

Final Draft Report

Cycle Skills Network Audit - Merton



**For: *London Borough of
Merton***



By: Transport Initiatives LLP



September 2012

Cycle Skills Network Audit - Merton

Final Draft Report

Contact for this project:

Mark Strong

Office 4, 145 Islingword Road

Brighton

BN2 9SH

Tel: 0845 345 7623

Mob: 07725 466840

Email: mark.strong@transport-initiatives.com

Transport Initiatives LLP

Registered Office: Office 4

145 Islingword Road

Brighton BN2 9SH



0845 345 7623

www.transport-initiatives.com

Registered in England and Wales

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Cycle Skills Network Audit - Merton

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1. Summary

1.1 Background

In April 2012 Transport Initiatives was commissioned by London Borough of Merton Council to carry out a **Cycle Skills Network Audit** (CSNA) of the whole borough.

A CSNA is a detailed survey of all roads and motor traffic free paths in an area, to assess the skill level needed to cycle on them in relative safety. These are classified using a system based on the three core levels of the National Standard for Cycle Training (Bikeability). A summary of the CSNA methodology is set out in Appendix B.

All pedestrian crossings on roads identified as higher than Level 2 in the audit are also classified using the same criteria.

1.2 Deliverables

Three main outputs were set for the study. These were:

1. Data collected to be recorded as layers (tables) on Mapinfo GIS and provided to the council in digital form. This includes the following
 - a. All roads and tracks colour coded by audit level
 - b. All crossings of roads above Level 2 identified, colour coded by audit level and labelled with a unique reference, with photos of all crossings named using the same unique reference and supplied on a USB drive. A schedule of crossings is contained in Appendix C.
2. A brief report (i.e. this document) setting out the findings and giving any other information that could not be included in the mapping output. This would be accompanied by plans showing the findings (see Figure 1 below). Transport Initiatives would also identify any immediate issues that affect cycle accessibility in the borough, including hazards such as road defects.
3. A supplementary report setting out views on five key cycle corridors in Merton (listed below). Appendix A includes brief assessments of these corridors.
 - A. Merton High Street - extension to Cycle Superhighway
 - B. Railway Path (Wimbledon to Raynes Park)
 - C. Green Lane (Worcester Park – Morden)
 - D. Colliers Wood to Beddington Lane
 - E. New Malden to Wimbledon via Raynes Park

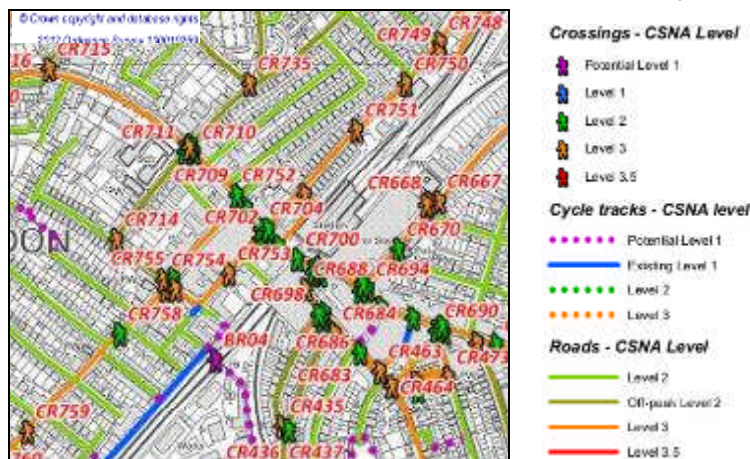


Figure 1: Extract from CSNA for central Wimbledon

2. Cycle Skills Network Audit (CSNA)

2.1 Background

As stated above the CSNA is a detailed survey of an area’s roads and motor traffic free paths to assess the skill level needed to cycle on them in relative safety. These are classified using a system based on the three core levels of the National Standard for Cycle Training (Bikeability), listed below.

Level 1 – Beginner

The cyclist has the skills and understanding to be able to make a trip and undertake activities safely in a motor traffic free environment and as a pre-requisite to a road trip

Level 2 – Introduction to Riding on the Road

The cyclist has the skills and understanding to be able to make a trip safely to school, work or for leisure on quiet roads

Level 3 – Advanced

The cyclist has the skills and understanding to be able to make a trip safely to school, work or leisure on busy roads and using complex junctions and road features

For the CSNA these have been used as the basis for seven levels of classification:

| Level | Type of route | Suitability for cycle network |
|-------------------|--|---|
| Potential Level 1 | Motor traffic free off-carriageway routes where either: i. cycling is not permitted or ii. Cycling is not possible due to physical restrictions (e.g. barriers) or lack of adequate surfacing. | Potentially suitable for cycle route network |
| Level 1 | Motor traffic free off-carriageway routes where cycling is permitted, plus a small number of “home-zone” type streets with minimal, calmed traffic. NB not all cycle tracks alongside roads will be Level 1. | Suitable for cycle route network |
| Level 2 | Roads or lengths of a road on which a cyclist who has achieved Bikeability Level 2 can cycle and carry out all manoeuvres. Cycle tracks & other paths which require a degree of attention equivalent to that needed on a Level 2 road (e.g. shared-use footways crossing frequent side roads or private accesses) | Suitable for advisory and cycle route networks |
| Off-peak Level 2 | Roads or lengths of road that during off-peak periods have the characteristics described for Level 2 above. During peak traffic periods they have the characteristics described for Level 3 below. Peaks may be related to rush hour traffic or other specific reasons such as traffic to schools. | Not suitable for advisory network. Suitable for a cycle route network only where alterations are made. |
| Level 3 | Roads or lengths of road on which a cyclist who has achieved Bikeability Level 3 (through training or experience) can cycle and carry out all manoeuvres. Cycle tracks which require a degree of attention equivalent to that needed on a Level 3 road | Not suitable for advisory network. Suitable for a cycle route network only where alterations are made. |
| Level 3.5 | Roads or lengths of road where level of risk is a barrier to even the most competent and experienced cyclists. | Not suitable for advisory or cycle route networks |
| Level 4 | Private roads or lengths of a road where access is restricted (usually these would be Level 2 if public roads) | Not suitable for advisory network or for cycle route network |

All pedestrian crossings on roads classified higher than Level 2 (i.e. off-peak Level 2, Level 3 and Level 3.5) are also classified using similar criteria. These comprise both crossings which cyclists can currently use while cycling (e.g. Toucan crossings) and those where they must dismount (e.g. Zebra crossings). The latter are designed for pedestrian use and hence are assessed from the perspective of a dismounted cyclist wheeling a bicycle.

There are five levels of classification used for crossings.

| Level | Type of crossing | Suitability for cycle network |
|-------------------|--|---|
| Potential Level 1 | Motor traffic free (grade-separated) crossing where either: i. cycling is not permitted or ii. cycling is not possible due to physical restrictions (e.g. steps) | Potentially suitable for cycle route network |
| Level 1 | Motor traffic free (grade-separated) crossing where cycling is permitted, | Suitable for advisory and cycle route networks |
| Level 2 | Crossings suitable for a cyclist who has achieved Bikeability Level 2, either cycling or dismounted as appropriate | Suitable for advisory and cycle route networks |
| Level 3 | Crossings suitable for only for a cyclist who has achieved Bikeability Level 3, either cycling or dismounted as appropriate | Not suitable for advisory network. Suitable for a cycle route network only where alterations are made. |
| Level 3.5 | Crossings where level of risk is a barrier to even the most competent and experienced cyclists, whether cycling or dismounted | Not suitable for advisory or cycle route network |

Level 3.5 crossings are very rare. At these crossings the level of risk is so high that their use is not considered advisable. None were found during this study.



Level 2 crossing being used by dismounted cyclist

3. CSNA - Plans and Findings

To accompany the final version of this report LB Merton have been provided with a link to a shared online web space containing the digitised mapping tables on which the following plans are based. These have been developed using Mapinfo ® GIS software.

The data used to develop the mapping was supplied by Merton Council under the Public Service Mapping Agreement with Ordnance Survey. It comprises the OS Master Map® Integrated Transport Network (ITN) layer containing the road network, plus the ITN Urban Paths theme which includes man-made footpaths, subways, steps, footbridges and cycle paths in all urban areas of Britain over 5 km².

Summaries and plans of the information included in the digital files are shown below.

3.1 Overall findings

The five plans below show the overall finding of the CSNA (without crossings to assist legibility). There is some overlap in the plans.

Note that pdf versions of these plans both with and without crossings have also been produced and provided separately to LB Merton. These are at a higher resolution than the versions below which should not be used for detailed assessment.

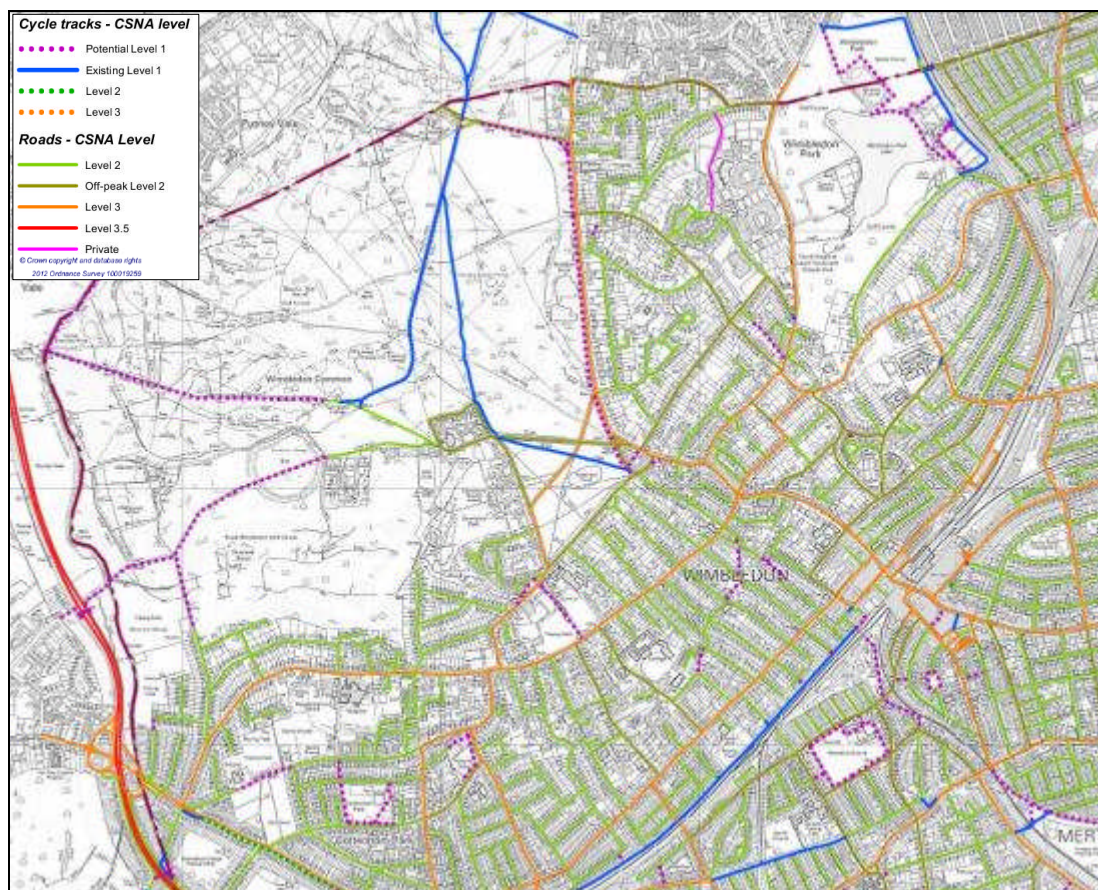


Figure 2: Wimbledon (north west of borough – not to scale)

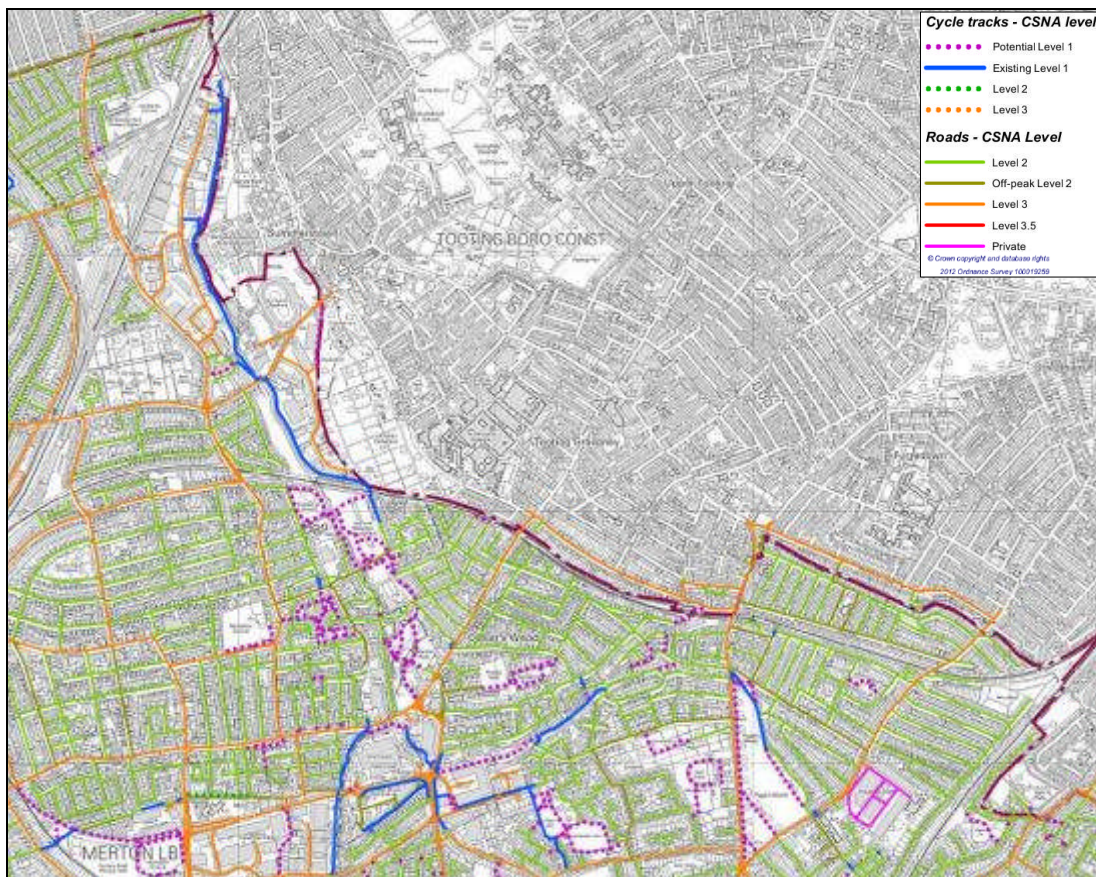


Figure 3: Colliers Wood (north east of borough – not to scale)

