrington Road, situated south of the A205, are heavily used as cut-throughs for traffic bypassing the A205 South Circular and A21 Lewisham High Street. Both are local roads, operating under a 20mph speed limit, generally function as single carriageway two-way traffic routes throughout their entire length.

Hither Green Lane (classified unnumbered) intersects a densely populated residential area. Along its course, it encompasses several key community establishments including the Anchor SEND Friendly Independent Specialist School, The Park Nursery, Brindishie Green Primary School (equipped with a zebra crossing), Woodlands Health Centre, Widdecombe Pharmacy, and St Swithun's Church. Additionally, it hosts several local shopping parades.

Pedestrian activity on Hither Green Lane and Torrington Road (South of the A205) is consistently high throughout the day and especially at peak periods, attributable to the close proximity of shops and Hither Green train station. Data and enforcement indicate regular breaches of the 20mph speed limit by vehicles at various times throughout the day. The route accommodates bus services, which make frequent stops along the road, compelling other traffic to overtake, often into the path of oncoming vehicles.

Furthermore, it is observed the roads experience a significant influx of traffic during morning and evening peak periods. This is noteworthy considering the local/minor/unnumbered status of these roads. Numerous sections of these roads are heavily laden with uncontrolled parked vehicles, significantly narrowing the road and obstructing pedestrian sightlines. This necessitates a comprehensive review of the current traffic calming measures to ensure the safety and convenience of all road users.





Given the enforcement area under consideration, it is notable that Hither Green Lane is **ranked fifth out of thirty collision priority locations in Lewisham Council's** [Lewisham Collision Data Review: Identification of Priority Locations \(Document Reference 1000008329 Date: 14/06/2022\)](#) – It is noted that in the report, Hither Green Lane is considered a link road of the highest priority for treatment to reduce collisions.

Relevant extract from Table 5.1 below:

Rank	Road Name	Junction From	Junction To	KSI Score	Vulnerable Road User Score	Speed Contributory Factors Score	Total Score	Speed Surveys (refer to plan for locations)	Direction 1		Direction 2	
									Mean speed	85% ile speed	Mean Speed	85% ile speed
5	Hither Green Ln / Courthill Rd	Torridon Rd	Lewisham High St	4	21	1	26	50	21.3	25.7	21.2	25.6

According to the report, an indication of whether speed surveys have shown speed to be an issue (i.e., mean speed in excess of 24mph) was shown in Table 5.1 for information, this was not included in the overall score. This because surveys were not carried out on all link roads and therefore its inclusion in the overall ranking could have skewed the results.

[ADD ADDITIOINAL POLICING COLLISION DATA HERE:]





### Observation 1

#### Observation description (free text):

There is a lack of visual clues at the junction where traffic moves from the main A road (A205), the South Circular, to the residential side-roads (Hither Green Lane and Torridon Road).

In addition, there is a lack of visual clues where traffic moves from the main A road (A21), Lewisham High Street to the residential side-road (Courthill Road, leading to Hither Green Lane).

This absence of clear indications can lead to drivers not realising they are entering a residential area with different driving requirements.

#### Key observation points (bullet points):

- Absence of gateway/entry treatments at the junction of A205 and Hither Green Lane; and Torridon Road.
- Absence of gateway/entry treatments at the junction of A21 and Courthill Road leading to Hither Green Lane.
- Potential for high speeds due to lack of visual clues indicating a change in road character.
- Possible confusion for drivers unfamiliar with the area.
- Unlike the main A roads, there are no automatic operation safety cameras.

#### Observation causes (bullet points):

- The main cause of this issue is the lack of entry treatments that signal a change in the road environment.
- Entry treatments are typically used to indicate that drivers are leaving a major road and entering an area of different character, such as a residential road.
- They can also mark the start of a series of traffic calming measures or the boundary of a 20 mph zone.

#### Exact location(s) with junctions to and from:

- At the junction of A205 South Circular and Hither Green Lane
- At the junction of the A205 South Circular and Torridon Road; and
- At the junction of the A21 (Lewisham High Street) and Courthill Road leading to Hither Green Lane



<p>Mode of travel when completing the EVA(s):</p> <p>Walking</p>
<p>Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):</p> <p>Damp / Dry</p>
<p>Day(s) of the week, Date(s) and time(s) of observation(s):</p> <p>All days</p>
<p>Initial recommendations/actions taken:</p> <ul style="list-style-type: none"> <li>• Implement gateway/entry treatments at the junction of A205 and Hither Green Lane; Torridon Road, and A21 and Courthill Road. These could include coloured surfaces, 20 mph elongated roundel markings with coloured backing, and yellow-backed speed limit signage to give added prominence.</li> <li>• Consider the addition of features such as raised crossings to further encourage drivers to decrease their speed.</li> <li>• Ensure that any implemented measures are appropriately signed and marked to comply with regulations and to ensure driver understanding.</li> </ul> <p>Please note that these are initial recommendations and further study or consultation may be required to determine the most effective and appropriate solutions.</p>



### Observation 1

Photo 1 - Hither Green Lane towards A205



Photo 2 - Satellite view of junction of Hither Green Lane and A205



Photo 3 - Torridon Road from A205



Map (Hither Green Lane & Torridon Road, Junctions with A205)