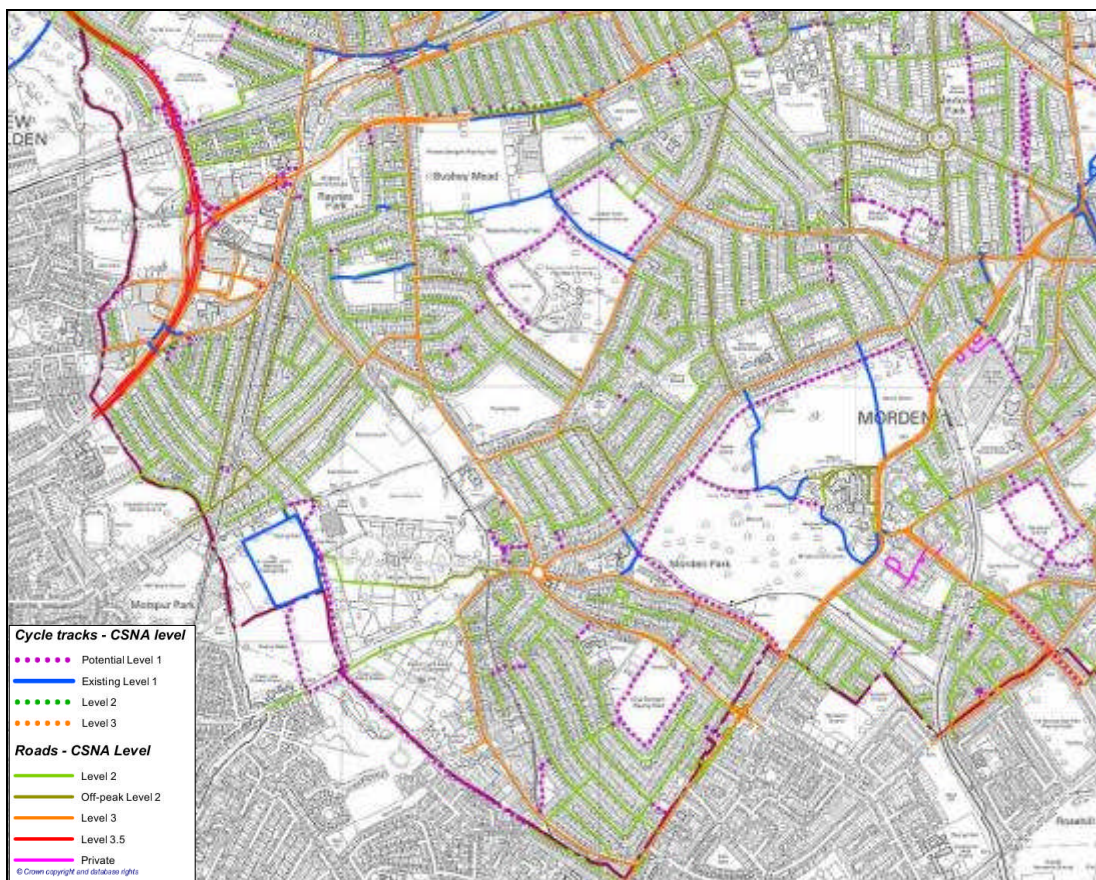


Figure 4: Raynes Park (south west of borough – not to scale)

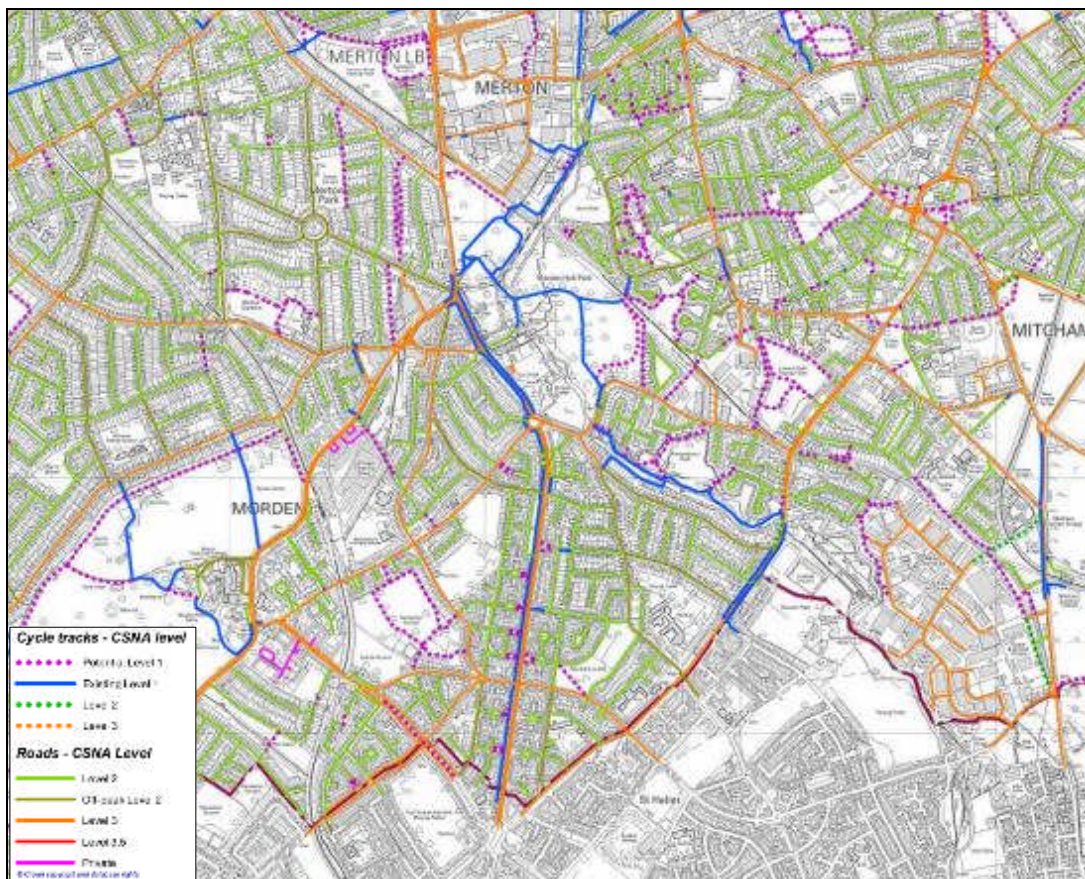


Figure 5: Morden (south of borough – not to scale)

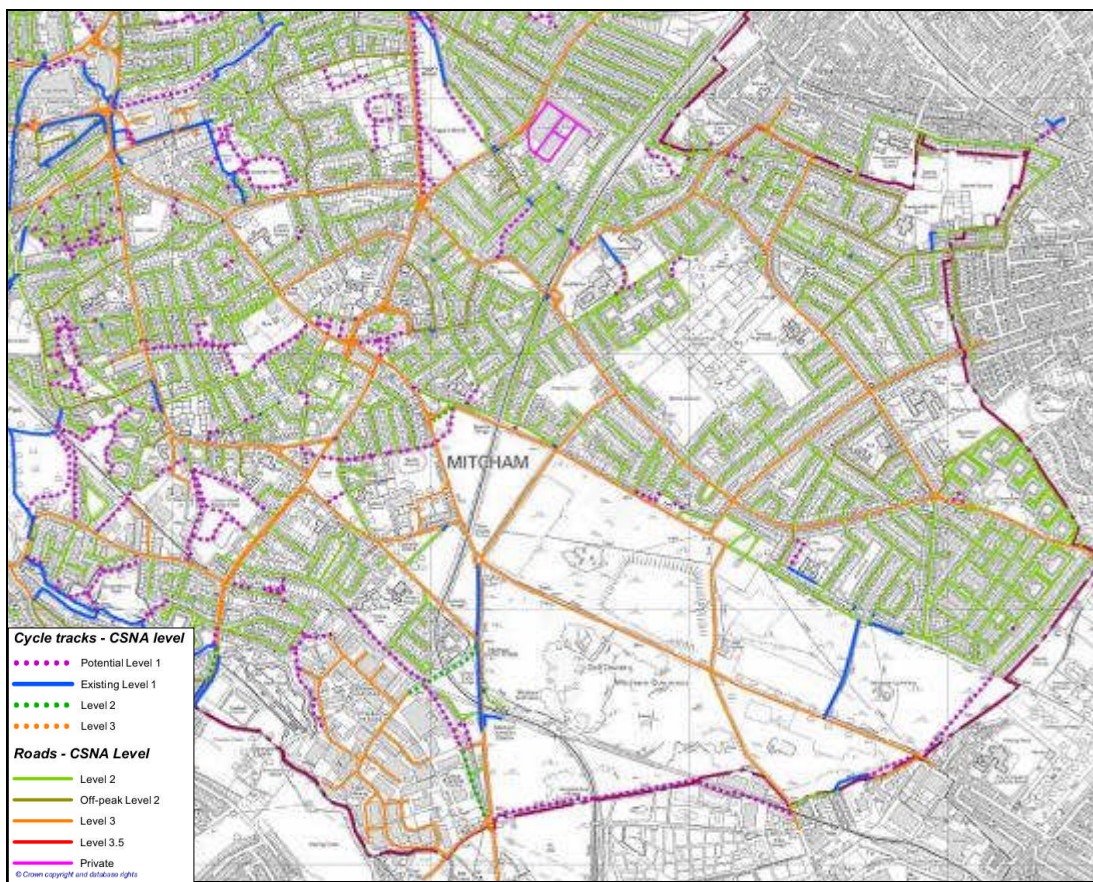


Figure 6: Mitcham (south east of borough – not to scale)

3.2 Roads

Approximately 431km of roads were surveyed across the borough. Table 1 shows lengths of roads in each classification. It should be noted that these figures are approximate since some sections of dual carriageway have been measured in both directions (due to Ordnance Survey’s method of recording roads).

| Level | Length (km) |
|------------------|-------------|
| 2 | 243.4 |
| Off-peak Level 2 | 43.1 |
| 3 | 131.5 |
| 3.5 | 10.8 |
| 4 (private) | 2.1 |

Table 1: Approximate length of roads by CSNA Level

Figure 7 below shows an overview of the CSNA classification for all roads in the borough. As might be expected, the majority of main roads (A and B roads) are classified Level 3 as are a number of other distributors. The only road classified as Level 3.5 is the A3 (NB the apparent classification of the section west of Raynes Park as Level 2 is due to the combination of parallel minor roads and rendering issues).

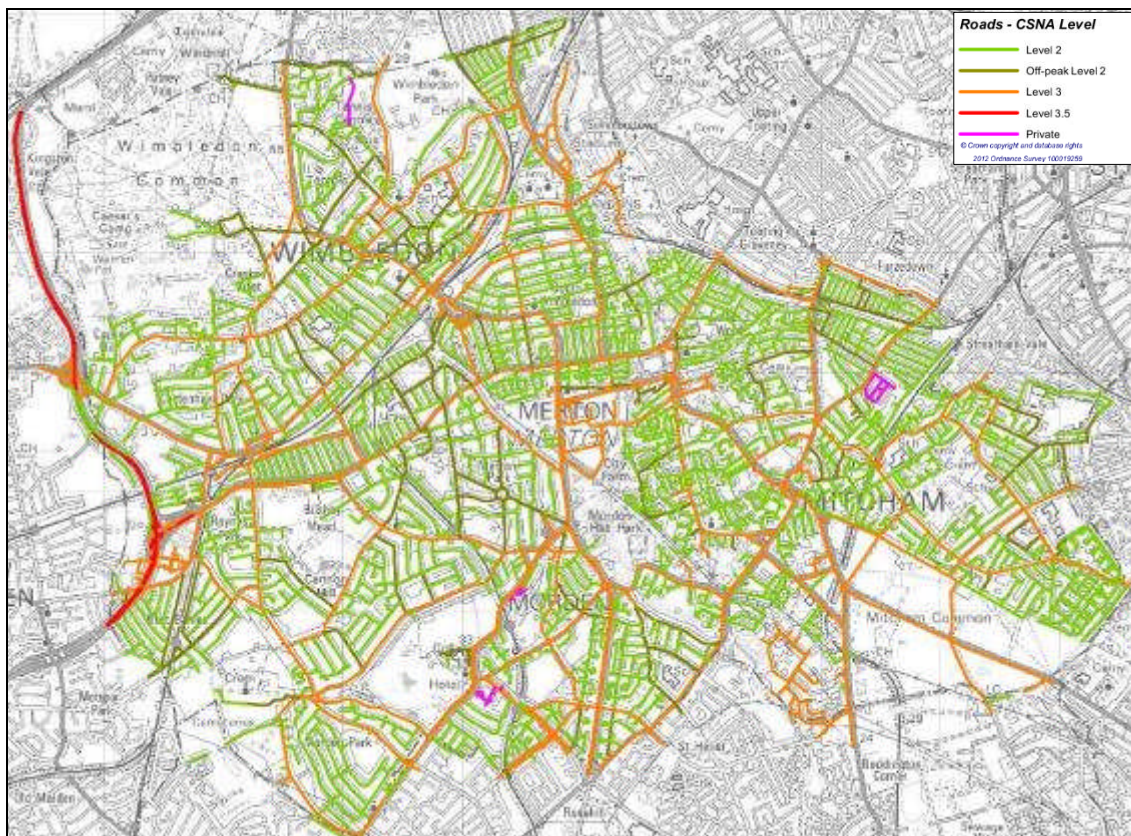


Figure 7: Roads overview (not to scale)

However, in common with virtually all urban areas which have been the subject of a CSNA, the predominant classification is Level 2. This is generally true across the borough.

In terms of barriers the major A roads form the greatest barrier to cycling for less confident cyclists. However, the levels of cycling witnessed on these during the survey show that they do not act as a deterrent to a considerable number of more confident cyclists. In the main these will be cyclists trained to Level 3 or who have developed skills at this level through their cycling experience.

While these roads may be busy, in some locations cycle infrastructure and pedestrian crossings enable moderately confident cyclists to travel through junctions, where they will feel most at risk, with reasonable ease. However these are infrequent and do not provide a coherent network suitable for cyclists without Level 3 training or experience.

3.3 Tracks

Figure 8 below gives an overview of the motor traffic free paths in the borough. The assessment of these includes both paths/tracks that can be cycled legally (Level 1) and footpaths which might provide useful links for dismounted cyclists wheeling their bicycles (potential Level 1). This category also includes paths where cycling is permitted, but the condition of the surface makes it difficult for all but dedicated all terrain bicycles. An example is the track on the west of Wimbledon Common.

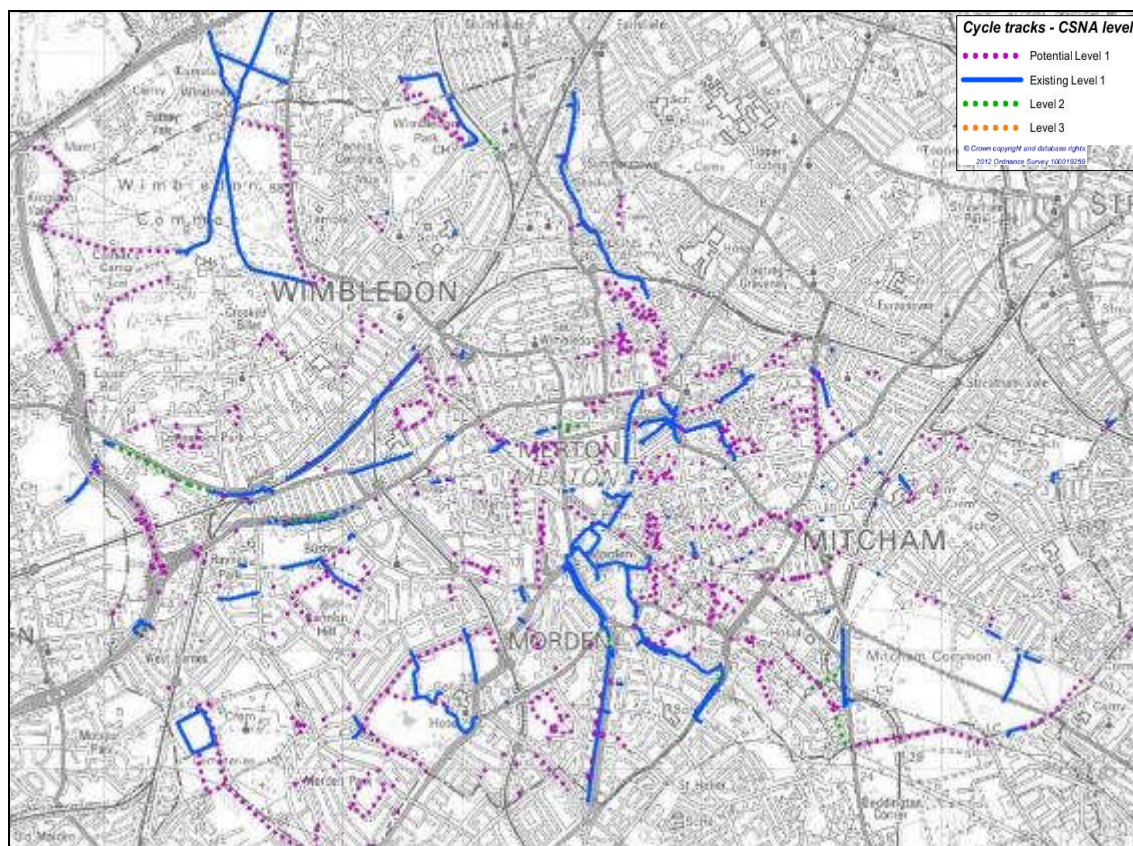


Figure 8: Tracks overview (not to scale)

The starting point for the audit of paths and tracks was the OS Urban Paths layer. This database contains a substantial number of paths, so much so that it would not have been possible to inspect all of these on site. However, many could be eliminated quickly, as a desk-based inspection showed they would give no particular advantage, except possibly to those living by them (e.g. alleyways to the rear of rows of terraced housing, and other paths with restricted access).

Table 2 shows the lengths in each classification, combining appropriate paths from the Urban Paths layer and tracks surveyed by Transport Initiatives. Over 89km of paths and tracks were surveyed.

| Level | Length (km) |
|-------------------|-------------|
| Potential Level 1 | 55.6 |
| 1 | 31.0 |
| 2 | 2.7 |

Table 2: Length of paths by CSNA Level

It must be stressed that the classification of a path as Potential Level 1 does not automatically mean that we recommend that cycling should be permitted or that works should be carried out. As noted above, these paths provide useful links for **dismounted** cyclists. They commonly fall into the category denoted on TfL’s cycle maps in purple with the notation “*Pedestrian only route which connects cycling sections – you must dismount as cycling is not permitted at any time*”.

However, the schedule of paths classified as Potential Level 1 would be useful as the starting point for a programme of investigation of future routes for cycling. Whether or not it might be possible for these paths to be suitable for cycling will depend on a number of factors, and would have to be addressed on a case by case basis.

All told some considerable advantage can be gained by cyclists from using a number of the paths available in the borough. In particular, the permission to cycle on many paths in parks in Merton provides considerable advantage to cyclists. It also shows that cyclists and other park users can coexist quite amicably, a lesson which might well be shared with other bodies responsible for open spaces in the borough. This was confirmed by repeated observation during the survey.

The network of cycleable paths in the Morden Hall Park area is particularly good, although some sections have rough surfaces and hence may be less attractive in darkness and in winter. This is a common issue with off road paths, not unique to Merton.

Compared with other CSNA surveys carried out by Transport Initiatives, Merton does not have a particularly high level of off-road cycling provision. However, there is plenty of opportunity to improve this by increasing access to many useful link paths in the borough. This would require addressing the restrictions (for all users) caused by the prevalence of staggered barriers on these paths, discussed later in this report.

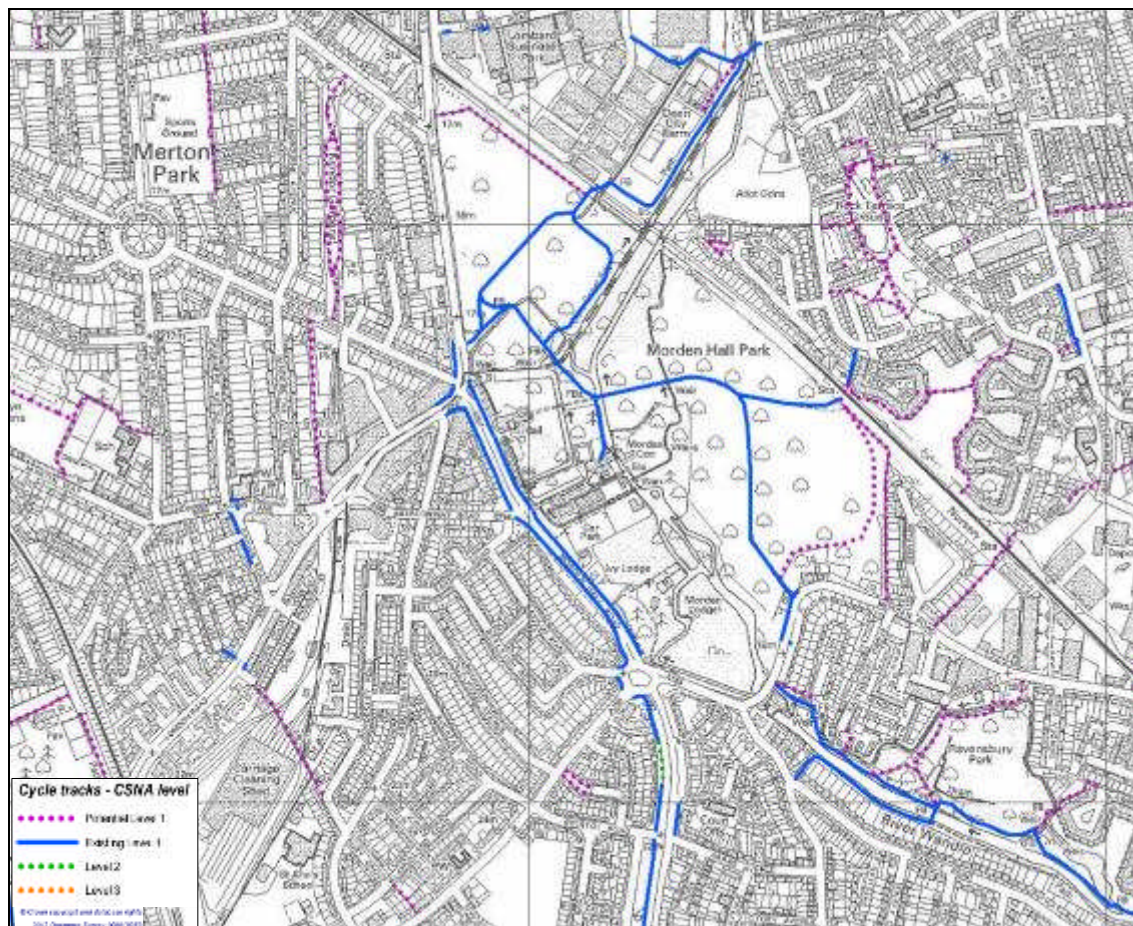


Figure 9: Tracks in Morden Hall Park & surrounding area (not to scale)

3.4 Crossings

Figure 10 gives an overview of the pedestrian and cycle crossings on roads classified higher than Level 2 in the borough, plus crossings of railways and tramways.

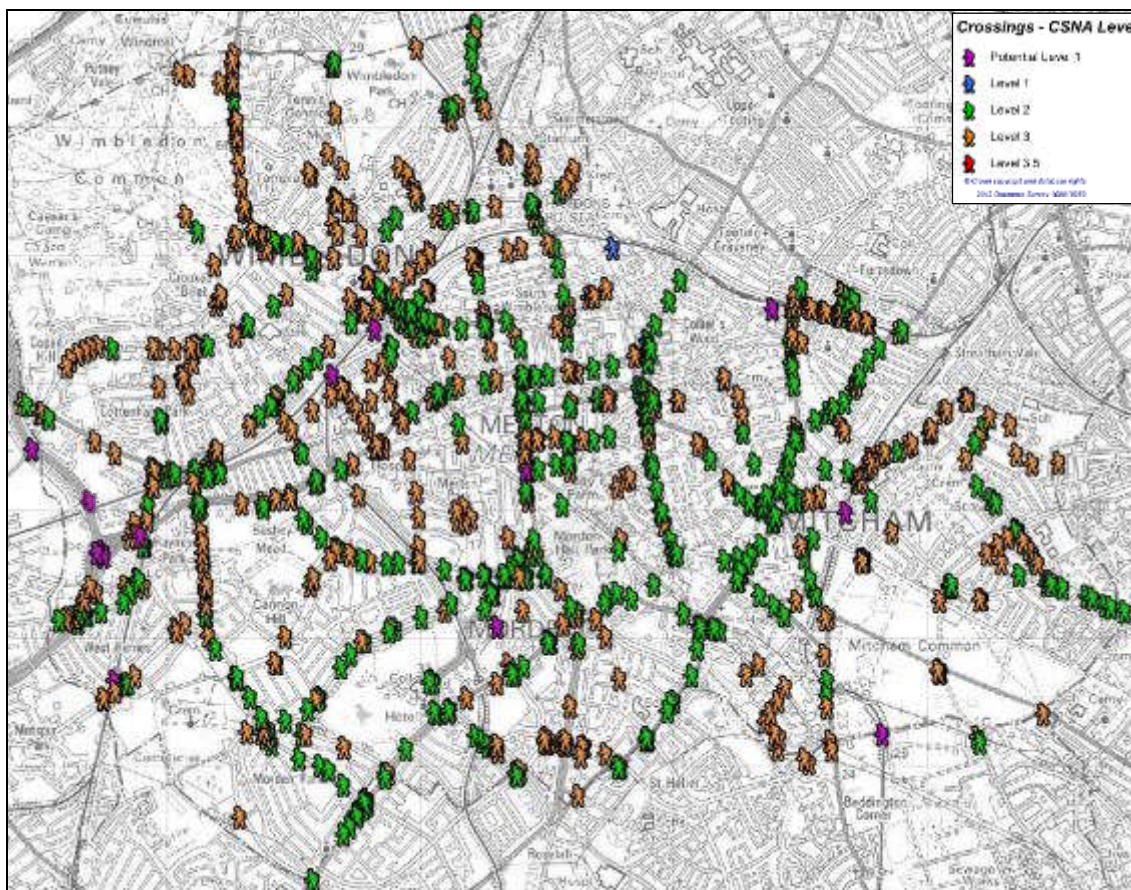


Figure 10: Crossings overview (not to scale)

Pedestrian crossings are surveyed in a CSNA because they can often provide a safe link which cyclists with Level 2 skills can use on foot to gain access between sections of road classed Level 2. Used this way they can help reduce the barriers that roads classed above Level 2 create for less confident cyclists.

However, only crossings that actually exist can be assessed. The survey does not consider where crossings would be useful but are not provided. Further deeper analysis of the CSNA findings would allow the council to build a picture of where new crossing provision, or improvements in existing provision, could best be provided.

In all, 10 railway bridges and 886 road crossings were assessed (the latter include tramway crossings as they are at grade). Table 3 shows road crossings at each level.

The proportion of road crossings assessed as Level 1 or 2 was 47.4%. This is relatively low and can usefully be compared to the figures for Southwark (73.5%) and Camden (87%, the highest we have assessed in London). This figure gives a rough idea of the overall quality of pedestrian crossing provision.

| Level | Number |
|-------|--------|
| 0 | 7 |
| 1 | 1 |
| 2 | 419 |

| | |
|---|-----|
| 3 | 459 |
|---|-----|

Table 3: Road crossings by CSNA Level

Table 4 lists the different types of road and tramway crossings with subcategories. A full schedule of crossings is provided in Appendix B.

| Type | Sub-category (if any) | Number |
|-------------------------------------|---|--------|
| At grade tramway crossing | | 7 |
| Cycle phase | | 1 |
| | <i>with refuge(s)</i> | 2 |
| Cycle/pedestrian phase | | 4 |
| | <i>with refuge or island</i> | 11 |
| Dropped kerb (one side only) | | 6 |
| | <i>with build-out - cycles only</i> | 1 |
| Dropped kerbs (both sides of road) | | 184 |
| | <i>cycles only</i> | 1 |
| | <i>shared cycles/pedestrians</i> | 4 |
| | <i>at raised table</i> | 1 |
| | <i>with build-out(s)</i> | 14 |
| | <i>with build-outs - shared cycle/pedestrian</i> | 1 |
| Dropped kerbs with refuge or island | | 218 |
| | <i>cycles only</i> | 1 |
| | <i>shared cycle/pedestrian</i> | 4 |
| | <i>with build-out(s)</i> | 5 |
| Pedestrian phase | <i>with refuge & island</i> | 4 |
| | | 40 |
| | <i>at tramway crossing</i> | 2 |
| | <i>on raised table</i> | 3 |
| | <i>with island(s)</i> | 61 |
| | <i>with refuge</i> | 24 |
| Pedestrian/cycle phase | <i>with refuge & island(s)</i> | 12 |
| | <i>diagonal across cross-roads (no dropped kerbs)</i> | 1 |
| | | 2 |
| | <i>with island</i> | 1 |
| Pegasus (Puffin type) | | 1 |
| Pelican | | 24 |
| | <i>at raised table</i> | 4 |
| | <i>with build-out(s)</i> | 6 |
| | <i>with refuge or island</i> | 12 |
| | <i>with refuge & build-outs</i> | 1 |
| | <i>with refuge at raised table</i> | 1 |
| Puffin | | 15 |
| | <i>with build-outs</i> | 1 |
| | <i>with refuge or island</i> | 2 |
| | <i>with refuge at raised table</i> | 1 |
| Raised table at junction | | 35 |
| | <i>with build-out(s)</i> | 5 |
| | <i>with refuge</i> | 8 |
| Raised table junction | | 13 |
| Raised table | | 25 |
| | <i>with build-out(s)</i> | 9 |
| | <i>with refuge or island</i> | 13 |
| | <i>with refuge & build-outs</i> | 3 |
| Signalled junction | <i>with dropped kerbs only</i> | 5 |
| | <i>with refuge or island</i> | 10 |
| Subway / tunnel | <i>under road</i> | 7 |
| | <i>under railway</i> | 1 |
| Toucan | | 9 |

| | | |
|-------|-------------------------------------|----|
| | <i>Puffin type</i> | 6 |
| | <i>Puffin type with refuge</i> | 1 |
| | <i>with refuge or island</i> | 6 |
| | | 16 |
| Zebra | <i>on raised table</i> | 5 |
| | <i>with build-outs</i> | 1 |
| | <i>with island</i> | 4 |
| | <i>with refuge</i> | 17 |
| | <i>with refuge & build-outs</i> | 1 |
| | <i>with refuge on raised table</i> | 3 |

Table 4: Types of road crossings

One concern is the high proportion of refuges or islands that are too narrow for dismounted cyclists to wait in them safely, i.e. 1.6m or less. At these crossings a cyclists cannot wait without part of the bicycle protruding into traffic. Normally crossings with refuges are classed as Level 2, but where refuges or islands are narrow these become Level 3. This includes a significant number of zebra and pelican crossings and signalled junctions (i.e. with no pedestrian phase). Such crossings are also unsuitable for wheelchair users and for parents with pushchairs or prams.