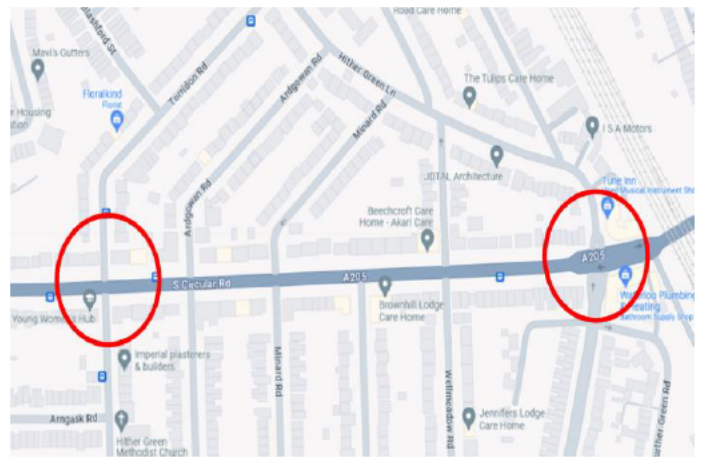


Photo 4 - Courthill Road from A21

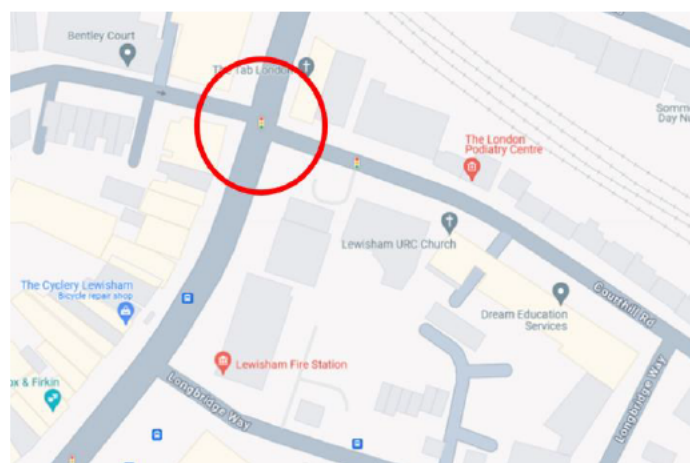


Photo 5 – Satellite View Courthill Road





Map – junction of A21 Lewisham High Street with Courthill Road



## Observation 2

### Observation description (free text):

- The junction of Wellmeadow Road and Hither Green Lane is extremely wide, allowing vehicles to take the turning at speed.
- The pedestrian crossing width at this junction is approximately 37 meters.
- Kerbside parking and use of three spaced speed cushions across Hither Green Lane encourages vehicles to fully straddle the speed cushion, rendering them less effective at controlling speed and allows speed to rebuild before reaching the junction.

### Key observation points (bullet points):





- Wide Junction: The junction's excessive width encourages vehicles to turn at higher speeds, posing a risk to pedestrians and other road users.
- Speeding Vehicles: Vehicles approaching the junction may exceed the 20 mph speed limit due to the wide turning area.
- Pedestrian Safety Concerns: The substantial crossing distance exposes pedestrians to potential hazards.
- Speed cushion design and kerbside parking impact. Speed cushion effectiveness is reduced.

Observation causes (bullet points):

- The wide junction design allows vehicles to maintain speed during turns.
- Lack of traffic calming measures contributes to speeding behaviour.
- The absence of physical narrowing elements encourages faster vehicle movements.

Exact location(s) with junctions to and from:

- Junction of Wellmeadow Road and Hither Green Lane.

Mode of travel when completing the EVA(s):

On foot

Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

Day(s) of the week, Date(s) and time(s) of observation(s):

All days

Initial recommendations/actions taken:

- Narrow the Crossing: Implement a narrower pedestrian crossing across Wellmeadow Road to reduce the distance pedestrians need to cross. This will enhance safety and encourage slower vehicle speeds.
- Traffic Calming Measures: Install traffic calming features, such as speed table/flat-top hump, or raised junction at this junction. These measures will naturally slow down vehicles as they approach the junction.



## Observation 2

Photo 1 - Junction of Wellmeadow Road with Hither Green Lane



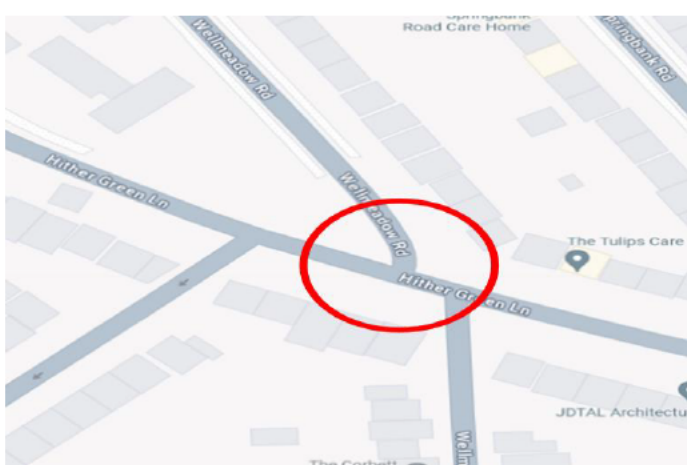
Photo 2 - Satellite view of Junction of Wellmeadow Road with Hither Green Lane



Photo 3 - Satellite view of Junction of Wellmeadow Road with Hither Green Lane



Map





### Observation 3

#### Observation description (free text):

- The traffic lights at the junction of Hither Green Lane and Torridon Road serve as a busy pedestrian crossing point for pedestrians travelling down Torridon Road and across Hither Green Lane towards Hither Green train station in the morning and opposite direction in the evening.
- The distance between speed cushions on Hither Green Lane, through the Hither Green Lane and Torridon Road junction, exceeds 100 metres. This elongated spacing encourages traffic to pick up speed between the speed cushions in both northerly and southerly directions. Speed enforcement south of this junction, towards the A205, reinforces the observation that existing speed cushions have limited efficacy in reduce vehicle speeds and naturally calming speed to 20 mph or below.
- Several vehicle collisions have been recorded in close proximity to this junction.