Two examples are shown below. Although there are traffic signals at CR842, the lack of a pedestrian phase combined with the narrow island means it is classified Level 3.



Crossing CR842: Grand Drive south of junction with Crossway, with narrow refuge



Crossing CR780: Cannon Hill Lane at junction with Kingston Road (NB no tactile paving)

4. Crossing issues and opportunities

4.1 Dropped kerbs

While not a formal part of the study, TI was aware that the provision and quality of dropped kerbs within the borough was of concern. Having carried out many CSNA studies we are very aware that while a CSNA is primarily designed to measure cycle accessibility, the inclusion of crossing does give us a very good idea of the overall quality of the pedestrian environment. Indeed we are usually struck with how poor this environment is, particularly for those with reduced mobility, wheelchair users, parents with prams and pushchairs and the elderly.

The most common issue we see while carrying out a CSNA is the lack of or poor quality of dropped kerbs. For cyclists poor or missing dropped kerbs are an inconvenience but for wheelchair users, parents with pushchairs and the elderly they can be the difference between making a journey or not.

Merton, in common with most other areas surveyed, has a mix of good and bad pedestrian public realm. Where new developments and infrastructure has been introduced the quality is on the whole very good (for example, on Copse Hill there is a crossing to a high standard at the development on the former hospital site, but other crossings of the same road are to a lower standard with much narrower refuges).

However, if the area next to a new development has poor or no adequate dropped kerbing pedestrian access to the good sections may be restricted for those with reduced mobility. The dropped kerbs at most of the crossings audited were adequate. Extreme exceptions are noted in the comments in the crossing schedule (Appendix 2). Some examples of poor kerbing at crossings are shown below.



Crossing CR142 Eastfields Road west of junction with Grove Road (by Mitcham Eastfields station)



Crossing CR447 Avebury Road junction with Merton Hall Road



Crossing CR607 Durnsford Road north of railway bridge



Crossing CR778 Merton Hall Road junction with Kingston Road
Dropped kerb on one side only or using driveway/access



Crossing CR428 Prince Georges Road



Crossing CR445 Toynbee Road – paths on both side but only one dropped kerb



Crossing CR451 Merton Hall Road opposite junction with Henfield Road – end of cycle track but no crossing for pedestrians



Crossing CR638X Quicks Road west of Haydon's Road – dropped kerbs on footways but not island (also no tactile paving)

4.2 Tactile Paving

Although not directly relevant to cycling, we have recorded whether tactile paving is present at crossings. Nearly a third (31.5%) of the 885 road crossings assessed had either no tactile paving (265 crossings) or only partial provision (14). This is higher than in a number of other studies we have undertaken. However, as we have not collected this data in every previous audit we cannot say how representative this is.

The 14 crossings with partial tactile paving were generally missing it in a refuge or island. Where this is the case it will have been noted in the comments for that crossing (see Appendix B, Crossing Schedule).



Crossing CR382 Stonecot Hill service road south of junction with Tudor Drive



Crossing CR627 Haydon's Road junction with Merton High Street – tactiles on footways but not at refuge



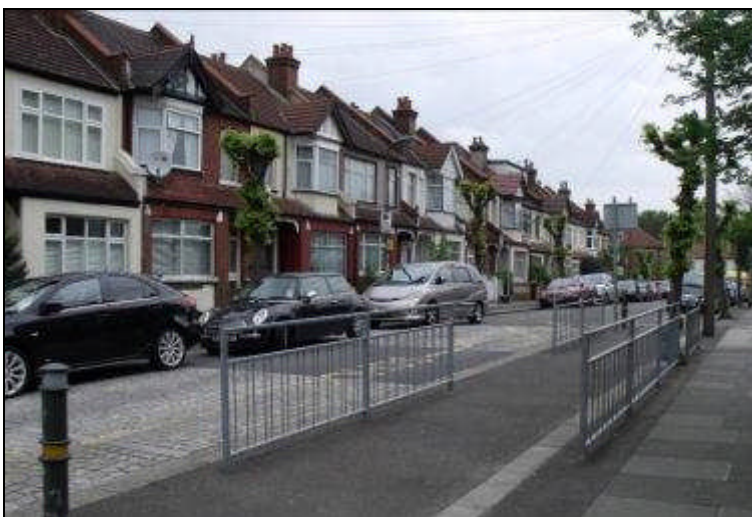
Crossing CR890 Lower Morden Lane west of roundabout

4.3 Accessibility

There are a number of locations where accessibility for pedestrians and dismounted cyclists could be improved or is unnecessarily obstructed. Examples are shown below.



CR073 St Mark's Road junction with Baker Lane – crossing of raised table blocked by parking



CR125 Frinton Road outside school – crossing on raised table blocked by parking



CR753 St George's Road – crossing with dropped kerbs & wide island blocked by parking bay

4.4 Misaligned crossings

There are a number of locations where dropped kerbs at crossings are not sited directly opposite each other, which might cause problems for those crossing the road. Examples are shown below.



CR349 Middleton Road north of junction with Green Lane



CR536 Cottenham Park Road junction with Cope Hill – refuge not aligned with dropped kerbs on footway



CR788 David Lloyd Centre access road junction with Bushey Road – cycle track crossing not aligned with island (and bollard makes situation worse)

4.5 Narrow refuges

There are over 140 crossings with refuges of 1.6m or less wide, where dismounted cyclists cannot wait safely as bicycles protrude either side. These are also unsuitable for wheelchair users and people with pushchairs or prams. Examples are shown below.



Crossing CR373 Lower Morden Lane junction with Epsom Road (1.2m refuge in reservation)



Crossing CR507 Coombe Lane (1.2m refuge plus very narrow kerb between cycle track & road)



Crossing CR621 Waterside Way junction with Plough Lane (1.2m refuge, intended for shared use by cyclists and pedestrians!)

5. General issues and opportunities

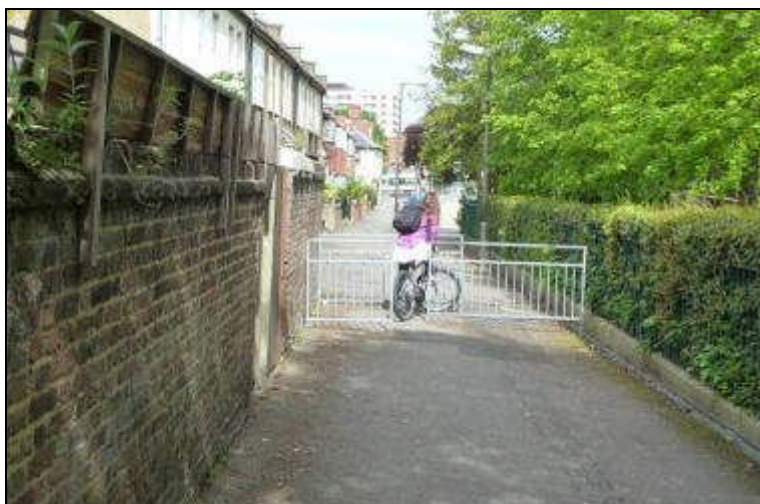
5.1 Barriers on paths used by cyclists

Access for cyclists along a considerable number of cycle paths in Merton (or other paths where cycling is allowed) is often made significantly difficult by barriers. There are also very many locations where barriers have been installed in locations where it is not clear whether cycling is permitted. While one barrier might be sufficient to slow cyclists, most locations have two or even three.

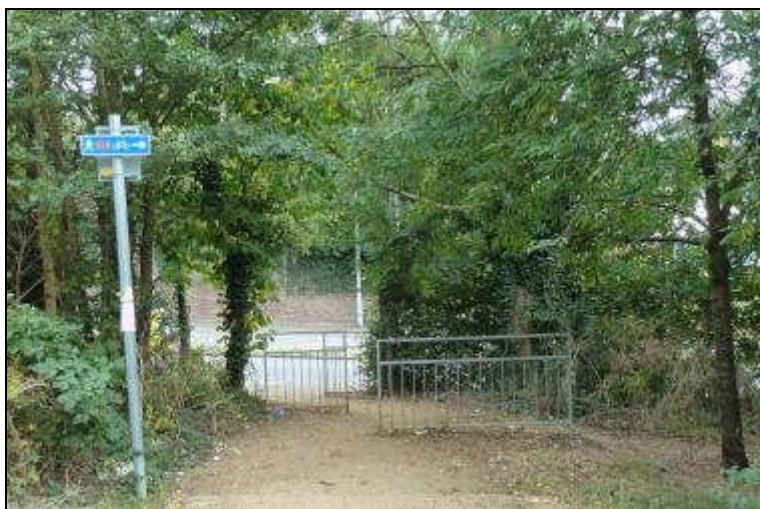
These barriers also create major problems for pedestrians, especially those with impaired mobility or with pushchairs or prams. The effects on wheelchair users and other people with disabilities may be even more serious. It is arguable that barriers contravene the Equality Act 2010, successor to the Disability Discrimination Act (DDA).

It should be noted that there is no evidence that barriers have a greater effect on slowing cyclists than well designed and installed sets of bollards. Indeed in some cases they can actually make it more hazardous, for example by increasing the likelihood of a less experience cyclist losing control or catching their handlebars in the barriers. Examples of both these were observed during the survey.

There are many locations in the borough where barriers unnecessarily obstruct access. A small selection of examples is shown below – many more could have been chosen.



High Path: is such a severe barrier really necessary?



Morden Park – Epsom Road access point – note evidence of users going around barrier



Entrance to path off Fleming Mead (signed as cycle route)

5.2 Other barriers

In a number of locations road closures have been installed to achieve traffic management improvements, for example to stop rat running. Many of these have taken the form of locked gates, with gaps of left for cyclists. However these are often narrow or tortuous, and difficult to manoeuvre around or through.

In almost all the cases where gates have been used to create a road closure it would have equally possible to use one or more bollards. Indeed there are also many other locations where bollards have been used. There is no apparent difference between the sites which would make the use of gates advisable.



Very narrow shared use path, Love Lane – two bollards would work just as well

5.3 Surfacing and vegetation management

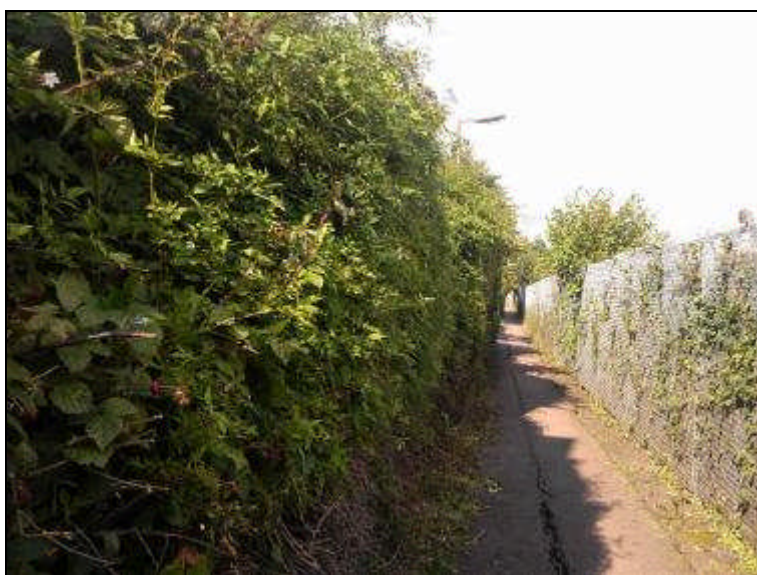
Many of the paths provided across parks in Merton where cycling is permitted have an unsealed (dust or gravel) surface. Understandably, there are locations where this is the only option for environmental or aesthetic reasons, for example Wimbledon Common. However there are many locations where the unsealed surface has led to major defects causing problems for cyclists and indeed other path users, especially in wet weather.

While funding may not permit these paths to be resurfaced in the near future, attention should be paid to any further deterioration which might reduce their usability even further. At the very least a regular inspection schedule should be set up and management of vegetation carried out to prevent the build-up of mulch and drainage problems.



NCN20, by Dean City Farm

In other locations such as the Railway Path (between Wimbledon and Raynes Park stations) there are other problems caused by encroaching vegetation blocking sightlines and causing a hazard due to shoots growing across the path. This is a particular problem at the Railway Path as it is already constrained in width.



Railway Path – brambles at eye level (and path surface damage)



River Wandle path – vegetation reducing visibility at bend



Well-maintained path, Wimbledon Common

5.4 Signing of cycle infrastructure

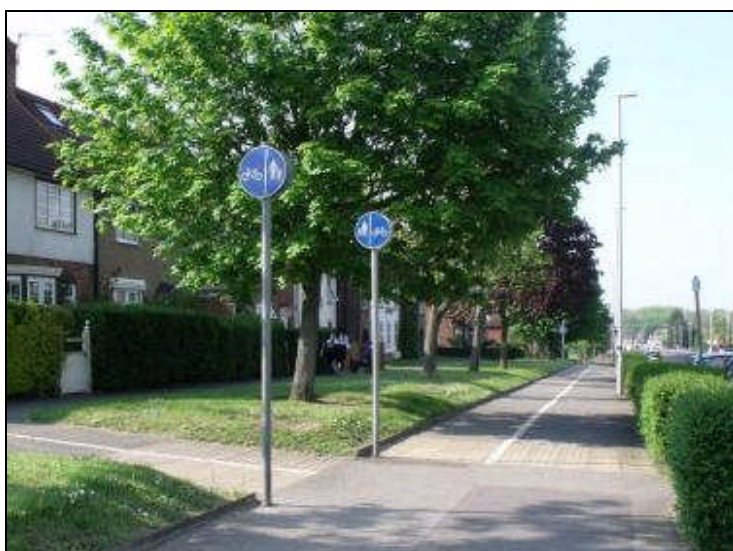
There are a number of locations in Merton with a reasonable density of cycle infrastructure. However, the signing of this is mixed. Where traffic free shared paths are in place there is often little or no signing to indicate where these start or finish. Even cyclists with local knowledge will find it difficult to locate their local paths.

Often the first indication of a path is a shared path sign (TSRGD Diag. 956) on a post or lamp column some distance after the start of a path. Cyclists who might use the facility may therefore fail to gain its full benefit. Lack of indication of path ends may also lead to cyclists continuing on the footway in locations that would cause hazard to pedestrians. Unclear signing and also encourages illegal footway cycling in other locations – if it is not clear where cycling is legal, there is a strong temptation to assume it is allowed in more locations than is actually the case.

The photographs below show some examples of poor path signing, including the shared use path along St Helier Avenue which has a high degree of inconsistent signing.



St Helier Avenue – segregated (white line) or not (sign)?



St Helier Avenue – cycling on left or right?

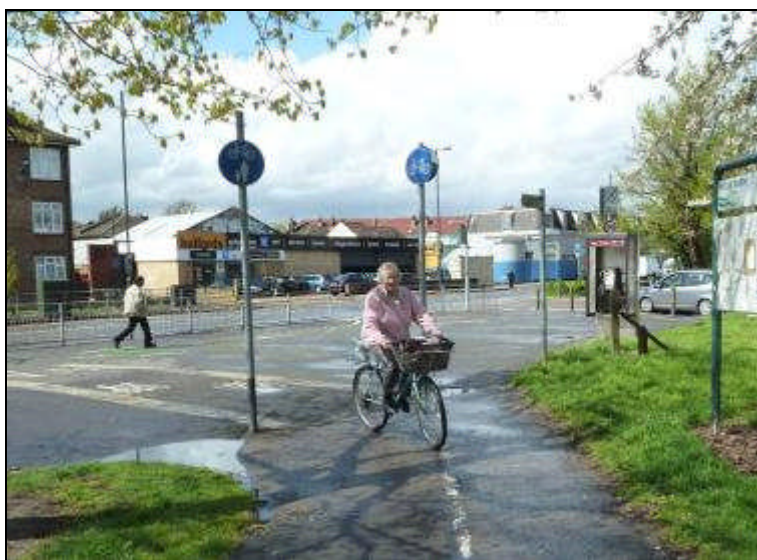


Pelican crossing of Morden Hall Road but treated as a Toucan

At the path along Church Road shown below there is only an indication, though marking, of any provision for cyclists travelling south from the junction with Phipps Bridge Road. Pedestrians crossing the road may not be aware that the path is for cycle use and indeed many prefer to use it in preference to the footway.



Start of separate footway and cycle track at Church Road



Figgs Marsh: shared, segregated or cycles only?

We would recommend that Merton uses this report to help review its policy for signing of motor traffic-free routes and cycling facilities and enforce this for new facilities once the review is complete.

There are many other issues regarding consistency and accuracy of existing signing, as shown in the final photograph below. We would therefore also recommend, following the review of signing policy already recommended above, **the council should carry out an audit of all existing cycle signing and amend this to comply with any changes in policy.**

“Cyclists Dismount” signs

There are many places where Cyclists Dismount signs are used contrary to guidance or where with a small amount of consideration a route could have been continued. A few examples can be seen below.



Morden Hall Road – dismount sign but markings indicate cycling allowed



Path by The Pickle – path continues around corner at same width



South Park Road – exemption from No Entry signing now permitted

5.5 Direction signing

As with other signing, cycle direction signing has been built up over many years and there are many inconsistencies.

We recommend that the council reviews its cycle direction signing policy and how this is implemented effectively and consistently. As part of the review it should carry out an audit of existing cycle signing and prepare a programme of works to ensure existing signing of facilities is consistent with the revised signing policy. A number of London boroughs have carried out similar reviews, such as Hounslow and Ealing.



North Road – excessive signing (and incorrect background colour)



Fig's Marsh – damaged (and unclear) signing

5. Conclusions

5.1 Existing situation

In general, provision for cycling in Merton could be described as patchy at best. While there are some good routes, they are generally discontinuous with links between them being of a lesser standard. There are also examples of poor provision, with some facilities offering so little benefit that their removal would actually improve cycling.

Signing is also generally poor, with inconsistent signs for facilities. The lack of a strategy for route signing is also apparent in the choices of route destinations shown on direction signs.

5.2 Potential

However we do believe that there is a great deal of potential for cycling in Merton. Our experience is that cycle trips across the borough can already be quick and convenient for those cyclists who are prepared to deal with existing road conditions. With a relatively small amount of work the provision for less experienced cyclists (i.e. those with Level 2 skills) could be increased significantly, by creating short links and improved crossings between areas with Level 2 roads. Some more intensive provision could then be added where required.

We feel that the best approach would be to develop an area to a high standard, or the rest of the borough.

Finally, in our surveying we encountered a wide range of existing cyclists. Their presence shows that people do cycle in Merton, from all backgrounds, and they should be used as role models to show the general public that cycling is something that can be done by normal people in normal clothes – or even very smart clothes, as can be seen on the front cover!



Mother & child using one of the cycle paths on Wimbledon Common

Appendix A

Assessment of key corridors

Background

Transport Initiatives was asked by LB Merton to look at five key corridors where the council has aspirations for improved cycle provision, and make brief comments based on the CSNA. These are listed below and shown in Figure 11. The first three are the more immediate priorities for the council.

- A. Merton High Street - extension to Cycle Superhighway**
- B. Railway Path (Wimbledon to Raynes Park)**
- C. Green Lane (Worcester Park – Morden)**
- D. Colliers Wood to Beddington Lane**
- E. New Malden to Wimbledon via Raynes Park**

The comments made below are based on a brief investigation of each corridor, carried out in conjunction with the CSNA. A full study of each corridor would be required in order to decide on what works are needed, if any, and the possible costs.

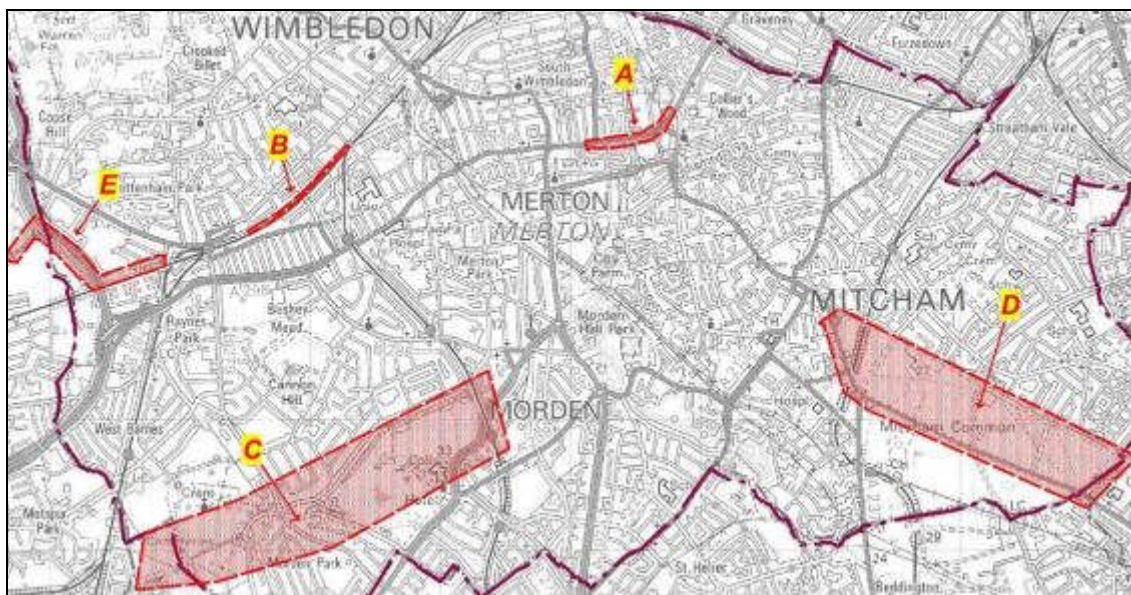


Figure 11 Key corridor areas

A. Merton High Street - extension to Cycle Superhighway

A combination of Cycle Hub funding, LIP funding and Mayor’s Regeneration funding is envisaged to enable the extension of Cycle Super Highway 7 from Colliers Wood tube station to Haydons Road. The area is highlighted in red in Figure 12 below.

This corridor runs mainly along High Street Colliers Wood and Merton High Street, both Level 3 roads. There is limited scope for any alternative route alignments close to the corridor. Any route design will therefore have to run along the main roads and include measures to address the combination of parking and heavy traffic flow. Any measures to improve cycling along Merton High Street should also address the lack of provision through the closures at the southern end of four minor roads to the north.

It is likely that any feasible design will continue to be suitable for Level 3 cyclists only. A route suitable for Level 2 cyclists will require more significant measures such as removal of parking.

An alternative route alignment is possible to the north along Level 2 roads via Bygrove Road and South Road. This has potential for a more direct route towards Wimbledon. There is also some scope for a route through Wandle Park by allowing cycling on the existing paths (as in other parks in Merton). This could provide an alternative to the southern end of High Street Colliers Wood. However the benefits which might be provided by this are limited by the absence of any connections to the west of Wandle Bank between South Road and Merton High Street.

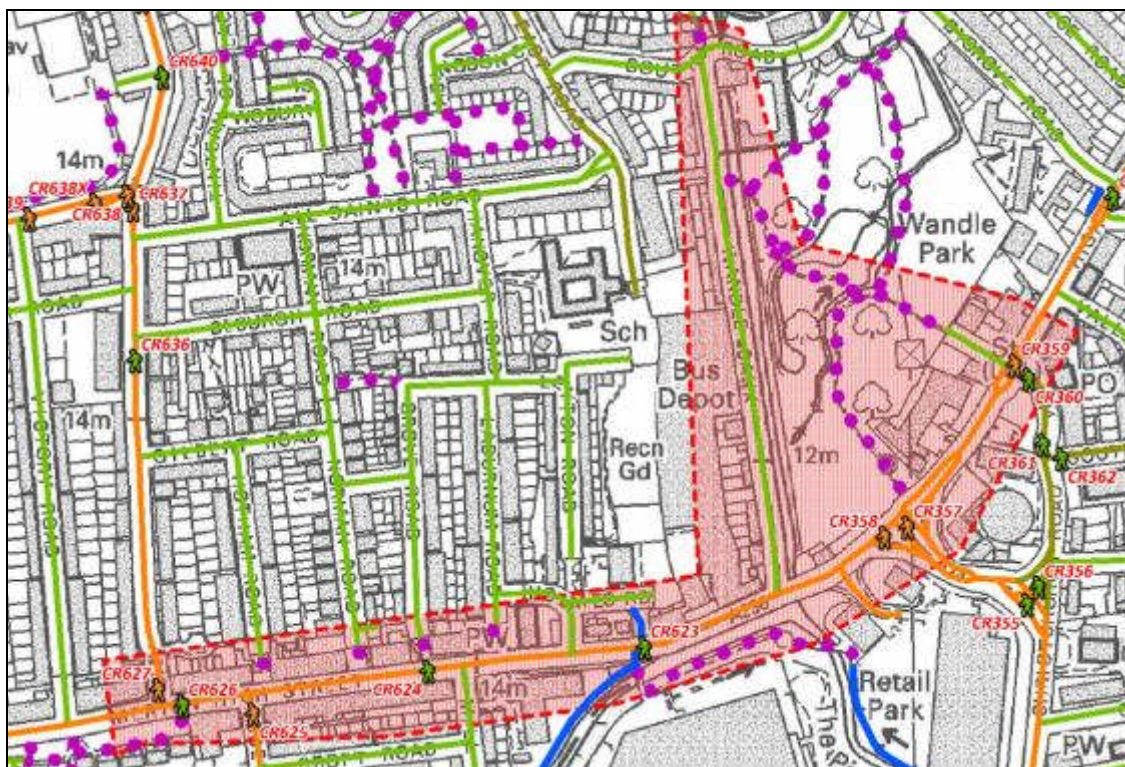
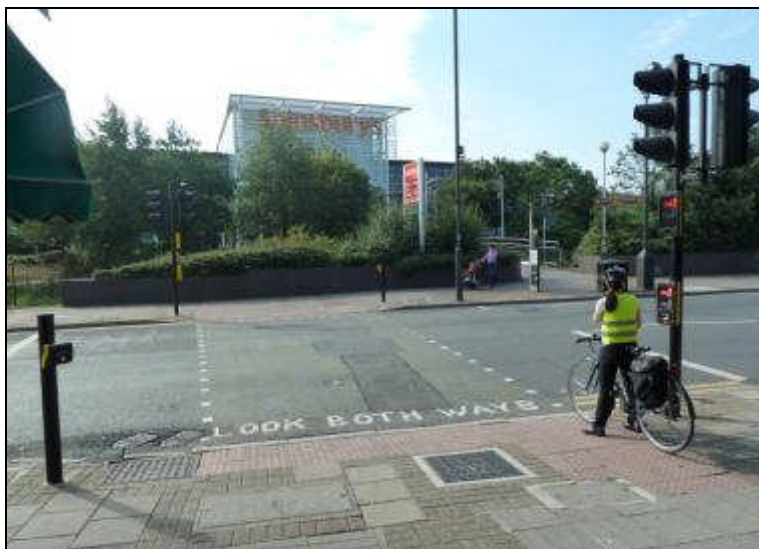


Figure 12 Corridor A – Merton High Street

By the retail park area west of The Pickle an existing path (part of the Wandle Trail) links two sections of existing cycle track. Cycling is not allowed on this path (centre photo on page 29) although it is wide enough to be converted to shared use. This path would also provide a link to the cycle parking area at Sainsbury’s hypermarket.

Almost all of the minor roads north of Merton High Street are closed at their southern ends. Access for cyclists through these road closures is generally poor, the exception being the eastern end of Holmes Road where a short section of track links to a Toucan crossing (CR623). This provides a connection to the retail park entrance via a bridge across the River Wandle.



Toucan crossing CR623 across Merton High Street



Bridge across River Wandle & cycle parking, Sainsbury's Colliers Wood

Outline recommendations:

- i. Route to run along High Street Colliers Wood and Merton High Street, with appropriate measures**
- ii. Convert path section along River Wandle (east of bridge) to shared use to link existing cycle tracks**
- iii. Investigate suitability of routes through Wandle Park for cycle use to allow link to All Saint's Road**

B. Railway Path (Wimbledon to Raynes Park)

This scheme was partially completed in 2011/12. Further work is envisaged between Wyke Road and Elm Grove. The area is highlighted in red in Figure 13 below.



Figure 13 Corridor B – Railway Path

The path forms a very useful link between Raynes Park and Wimbledon, allowing less confident cyclists to avoid the busy Level 3 Worple Road. However it is consistently narrow along its whole length, with some sections being less than 1.4m between boundaries. There is also a considerable amount of encroaching vegetation as well as garden extensions, which have the effect of further narrowing the usable width. There has also been some damage to boundary fencing causing hazards to path users.



Damaged fencing, Railway Path

The path surface has a number of serious defects, including longitudinal cracks (see bottom photo, page 25). While work has been carried out to improve the northern section, the southern section (south of Elm Grove) is still poor.