#### Key observation points (bullet points):

- **Speeding Vehicles:** Vehicles approaching and passing through the junction may exceed the 20 mph speed limit due to ineffective / excessively distanced speed restrictions. The existing spacing between these measures generally ranges between 90 metres and 180 metres apart.
- **Pedestrian Safety Concerns:** The significance of this crossing and the distance from speed cushions exposes pedestrians to potential hazards.
- Existing traffic calming measures are ineffective at naturally controlling vehicular speed.
- The design and placement of speed cushions varies significantly along the length of Hither Green Lane.

#### Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

#### Exact location(s) with junctions to and from:

- Junction of Hither Green Lane and Torridon Road

#### Mode of travel when completing the EVA(s):

On foot



Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

Day(s) of the week, Date(s) and time(s) of observation(s):

All days

Initial recommendations/actions taken:

- Implement traffic calming measures such as speed tables on all arms of the junction to effectively control vehicular speed through the junction in all directions.

### Observation 3

Photo 1 - Hither Green Lane and Torridon Road Junction



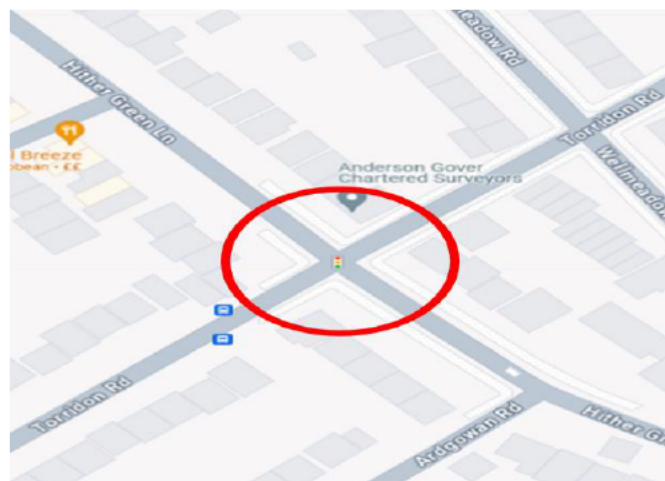
Photo 2 – Hither Green Lane and Torridon Road Junction



Photo 3 - Satellite image of Hither Green Lane and Torridon Road Junction

Map





#### Observation 4

##### Observation description (free text):

- At the junction of Duncrevie Road and Hither Green Lane, the southbound carriageway splits into two lanes. This configuration and wide road width appears unnecessary and encourages cars to overtake or undertake at speed, including when setting off from the traffic lights and when other vehicles are obeying the speed limit.
- A significant number of pedestrians on the southside of the junction do not use the pedestrian crossing on the north side of the junction, instead crossing the carriage way in unsafe ways.

##### Key observation points (bullet points):

- The southbound carriageway splits into two lanes at the junction of Duncrevie Road and Hither Green Lane.
- This configuration and wide road width encourages overtaking and undertaking at speed from and through the traffic lights, given the wide road configuration, including south of the traffic lights, adjacent to the commercial premises.

##### Observation causes (bullet points):

- The current road design at the junction allows for two lanes of traffic in the southbound direction.
- The two-lane configuration encourages drivers to overtake or undertake other vehicles that are obeying the speed limit.





Exact location(s) with junctions to and from:

- At the junction of Duncrevie Road Hither Green Lane.

Mode of travel when completing the EVA(s):

On Foot

Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

Day(s) of the week, Date(s) and time(s) of observation(s):

All days

Initial recommendations/actions taken:

- Implement traffic calming measures such as speed tables or flat-topped humps to naturally control traffic speed.
- Implement a pedestrian crossing to the south of the junction.
- Redesign the junction to remove the additional lane on the north side of the junction and narrow the southbound carriageway to one lane to prevent overtaking/undertaking.

#### Observation 4

Photo 1 – Hither Green Lane / Duncrevie Road Junction



Photo 2 - Hither Green Lane / Duncrevie Road Junction



Photo 3 - Hither Green Lane / Duncrevie Road Junction



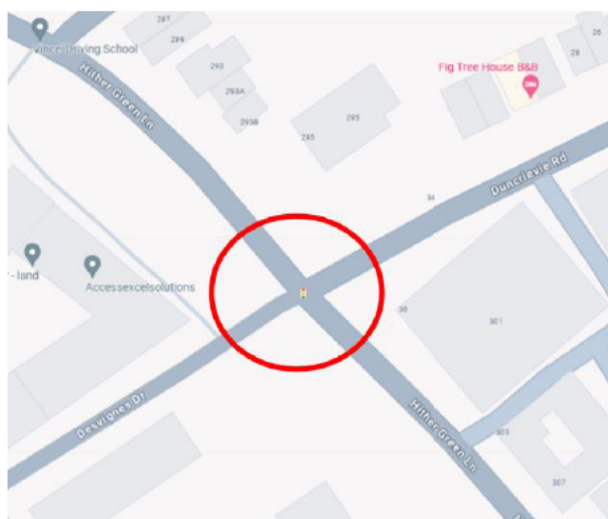
Photo 4 - Hither Green Lane / Duncrevie Road Junction