The crossing of Lower Downs Road (CR770) is a significant barrier along the route. It is classified as Level 3, due to the combination of poor visibility, poorly aligned kerbs and lack of traffic control. This considerably reduces the benefit of the route for both cyclists and pedestrians. The position and alignment of gullies on both sides of Lower Downs Road are also poor



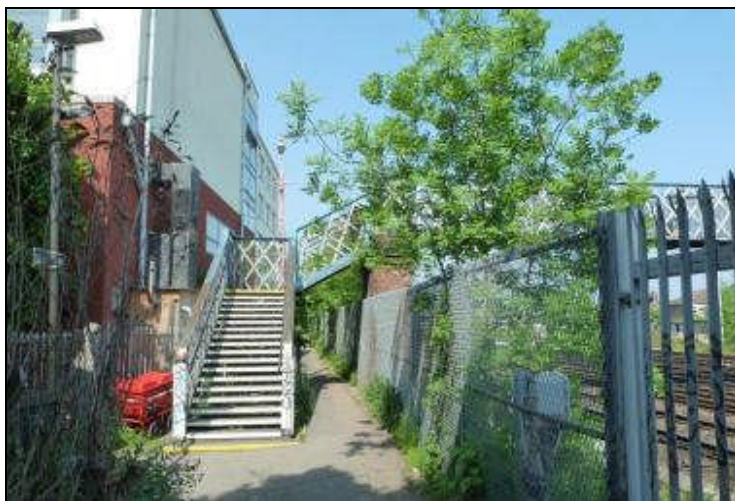
Crossing CR770 Railway Path / Lower Downs Road

There are only three crossings of the railway along the route. Lower Downs Road is the only at-grade crossing, but as with the crossing of the road itself it is very cycle unfriendly due to the narrow tunnel. The situation for pedestrians is not much better as the footway through the subway is also of very limited width, restricted further by the bollards along the carriageway edge.



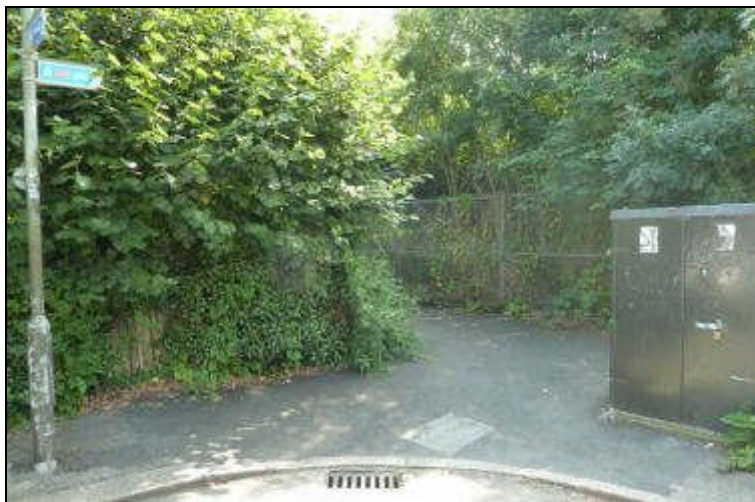
Tunnel under railway, Lower Downs Road

The other two crossings are both footbridges (BR05 Elm Grove – Merton Hall Road and BR04 Alt Grove). Neither bridge has a wheeling ramp for bicycles.



BR04 Footbridge across railway crossing, Elm Grove

The western end of the path is at Wyke Road, classified as off-peak Level 2 due to the high level of parking along the road (presumably by commuters using Raynes Park station). This also obstructs both footways causing significant problems for pedestrians. Where the path joins Wyke Road there is poor visibility caused by the utility cabinet and overgrown vegetation, plus a hazardous gully in the centre of the dropped kerb.



Southern end of Railway Path at Wyke Road, Raynes Park

Outline recommendations:

- i. **Widen path as much as possible within the existing boundaries, and investigate possibility of moving railway boundary fence**
- ii. **Improve maintenance regime with regular cutting back of vegetation (possibly using volunteer path rangers) and attention to surface defects**
- iii. **Investigate options for improved crossing of Lower Downs Road - signalised alternate way working through the tunnel would also allow the provision of a Toucan crossing**
- iv. **Improve conditions along Wyke Road - investigate parking restrictions (probably along southern kerb), replace gully grate at eastern end, clear vegetation and extend southern footway to junction with Pepys Road**
- v. **Investigate wheeling ramps at Elm Grove and Alt Grove footbridges**

C. Green Lane (Worcester Park - Morden)

This corridor encompasses the route between Worcester Park and Morden town centre. The area is highlighted in red in Figures 14 and 15 below.

A comprehensive study would be required to investigate measures to be implemented on the roads and paths along the route. The comments below are limited to general observations on the current situation, followed by outline recommendations to be considered as part of a future study.

We understand that the scheme could compliment cycle improvements to the A24 that TfL currently has programmed from 2012/13 (published for consultation in October 2012). Collaborative working will also be needed with London Borough of Sutton at the western end of the route.

The route can be divided into four broad sections:

- Green Lane – Lower Morden Lane (off-road)
- Lower Morden Lane (on-road)
- Morden Park (off-road)
- Morden Park – Morden town centre (on-road)

Green Lane – Morden Park

This section runs from Green Lane Primary School (in Sutton) to Morden Park. The Sutton section of Green Lane is a cul-de-sac with a rough unsealed surface east of the

school as far as a track heading north. It continues eastward as a rough surfaced path as far as the borough boundary with Merton. The whole length in Sutton has byway status although bollards prevent vehicles using the section east of the track.

Between the borough boundary and the junction with Lower Morden Lane, Green Lane is a wider but still poorly surfaced track. Although it has bridleway status it carries light motor traffic for the riding stables.

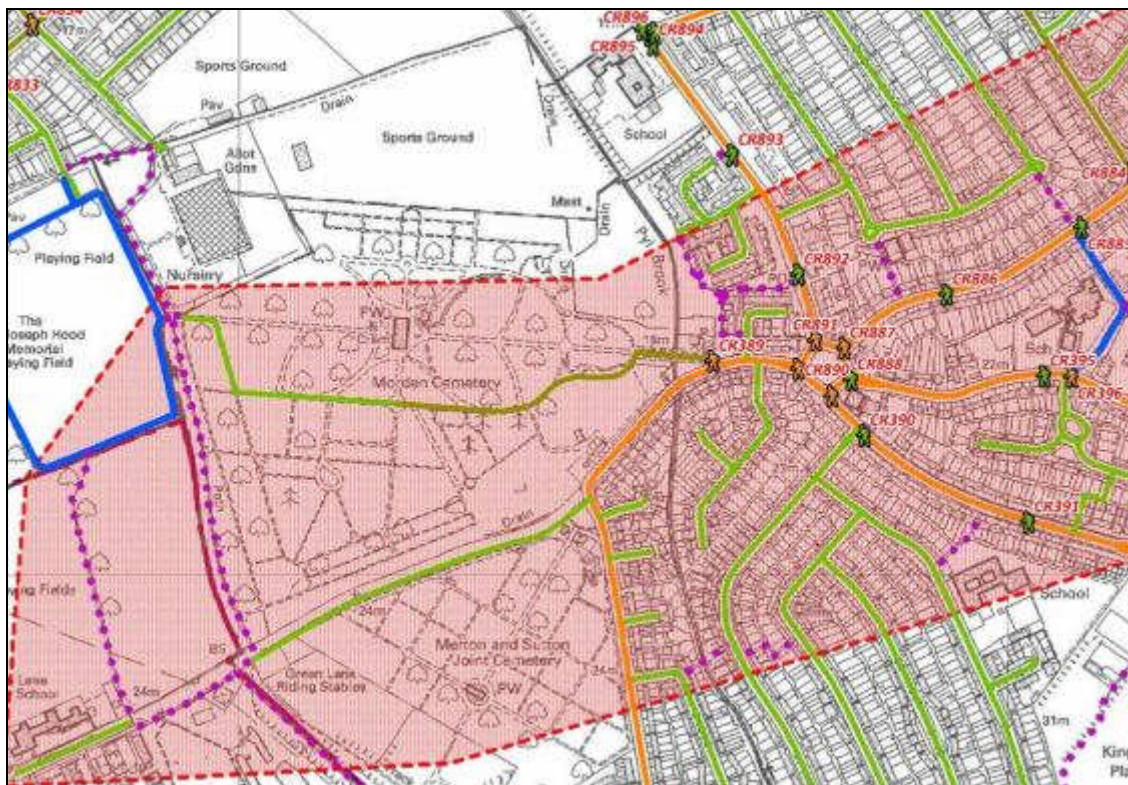


Figure 14 Corridor C (west) – Green Lane to Morden Park

From the western end of the bridleway section a rough track leads northwards between fields. This provides a link to the Sir Joseph Hood Memorial Playing Field which has a shared use path around its periphery, leading to its main entrance from Marina Avenue.

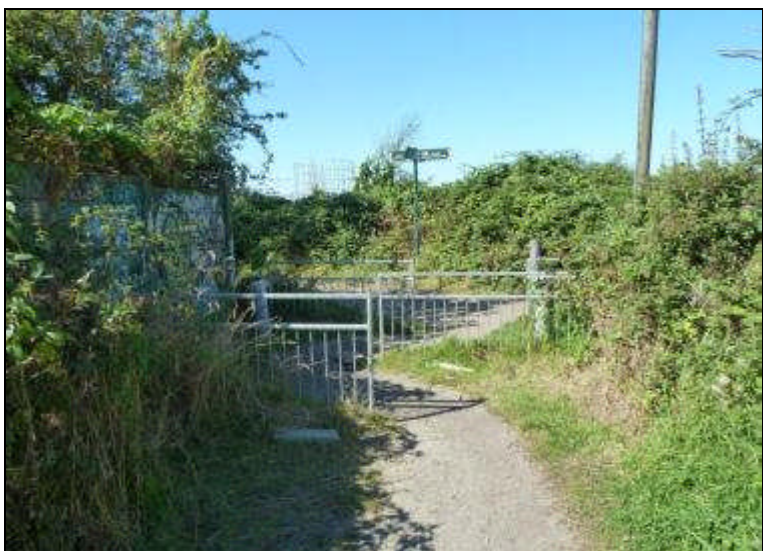
At the borough boundary there is a junction with two other rough surfaced paths, one leading northwards to an entrance to Morden Cemetery and a bridleway running south along the borough boundary to Trafalgar Avenue, past the Hamptons development.

All the rough surfaced paths mentioned are only suitable for all-terrain bikes used by cyclists with a reasonable degree of bike handling skills (due to the uneven surface). Although mainly traffic-free, they therefore have been classified as Potential Level 1.

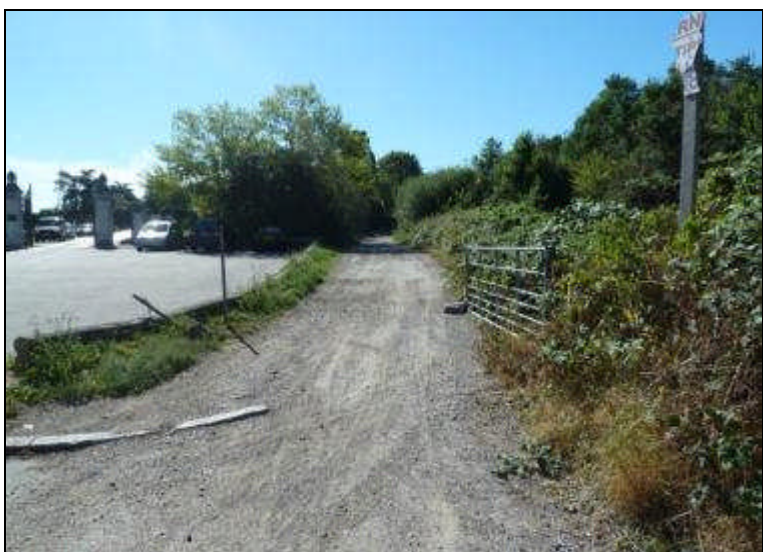
An alternative route is available from the path around the Memorial playing field via an access point on the eastern boundary. This leads to a narrow un-surfaced link into Morden Cemetery. The paths and roads in the cemetery are wide, and a route is possible which avoids the most of the main routes used by mourners' vehicles to access the central chapel and crematorium. Nevertheless Level 2 skills are still needed, and Level 3 skills may be needed at peak times (i.e. large funerals).



Green Lane bridleway west of borough boundary



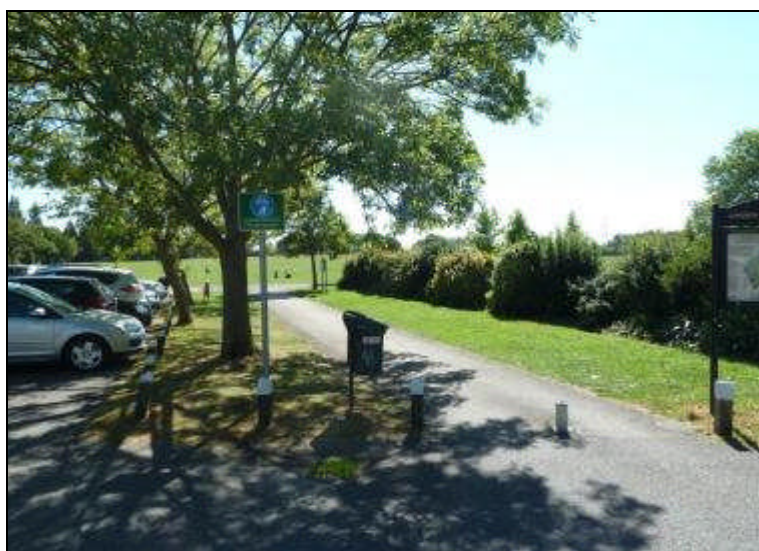
Northern end of footpath along borough boundary



Eastern end of Green Lane at Lower Morden Lane



Track between Green Lane and Sir Joseph Hood Memorial Playing Field



Shared use path at Sir Joseph Hood Memorial Playing Field



Path linking Sir Joseph Hood Memorial Playing Field and Morden Cemetery



Path through Morden Cemetery

Lower Morden Lane is a fairly busy road, used by large vehicles travelling to and from the recycling and amenity site to the south. Because of this it is only suitable for Level 3 cyclists, and even for these it requires a high degree of attention. The five-armed roundabout junction with Grand Drive/Tudor Drive is a particularly cycle unfriendly environment, with wide carriageways and lack of deflection encouraging excessive speeds and overtaking. The pedestrian crossings of the arms of the roundabout are all classified as Level 3 apart from the eastern arm of Lower Morden Lane (CR888).

A route to reach Morden Park from the roundabout could run along either Hillcross Avenue or Lower Morden Lane. These are both Level 3 roads, although the width restriction on Lower Morden Lane may make this slightly preferable. Using this alignment would also give an opportunity to improve conditions for those travelling to Hatfeild Primary School.

East of the school there is a wide track running between crossings of Hillcross Avenue and Lower Morden Lane (CR885 and CR396 respectively) which provides an access to Morden Park. It is not clear if cycling is formally permitted on the track, but the absence of “No Cycling” signs and the use of bollards instead of barriers imply that cycling is welcome.

Morden Park – Morden

This section runs through across Morden Park to reach roads leading to Morden town centre. We have only considered the sections of road west of the railway line.

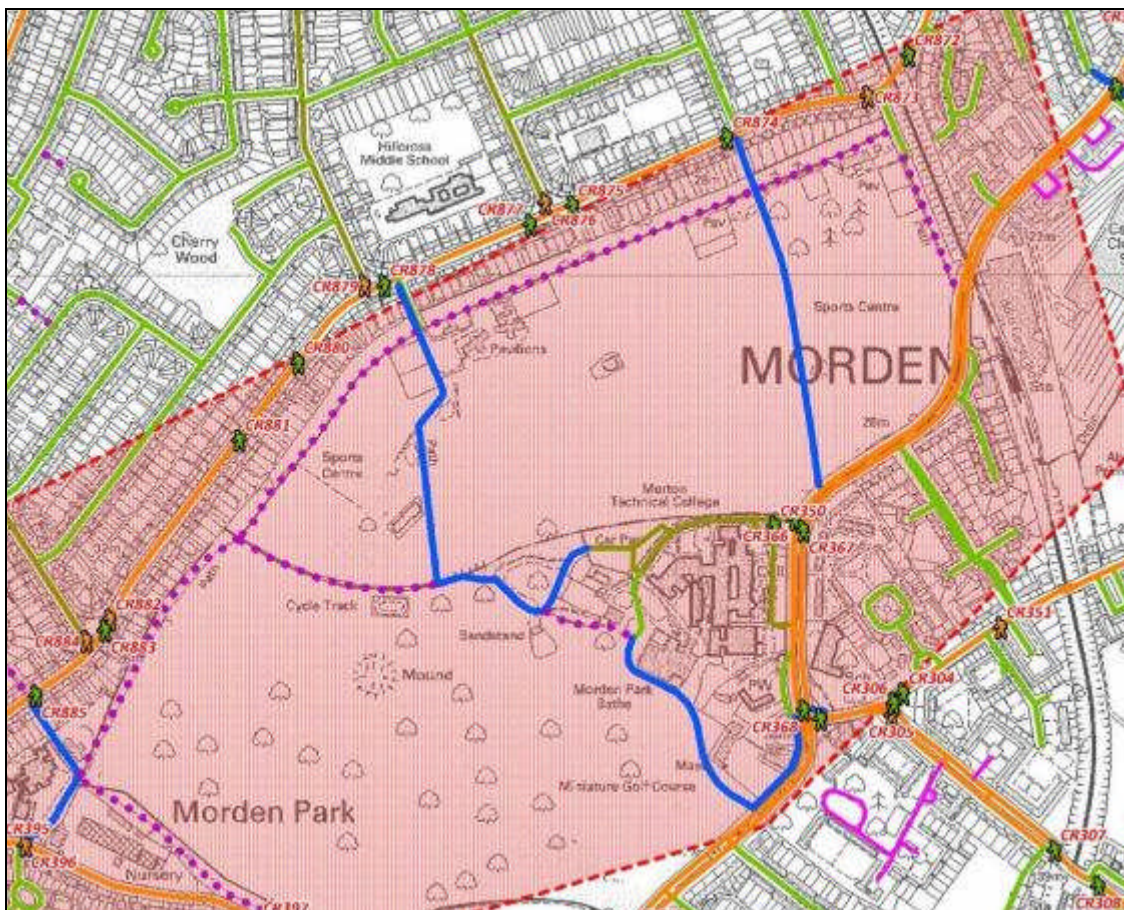
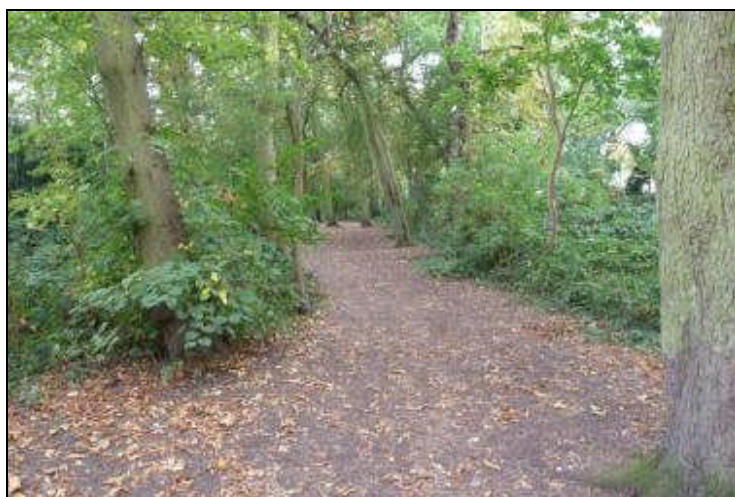


Figure 15 Corridor C (east) – Morden Park to Morden

The two paths in the western part of Morden Park are completely un-surfaced. The northern path parallel to Hillcross Avenue runs through woodland, while the southern one alongside Lower Morden Lane crosses a more open area on a cut grass path. Although both paths are virtually non-existent, they are nevertheless depicted as Greenways on TfL’s London Cycling Guide 10. They are shown above as Potential Level 1 as they would need to be surfaced to provide useful routes.



Path through woodland on western side of Morden Park, parallel to Hillcross Avenue

The northern route has the better route alignment for a link to Morden town centre. As well as construction of a path surface it would also require a considerable amount of tree management. After about 350m the route splits with a continuation northwards through the woodland along a derelict fence line, and an un-surfaced field edge path

running east towards South Thames College (formerly Merton College). Due to the shorter distance of surfacing needed the latter route is preferable.

After a short distance the field path meets the existing cycle track which runs east to the college campus and north to Hillcross Avenue (NB the cycle track legend on the OS map refers to a former cycle speedway circuit).



View westwards to field path from western cycle track across Morden Park

The eastbound route has a woodchip surface for a short distance as far the bandstand. It then follows a somewhat tortuous alignment through the college campus, passing the Registry Office and Morden Pools to meet the dust surfaced path running to Epsom Road. A route is also available along the campus car parks and roads to join Epsom Road further north, though these require Level 3 skills at peak times.

All the routes through Morden Park and the college campus have poor direction signing. Wayfinding is difficult especially around the Registry Office and Morden Pools.



Route westwards from college car park, showing lack of wayfinding

The path north from the junction with the field path is a surfaced shared-use track running past a small car park to Hillcross Avenue. It crosses a wide surfaced path running east-west along the northern boundary of the park. Cycling is not permitted on this path, and the surface requires some maintenance, but with a small amount of work it would provide a useful route.

To the east the path crosses two further north-south paths. A second shared-use track runs between Hillcross Avenue and Epsom Road, although cycling is not permitted on the northernmost section (for no apparent reason). Along the eastern edge of the park there is a third wide and well surfaced path. Cycling is not permitted at all on this path although there appears to be little difference between it and the track to the west.



View northwards from eastern cycle track across Morden Park showing east-west path

From Morden Park to Morden town centre there are two route options, via Epsom Road or Hillcross Avenue/Links Avenue (both Level 3 roads) which provide the only crossings of the railway.

Epsom Road is a wide dual carriageway with relatively high level of traffic and as the A24 is part of the TLRN. There is a dual form of cycle provision along Epsom Road comprising a shared use footway from the park access to the junction with Central Road (on the western side of the road) and cycle lanes.

Both forms of provision are sub-standard. The footway is poorly signed with a number of pinch points, and it is not clear to all users that it is in fact a shared-use path. The cycle lanes are narrow and there is no connection across the central reservation for cyclists wishing to turn right into or out of the park.



Eastern end of path from Morden Pools at junction with Epsom Road



Shared use footway and narrow cycle lane along Epsom Road

A route for cyclists with Level 2 skills along Epsom Road would preferably avoid the carriageway and involve a high quality fully or partially segregated route. This could be on the lines of the Danish style “hybrid” cycle track recently installed in Old Shoreham Road, Hove.

Hillcross Avenue and Links Avenue are less busy than Epsom Road, although they still require Level 3 skills. Use of this route by cyclists might be encouraged through further traffic calming, which could support the introduction of a 20mph limit along the whole length of the road rather than just the small section outside Hillcross Primary School. Measures to deter rat running would also help to make this route more suitable for less experienced cyclists. However to make the route suitable for Level 2 cyclists would require more significant measures.



Hillcross Avenue, showing eastern start of 20mph zone at junction with Ashridge Way

Outline recommendations:

- i. Carry out detailed studies of the western and eastern sections of the route**
- ii. Improve existing paths in Merton Park by addressing surfacing issues and lack of signing and wayfinding, and allowing cycling where it is currently not permitted**
- iii. Create new paths in Merton Park as described above and shown in TfL Cycling Guide**

D. Colliers Wood to Beddington Lane

We have focused on the eastern section of this route between Mitcham Green and the borough boundary with Croydon. There are two options for this route, basically running along either the north or south sides of Mitcham Common. The area is highlighted in red in Figure 16 below.

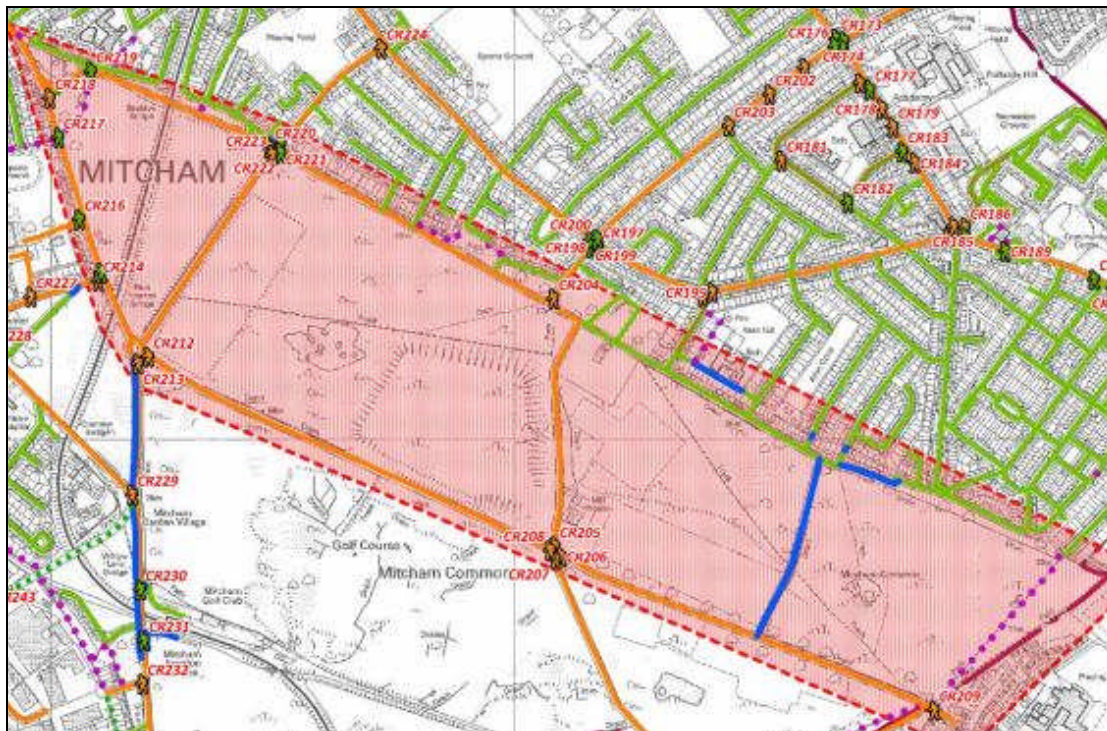


Figure 16 Corridor D – Mitcham to Beddington Lane

A short common section runs east from Upper Green East along the western section of Commonsie East. The gated closure of the western end of Commonsie East prevents cycling between the two roads as the gate extends across the entire width of the road. There appears to be no good reason why cycling could not be made possible on this link, either by replacing the gate with a central bollard or by a dropped kerb to the south allowing the gate to be bypassed.



Gated closure of western end of Commonsie East

East of the closure the route runs along Commonside East to an existing Toucan crossing (CR219). There is a non-standard 2-way cycle lane marked on the south side of the carriageway. As the road is suitable for Level 2 cyclists and the lane does not offer any benefit to less experienced cyclists, its removal would not make conditions worse. Indeed it is likely to improve conditions for eastbound cyclists as drivers and pedestrians will not expect them to be cycling on the right-hand side of the road. Alternatively the road could be narrowed by the width of the lane and a cycle track provided using this space.



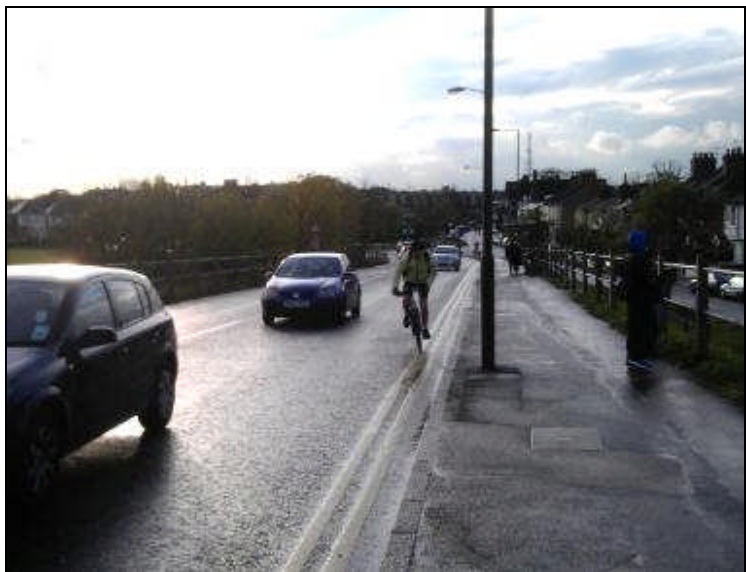
Two-way cycle lane along western end of Commonside East



Toucan crossing CR219 across the main section of Commonside East

Northern alignment

The northern route runs east from the Toucan crossing along the main section of Commonside East. The road is classified as Level 3. It is likely that any provision will require conversion of one or both footways to shared use, especially across the railway bridge. There is some scope to narrow the carriageway slightly to allow a widened footway to be constructed.



Commonside East west of railway bridge

East of the railway bridge Commonside East continues to a junction with Cedars Avenue. Despite the presence of a 20mph limit and some traffic calming the road is classified as Level 3, as speeds appear to remain high and there is a fairly heavy traffic flow, especially at peak times. It is therefore likely that any provision will require conversion of the northern footway to shared use, especially across the railway bridge (NB there is no southern footway). There is some scope to narrow the carriageway slightly to allow a widened footway to be constructed.

At the junction of Commonside East and Cedars Avenue a short section of cycle track on the northern footway links to a crossing (CR220-CR223) to Cedars Avenue which crosses Mitcham Common and could provide a link to the southern route option.

The crossing could be improved to allow a link to the southern side of Commonside East to the east of the junction. Cedars Avenue itself is one-way southbound, with a narrow (1m wide) advisory cycle lane, a 1m wide northbound contraflow lane and a narrow footway. Improvements to this arrangement (e.g. a cycle track at footway level) should be considered.



Cedars Avenue looking north

East of Cedars Avenue there is ample width to allow the creation of a good quality path along the northern edge of Mitcham Common as far as the junction with Windmill Road, although a further detailed study would of course be needed. Commonsides East Avenue is classified as Level 3 west of the junction but only Level 2 east of it, so the route could then continue east on the carriageway. Further traffic calming could be considered.

Commonside East is closed just to the east of Watneys Road, a now closed road which runs across Mitcham Common. The closures of Watneys Road appear to be somewhat sub-standard, with concrete baulks plus gates across the whole carriageway. The opportunity could be taken to improve these as part of any route improvements.

East of Watneys Road a surfaced path continues to the east, terminating at the western end of the separate eastern section of Commonsides East. A kissing gate at this point prevents the path being accessible to cyclists. The gate also prevents wheelchair users and pedestrians with pushchairs and hence is not compliant with the Equality Act.