Photo 5 - Satellite Image of Hither Green Lane / Duncrevie Road Junction



Map



### Observation 5

#### Observation description (free text):

- The junction of Hither Green Lane and Elthrua Road serves as a heavily used pedestrian crossing point. Pedestrians travelling from the Meridian Development utilise this crossing, with peak activity during the morning and evening hours.
- The existing speed cushions on Hither Green Lane, both preceding and following this junction are ineffective at reducing vehicle speed. This is observed both when approaching the traffic lights and after passing them.
- Pedestrians are observed waiting for extended periods to cross at this location, which increases the likelihood of unnecessary risks being taken while crossing the road.
- Pedestrians crossing from the Meridian Development lack appropriate sight lines for vehicles travelling northbound.

#### Key observation points (bullet points):

- Pedestrian Safety Concerns: The significance of this crossing and the distance from speed cushions exposes pedestrians to potential hazards.
- The existing traffic-calming measures are ineffective and do not naturally control vehicle speed.

#### Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

#### Exact location(s) with junctions to and from:

- Junction of Hither Green Lane and Elthrua Road

#### Mode of travel when completing the EVA(s):

On foot

#### Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry





Day(s) of the week, Date(s) and time(s) of observation(s):

All days

Initial recommendations/actions taken:

- Implement traffic calming measures such as speed tables or flat-topped humps on all arms of the junction to effectively control traffic speed through the junction in all directions.

### Observation 5

Photo 1 – Hither Green Lane and Elthruda Road Junction



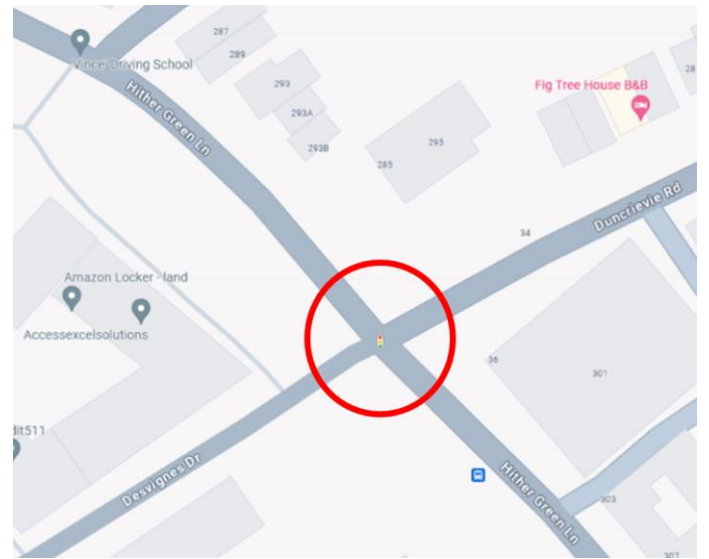
Photo 2 – Hither Green Lane and Elthruda Road Junction



Photo 3 - Satellite image of Hither Green Lane and Elthruda Road Junction

Map





### Observation 6

#### Observation description (free text):

- The junction of George Lane and Hither Green Lane is wide, allowing vehicles to take the turning at speed.
- The pedestrian crossing width at this junction is approximately 21 meters.
- The pedestrian island is positioned such that, when facing south in the direction of A205, it is difficult to observe traffic travelling south along Hither Green Lane and turning onto George Lane.
- Pedestrians attempting to cross northbound in the direction of the A21 do not have adequate sightlines of vehicles turning off Hither Green Lane.

#### Key observation points (bullet points):

- Wide Junction: The junction's width encourages southbound vehicles to turn at higher speeds, posing a risk to pedestrians and other road users.
- Speeding Vehicles: northbound vehicles approaching the junction may exceed the 20 mph speed limit due to the wide turning area.
- Pedestrian Safety Concerns: The substantial crossing distance exposes pedestrians to potential hazards.
- The position of the pedestrian island poses a risk to pedestrians crossing where they are unable to observe traffic coming from behind (when facing south).

#### Observation causes (bullet points):

- The wide junction design allows vehicles to maintain speed during turns.
- Lack of traffic calming measures contributes to speeding behaviour.
- The absence of physical narrowing elements encourages faster vehicle movements.

#### Exact location(s) with junctions to and from:

- Junction of George Lane and Hither Green Lane.

#### Mode of travel when completing the EVA(s):

On foot



Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

Day(s) of the week, Date(s) and time(s) of observation(s):

All days

Initial recommendations/actions taken:

- **Narrow the Crossing:** Implement a physically narrower junction to allow a safer pedestrian crossing by reducing the distance pedestrians need to cross. This will enhance safety and naturally encourage slower vehicle speeds turning off Hither Green Lane.
- **Traffic Calming Measures:** Install traffic calming features, such as speed table/flat-top hump, or raised junction at this junction. These measures will naturally slow down vehicles as they approach the junction.

#### Observation 6

Photo 1 – Hither Green Lane / George Lane Junction



Photo 2 – Hither Green Lane / George Lane Junction





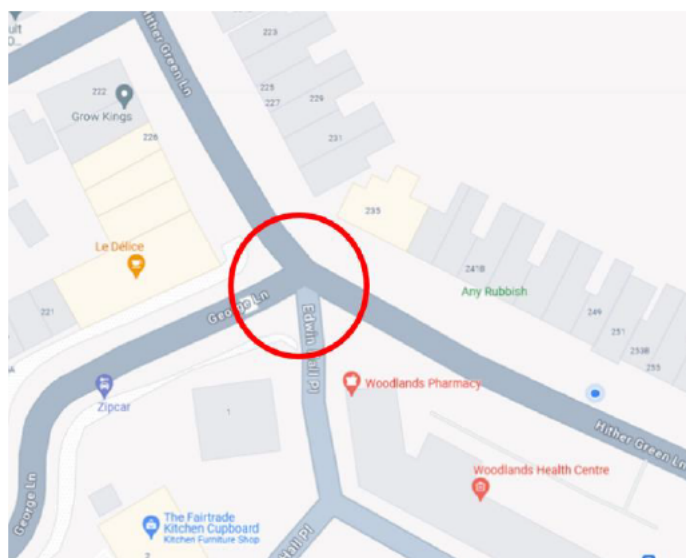
Photo 3 – Hither Green Lane / George Lane Junction



Photo 4 - Satellite View of Hither Green Lane / George Lane Junction



Map



### Observation 7

#### Observation description (free text):

- The pedestrian crossing adjacent to 218 Hither Green Lane serves as the main thoroughfare for school children walking to and from Brindishie Green primary school and for residents accessing local shops.
- Northbound vehicles exhibit excessive speed between Brightside Road and the pedestrian crossing due to the absence of traffic calming measures. Southbound vehicles are observed easily straddling the existing speed cushions at this location without noticeable reduction in speed.
- Multiple incidents and near misses have been reported at this site, where vehicles have failed to yield to pedestrians at the crossing.
- Volunteer crossing guards are present for short durations before school and after school, contributing to the protection of children.

#### Key observation points (bullet points):

- Both northbound and southbound vehicles approaching the pedestrian crossing maintain excessive speed, occasionally failing to stop promptly for pedestrians attempting to cross.

#### Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

#### Exact location(s) with junctions to and from:

Pedestrian Crossing on Hither Green Lane (adjacent to 218 Hither Green Lane)

#### Mode of travel when completing the EVA(s):

On foot

#### Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

#### Day(s) of the week, Date(s) and time(s) of observation(s):

All days

#### Initial recommendations/actions taken:





- Implementation of a raised pedestrian crossing will help protect pedestrians and vulnerable people. It will also more naturally slow down vehicles as they approach the pedestrian crossing.

### Observation 7

Photo 1 - Pedestrian Crossing on Hither Green Lane  
(adjacent to 218)



Photo 2 - Pedestrian Crossing on Hither Green Lane  
(adjacent to 218)

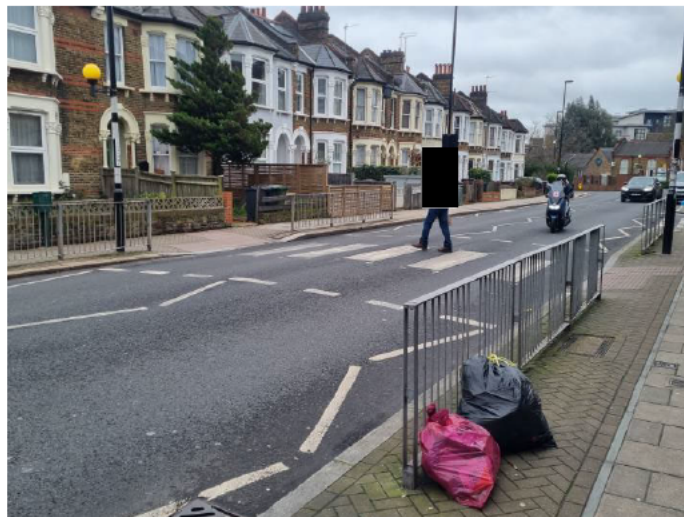
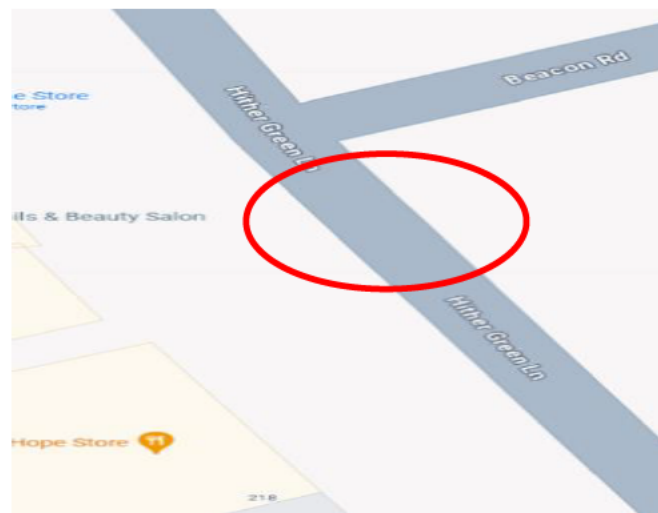


Photo 3 - Satellite image of Pedestrian Crossing on  
Hither Green Lane (adjacent to 218)



Map



### Observation 8

#### Observation description (free text):

- The existing speed cushions on Hither Green Lane, both preceding and following the junction with St Swithun's Road and Lanier Lane are ineffective at reducing vehicle speed.
- This junction, situated at the end of the parade of shops and adjacent to a church, marks a critical point. Vehicles travelling through this location are observed accelerating beyond the 20mph speed limit, particularly in the northbound direction.

#### Key observation points (bullet points):

- Current measures fail to naturally control vehicular speed.

#### Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

#### Exact location(s) with junctions to and from:

- Junction of Hither Green Lane and St Swithuns / Lanier Road

#### Mode of travel when completing the EVA(s):

On foot

#### Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

#### Day(s) of the week, Date(s) and time(s) of observation(s):

All days

#### Initial recommendations/actions taken:

- Implementation of traffic calming measures, such as speed tables on all arms of the junction, is recommended to regulate vehicle speed in all directions.





### Observation 8

Photo 1 - Hither Green Lane and St Swithuns /  
Lanier Road Junction



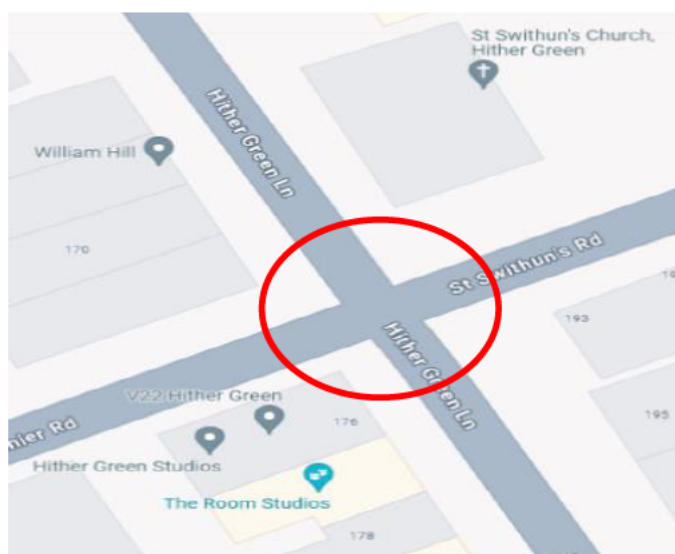
Photo 2 - Hither Green Lane and St Swithuns /  
Lanier Road Junction



Photo 3 - Satellite image of Hither Green Lane and  
St Swithuns / Lanier Road Junction



Map



### Observation 9



Observation description (free text):

- The pedestrian crossing adjacent to 140 Hither Green Lane also serves as a thoroughfare for school children walking to and from Brindishie Green primary school and for residents accessing local shops.
- Both Northbound and Southbound vehicles exhibit excessive speed approaching the pedestrian crossing due to the absence of effective traffic calming measures. Vehicles are observed easily straddling the existing speed cushions at this location without noticeable reduction in speed.
- Multiple incidents and near misses have been reported at this site, where vehicles have failed to yield to pedestrians at the crossing.

Key observation points (bullet points):

- Both northbound and southbound vehicles approaching the pedestrian crossing maintain excessive speed, occasionally failing to stop promptly for pedestrians attempting to cross.

Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

Exact location(s) with junctions to and from:

Pedestrian Crossing on Hither Green Lane (Outside 140 Hither Green Lane)

Mode of travel when completing the EVA(s):

On foot

Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

Day(s) of the week, Date(s) and time(s) of observation(s):

All days

Initial recommendations/actions taken:

- Implementation of a raised pedestrian crossing is recommended to enhance pedestrian safety and encourage natural speed reduction as vehicles approach the crossing.



### Observation 9

Photo 1 - Pedestrian Crossing on Hither Green Lane  
(adjacent 140)



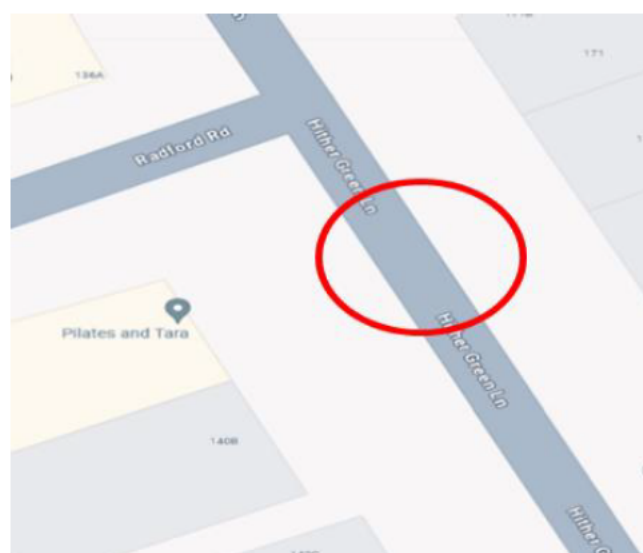
Photo 2 - Pedestrian Crossing on Hither Green Lane  
(adjacent 140)



Photo 3 - Satellite image of Pedestrian Crossing on  
Hither Green Lane (adjacent 140)



Map





### Observation 10

#### Observation description (free text):

- The pedestrian crossing adjacent to 110 and 145 Hither Green Lane also serves as a thoroughfare for school children walking to and from Brindishie Green primary school and for residents accessing local shops. It is also adjacent to the retirement homes and sheltered retirement housing located at Merbury Close.
- Both Northbound and Southbound vehicles exhibit excessive speed approaching the pedestrian crossing due to the absence of effective traffic calming measures. Vehicles are observed easily straddling the existing speed cushions at this location without noticeable reduction in speed.
- Multiple incidents and near misses have been reported at this site, where vehicles have failed to yield to pedestrians at the crossing.

#### Key observation points (bullet points):

- Both northbound and southbound vehicles approaching the pedestrian crossing maintain excessive speed, occasionally failing to stop promptly for pedestrians attempting to cross.

#### Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

#### Exact location(s) with junctions to and from:

Pedestrian Crossing on Hither Green Lane (adjacent 110 and 145 Hither Green Lane)

#### Mode of travel when completing the EVA(s):

On foot

#### Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

#### Day(s) of the week, Date(s) and time(s) of observation(s):

All days

#### Initial recommendations/actions taken:

- Implementation of a raised pedestrian crossing is recommended to enhance pedestrian safety and encourage natural speed reduction as vehicles approach the crossing.





### Observation 10

Photo 1 – Pedestrian Crossing on Hither Green Lane  
(Outside 110 & 145)



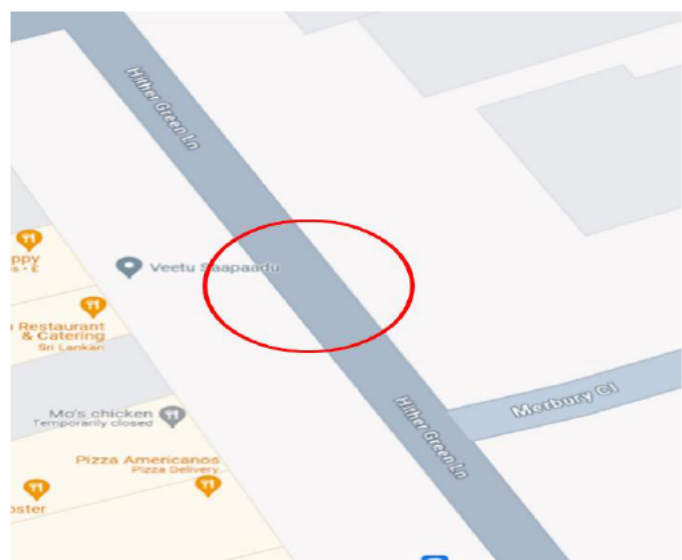
Photo 2 – Pedestrian Crossing on Hither Green Lane  
(Outside 110 & 145)



Photo 3 – Satellite image of Pedestrian Crossing on  
Hither Green Lane (Outside 110 & 145)



Map



### Observation 11

#### Observation description (free text):

- Vehicles exiting the A21 (Lewisham High Street) and Whitburn Road lack adequate speed control measures due to the absence of speed cushions on Courthill Road before the roundabout. Consequently, vehicles are observed exceeding the 20 mph speed limit.

#### Key observation points (bullet points):

- There are no measures in place for naturally controlling vehicle speed.

#### Observation causes (bullet points):

- The absence of effective and appropriately spaced traffic calming measures contributes to speeding behaviour.

#### Exact location(s) with junctions to and from:

- Junction of Courthill Road and Longbridge Way

#### Mode of travel when completing the EVA(s):

On foot

#### Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

#### Day(s) of the week, Date(s) and time(s) of observation(s):

All days

#### Initial recommendations/actions taken:

- Implementation of traffic calming measures, such as speed tables on all arms of the junction, is recommended to regulate vehicle speed in all directions.



### Observation 11

Photo 1 – Courthill Road and Longbridge Way Junction



Photo 2 – Courthill Road and Longbridge Way Junction



Photo 3 - Satellite image of Courthill Road and Longbridge Way Junction



Map





Observation 12
<p>Observation description (free text):</p> <ul style="list-style-type: none"> <li>Drivers repeatedly stated they were unaware Hither Green Lane and Torridon Road are 20mph limits.</li> </ul> <p>Key observation points (bullet points):</p> <ul style="list-style-type: none"> <li>There is a limited number of speed limit repeaters on Hither Green Lane (noting Northbound traffic has few lamp-posts facing the direction of traffic), and none on Torridon Road (between South Circular and Springbank Road)</li> <li>Speed Limit Roundel markings on both roads are few and worn.</li> <li>There are two speed activated signs on Hither Green Lane (adjacent 185 Hither Green Lane, partially obscured by vegetation) and opposite 281 Hither Green Lane (on a bend and partially obscured by vegetation).</li> </ul> <p>Observation causes (bullet points):</p> <ul style="list-style-type: none"> <li>Limited number of signs and worn road markings and poor sighting of vehicle activated signage.</li> </ul>
<p>Exact location(s) with junctions to and from:</p> <ul style="list-style-type: none"> <li>Along Torridon Road (between A205 South Circular and Springbank Road); and the full length of Hither Green Lane</li> </ul>
<p>Mode of travel when completing the EVA(s):</p> <p>On foot</p>
<p>Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):</p> <p>Damp / Dry</p>
<p>Day(s) of the week, Date(s) and time(s) of observation(s):</p> <p>All days</p>
<p>Initial recommendations/actions taken:</p>





- Consider additional repeater signs along length of both roads where feasible.
- Consider adding additional speed limit roundel road markings on both Hither Green Lane and Torridon Road, and re-paint worn markings.
- Reposition speed activated signage on Hither Green Lane to make it more prominent, and/or remove surrounding vegetation.
- Installation of more (and more prominent) speed activated signage along Hither Green Lane and Torridon Road.

### Observation 12

Photo 1 – Photo showing location of speed activated sign, with comparison from Google Street view showing signs obscured by vegetation (Near St. Swithuns Church on Hither Green Lane)



Photo 2 – Photo showing location of speed activated sign obscured by bend, with photo taken from Google Street View to illustrate potential issues with vegetation (Near Junction of Hither Green Lane and Elthruda Road)



### Observation 13

#### Observation description (free text):

- Along the full length of Hither Green Lane, the current traffic calming measures, including the choice of speed hump/cushion, their configuration (often singular in each carriageway, or triple across both carriageways), cushion height, cushion width and cushion spacing (generally anywhere between 70m to 180 metres) are observed to be inadequate at naturally controlling traffic speed and inadequate for the road to be 'self enforcing'.

#### Key observation points (bullet points):

- Speed hump/cushion configuration varies significantly along the length of Hither Green Lane.
- Cushion spacing is generally between 90 metres and 180 metres apart.
- Existing measures are ineffective at naturally controlling traffic speed.

#### Observation causes (bullet points):

- Inadequate and inconsistent speed cushion height, width and spacing, and also adjacent uncontrolled parking.

#### Exact location(s) with junctions to and from:

Along the full length of Hither Green Lane

#### Mode of travel when completing the EVA(s):

On foot

#### Road surface conditions (dry / wet / icy etc. and weather/visibility conditions if relevant):

Damp / Dry

#### Day(s) of the week, Date(s) and time(s) of observation(s):

All days

#### Initial recommendations/actions taken:

- In order that drivers are not encouraged to increase their speed above 20 mph, and to maintain a speed close to 20 mph, the cushion spacing should be around or slightly less than 60 metres along the full length of Hither Green Lane. Consideration should be given to full width speed humps and greater use of speed tables, including at junctions/side-roads and pedestrian crossings, to lessen the effect of straddling.





### Observation 13

Photo 1 - Satellite Image of inconsistent distances between speed restrictions / measures

150 metres



Photo 2 - Satellite Image of inconsistent distances between speed restrictions / measures

87 metres



Photo 3 - Satellite Image of inconsistent distances between speed restrictions / measures

105 metres

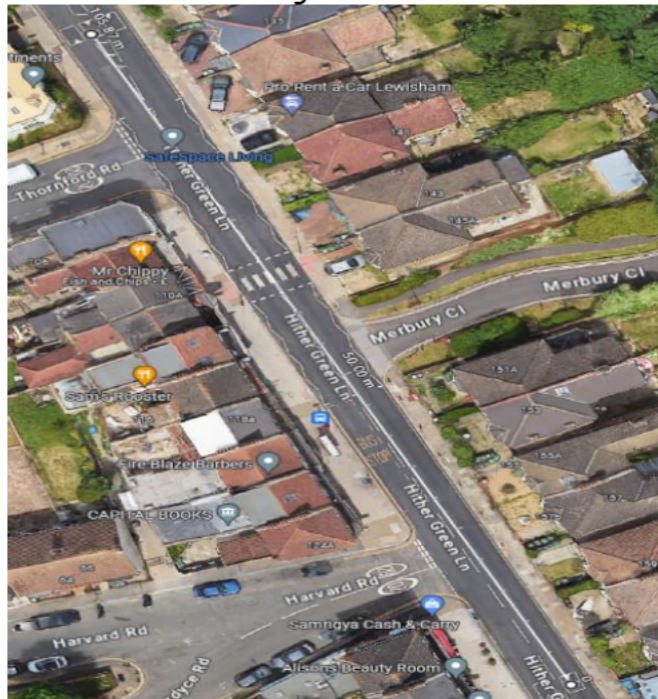


Photo 4 - Satellite Image of inconsistent distances between speed restrictions / measures

81 metres

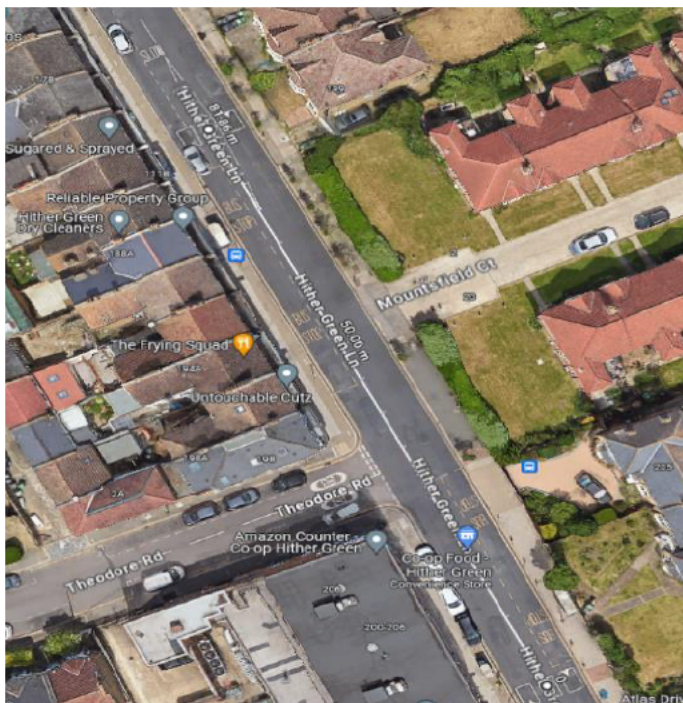




Photo 5 - Satellite Image of inconsistent distances between speed cushions

237 metres and no speed restrictions / measures