The eastern section of Commonsides East is classified Level 2 and can be used to just west of its junction with Middlesex Road. At this point a narrow path leads east to the south end of Galpins Road. From here an un-surfaced footpath runs southwards across the eastern edge of the common to meet Croydon Road north of its junction with Redhouse Road, where there is an existing sub-standard crossing (CR209).



Path running along eastern edge of Mitcham Common



Crossing CR209 of Croydon Road south of eastern edge of Mitcham Common

Southern alignment

From the Toucan crossing of Commonside East a narrow shared use footway runs west to a roundabout junction with Commonside West. Rather than improve this path the more direct path running southwards could be improved for shared use by cyclists and pedestrians as far as the existing Pelican crossing (CR217).



Pelican crossing CR209 of Commonside West

Commonside West is a Level 3 road. While there is a narrow southbound advisory cycle lane and northbound bus lane, there is little scope for further on-carriageway provision. There is also no footway on the east side of the road though a worn path clearly indicates a pedestrian desire line.

Improvements for both cyclists and pedestrians could therefore be provided by the construction of a good quality shared use path along the east side of Commonside West as far as Madeira Road. South of this junction the existing wide footway could be converted to shared use, across the railway bridge, to the roundabout junction with Croydon Road and the southern end of Cedars Avenue. There is a narrow cycle lane around this roundabout which offers little safety or convenience benefit to Level 2 cyclists. Cyclists with Level 3 skills will not find the lane helpful either, since they will have been trained to cycle in the primary position i.e. in the centre of the lane.



Croydon Road at junction with Cedars Avenue, showing cycle lane around roundabout

East of the roundabout Croydon Road runs eastwards to the junction with Beddington Lane and then to the borough boundary with Croydon. The road is Level 3 due to the busy and fast moving traffic along the road (which has a 40mph limit) with a high proportion of goods vehicles. Although there are cycle lanes, these are narrow and advisory and hence offer little protection. They also do not continue through bus stops along the road.



Croydon Road at junction with Beddington Lane, showing narrow cycle lanes

There are a number of options which might be explored for improvements along Croydon Road. These could range from widening the cycle lanes by reducing the main carriageway to 5.5m, to reallocating the road space and creating a wide path along one of the verges. This would also benefit pedestrians as there is no footway. A third option would be to investigate a route in Mitcham Common to the north of the band of trees along the northern edge of the road. This might have personal safety issues.

However it is achieved, a route along Croydon Road would also require attention at the junction with Beddington Lane and at the crossing at Redhouse Road.

Conclusion

There are positive and negative aspects of both options. At this stage it would be difficult to recommend one or the other, although the northern option might appear to be the more straightforward to deliver.

A more detailed study, perhaps using TRL's CERS process (Cycle Environment Review System) would be able to give a more definitive conclusion.

Outline recommendations:

- i. Carry out detailed studies of the northern and southern options, including a detailed comparison using CERS**
- ii. Improve western section of Commonsides East**

E. New Malden to Wimbledon via Raynes Park

This route would be a predominantly off-road route via Raynes Park Sports Ground, using the two existing subways under the A3 at Westcoombe Avenue and Aboyne Drive. Further collaborative working with LB Kingston will be required to the west. We have focused on section between New Malden and Raynes Park, highlighted in red in Figure 17 below.



Figure 17 Corridor D – New Malden to Raynes Park

The route runs east from the western section of Cambridge Avenue in New Malden. A cycle track runs east from the end of the cul-de-sac (signed to London & Richmond!). This is a wide path running parallel to a pedestrian path. It joins the eastern section of Cambridge Avenue just south of the A3.

From the junction of Cambridge Avenue and Beverley Way there are two route options. The western option runs along the west side of the A3 to a subway accessed from the southern end of Aboyne Drive (CR499) while the eastern option crosses the A3 via a subway to Westcoombe Avenue (CR500), and then runs along the east side of the A3. There is little to choose between the two options.



Ramp at eastern end of Westcoombe Avenue subway under A3 (CR500)

The western option uses the minor road section of Beverley Way West which runs parallel to the A3 (confusingly also called Beverly Way here). At a turn-off from the A3 it runs west along Huntley Way and south along Aboyne Drive. These roads are all classified as Level 2, although some work might be needed at the A3 turn-off which involves an abrupt turn off the A3 and transition from 50mph to 30mph. The turn-off is closed to all traffic except buses and cycles during the morning peak.

From the south end of Aboyne Drive a narrow path leads between houses to a subway under the A3. Cycling is banned on the path and in the subway although it is unlikely that the level of either pedestrian or cycle use merits this.

The eastern option uses the Westcoombe Avenue subway to cross the A3. Cycling is banned in this subway and on the approach ramps. As with the Aboyne Drive subway it is unlikely that the restriction is justified by the level of pedestrian or cycle use. From the subway Beverley Way East can be used until its southern end. At this point the route would need to use the eastern footway of the A3, which would require conversion to a shared use cycle track. Although a crash barrier protects users of the footway, this would never be an attractive or comfortable route to use due to the close proximity of high speed traffic.

Just before the Aboyne Drive subway a ramp leads down from the A3 footway to meet the path leading from the subway. At this point the two route options merge to run along a short section of narrow path to join a track along the southern boundary of Raynes Park Sports Ground. The track is used for car parking for the sports ground and continues to the entrance from Taunton Avenue. With a small amount of work (mainly signing) this track could be improved for cycle use.



Ramp from A3 footway to eastern end of Aboyne Drive subway (CR499)

Taunton Avenue runs east via Camberley Avenue (both classified as Level 2) to West Barnes Lane, a Level 3 road. The advisory cycle lanes along the road do not provide sufficient protection for it to be classified as Level 2. However there is space on the wide western footway for a cycle link to the refuge crossing north of the Waitrose car park (CR512) which could be upgraded to a Toucan.

The road through the car park could be used to provide a link to the existing cycle track along Coombe Road. This would require cyclists being allowed to leave the car park to the north – while this movement is physically possible and quite straightforward, it is not allowed.



Crossing CR512, West Barnes Lane



Waitrose car park, Raynes Park



Northern end of Waitrose car park showing "No Exit" signs

Outline recommendations:

- i. Carry out detailed studies of the western and eastern options for the route, including an assessment of the two A3 subways
- ii. Address the northern exit from Waitrose car park

Appendix B

Methodology for undertaking Cycle Skills Network Audits (summary)

Purpose

The full methodology gives clear guidance to auditors on how to carry out a Cycle Skills Network Audit (CSNA). The audit classifies sections of roads, including junctions, and off carriageway facilities usable by cyclists, by the Bikeability standard that cyclists would need to have achieved to be able to ride on them in comparative safety. All formal pedestrian crossings on roads identified as having higher risk are also audited and classified in the same manner. Bikeability is the name given to the UK National Standard for Cycle Training.

The guidance first explains the benefits of carrying out an audit. It then explains three Bikeability levels of achievement and how these are adapted into five levels for the purposes of the audit. It then gives detailed explanations of the characteristics that define roads at each of the levels. Finally the guidance explains how an audit should be carried out.

Benefits

The information provided by a CSNA can be used in a number of ways. An audit can be used for some of the purposes set out below:

- It can be used as to identify roads where a more detailed study could be carried out, such as a Cycle Environment Review System (CERS) audit
- It can be used to identify key barriers between areas
- Production of maps or guides for local cycle users enabling them to plan journeys based on their level of skill
- Identifying barriers to cycling and accessibility. Audits include assessment of pedestrian crossings by the Bikeability levels
- Targeting of cycle training to schools where improved skills are most needed within their catchment areas

The Bikeability (National) Standard and Audit Levels

The description of the Bikeability and CSNA levels has already been given in the body of the main report and so is not repeated here.

Carrying Out the Audit

Initial scoping

An initial desktop scoping of the area can be carried out to establish the roads most likely to be classified higher than Level 2. This enables a timetable to be devised for the practical audit on site. A quick cycle ride around the area on the roads identified as probably higher than Level 2 is carried out to help familiarise the auditors with the area, although the audit may begin without such a ride having been undertaken.

Roads classified higher than Level 2

These are generally major routes through an area and mixed residential/local distributors. Some apparently minor residential roads may be used as rat runs, particularly in peak traffic

periods, which may raise the level of classification. Auditors should make measurements of road widths where clarification is considered necessary. This will most likely be in situations where some of the following features are identified:

- where road width may be the factor that would give a higher classification
- where there is an obvious change in road width
- where regular parking on one or both sides of the road changes the effective road width for through traffic (measure of both total road width and available carriageway width may be made at these points)
- where there are pedestrian islands, the width of each carriageway lane and of the island may be recorded
- at any other points where the auditors feel width may be a factor

The pedestrian crossings on these roads should all be classified and recorded.

Roads classified Level 2 or lower

Estate roads and terrace streets will usually have very similar characteristics. It should not be necessary to ride along every one of these roads. After consulting the map it will often be possible to cycle along each residential distributor and view down the lesser residential streets from their ends to confirm their status. However, particularly where there are cul-de-sacs, it may be necessary to cycle down Level 2 streets to identify and tracks/paths that may exist between them and other streets.

In some residential streets the width of available carriageway (may be that within lines of parked cars on either side of the street) can be a factor in classification at Level 2. However, in this case the level of traffic should allow any measurement to be carried out by a single auditor. Observation may also preclude measurement as it may be obvious that the road width is too narrow for two vehicles to pass.

Any identified cycle-only crossings on Level 2 roads should be recorded although they will never be classified at higher than Level 2.

Appendix C

Schedule of Crossings

The table below lists details and comments for all 896 identified crossings (including 10 bridges) which can be used by cyclists whether on their bike or dismounted. Photos have been taken by Transport Initiatives of all crossings. These have been supplied to LB Merton on a USB drive.

Footbridges over railway

| Ref | Location | CSNA Level | Tactile paving | Comments |
|------|--|------------|----------------|--|
| BR01 | West of Tooting station | 0 | Y | Steps only |
| BR02 | At Mitcham Eastfields station | 0 | Y | Steps only |
| BR03 | Gaston Road - Grove Road | 0 | Y | Steps only |
| BR04 | Alt Grove - path to Dundonald Road | 0 | Y | Steps only |
| BR05 | Elm Grove - Merton Hall Road | 0 | Y | Steps only |
| BR06 | West Barnes Lane - Westway Close | 0 | Y | Steps only |
| BR07 | West Barnes Lane (railway & road) | 0 | Y | Ramps & steps, long bridge over railway & road. Cycling not permitted as no protection at steps. |
| BR08 | Motspur Park Station | 0 | Y | Steps only, at Motspur Park station |
| BR09 | Morden Court - Bordesley Road | 0 | Y | Steps only, long bridge over Northern Line sidings |
| BR10 | Carshalton Road - Beddington Lane path | 0 | Y | Steps only, plus barriers at foot of west side |

Road crossings

| Ref | Road name | Road Type no. | CSNA Level | Tactile paving | Comments |
|-------|---------------------|--------------------------------------|------------|----------------|--|
| CR001 | Phipp's Bridge Road | Dropped kerbs | 3 | Y | |
| CR002 | Haslemere Avenue | Raised table with refuge | 3 | Y | Narrow refuge |
| CR003 | Haslemere Avenue | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR004 | Haslemere Avenue | Raised table | 3 | Y | Minimal speed reduction, crossing parked on by parents dropping off at nursery |
| CR005 | Haslemere Avenue | Raised table at junction with refuge | 3 | N | Narrow refuge on very shallow table |
| CR006 | Church Road | Dropped kerbs with refuge | 2 | Y | |
| CR007 | Church Road | Pelican at raised table | 2 | Y | |
| CR008 | Church Road | Dropped kerbs with refuge | 2 | Y | |
| CR009 | Batsworth Road | Raised table at junction | 2 | Y | Tight left turn in |
| CR010 | Church Road | Dropped kerbs with refuge | 2 | Y | |
| CR011 | Church Road | Dropped kerbs with refuge | 2 | Y | |
| CR012 | Phipp's Bridge Road | Raised table at junction | 3 | Y | Wide turn and shallow table |
| CR013 | Church Road | Zebra | 2 | Y | |
| CR014 | Benedict Road | Dropped kerbs | 2 | Y | One way in |
| CR015 | Hallowfield Way | Dropped kerbs with refuge | 3 | Y | Angle of refuge and geometry of roundabout exit increase hazard |
| CR016 | Church Road | Pelican | 2 | Y | |
| CR017 | Church Road | Zebra with island | 2 | Y | |
| CR018 | Lower Green West | A217 Toucan (Puffin type) | 2 | Y | |
| CR019 | Lower Green West | A217 Puffin with island | 2 | Y | |
| CR020 | London Road | A217 Toucan (Puffin type) | 2 | Y | |
| CR021 | London Road | A217 Pelican to/from island | 2 | Y | |
| CR022 | Lower Green West | A217 Pedestrian phase with island | 2 | Y | |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|------------------------|---------------|---|------------|----------------|--|
| CR023 | Cricket Green | A239 | Pedestrian phase with islands | 2 | Y | 2 stage |
| CR024 | London Road | A217 | Pedestrian phase with islands | 2 | Y | 2 stage |
| CR025 | London Road | A217 | Puffin | 2 | Y | |
| CR026 | Raleigh Gardens | A217 | Pedestrian phase with island | 2 | Y | 2 stage |
| CR027 | London Road | A217 | Pedestrian phase with island | 2 | Y | |
| CR028 | Raleigh Gardens | A217 | Pedestrian phase with island | 2 | Y | 2 stage |
| CR029 | Western Road | A236 | Pedestrian phase with islands | 2 | Y | 3 stage |
| CR030 | Holborn Way | A217 | Pedestrian phase with islands | 2 | Y | 4 stage |
| CR031 | Upper Green West | A217 | Pedestrian phase with island | 2 | Y | |
| CR032 | London Road | A217 | Pedestrian phase with island | 2 | Y | 2 stage |
| CR033 | St Mark's Road | | Raised table at junction | 2 | Y | One way out |
| CR034 | St Mark's Road | | Raised table | 2 | Y | Severe table |
| CR035 | St Mark's Road | | Zebra on raised table | 2 | Y | |
| CR036 | St Mark's Road | | Pedestrian phase with islands | 2 | Y | 3 stage |
| CR037 | London Road | A217 | Pedestrian phase with island | 2 | Y | 2 stage |
| CR038 | Holborn Way | A217 | Pedestrian phase with island | 2 | Y | 2 stage |
| CR039 | Love Lane | | Dropped kerbs | 3 | N | |
| CR040 | Western Road | A236 | Dropped kerbs with refuge | 2 | Y | |
| CR041 | Western Road | A236 | Dropped kerbs with refuge | 2 | Y | |
| CR042 | Western Road | A236 | Zebra with refuge | 2 | Y | |
| CR043 | Bond Road | | Raised table at junction with refuge | 3 | Y | Narrow refuge with bollard hit |
| CR044 | Western Road | A236 | Pelican with build-out | 2 | Y | More a narrowing than formal build-out |
| CR045 | Lavender Avenue | | Raised table junction | 3 | Y | |
| CR046 | Western Road | A236 | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR047 | Church Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR048 | Church Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR049 | Church Road | | Pedestrian phase with islands | 2 | Y | 2 stage to/from island |
| CR050 | Western Road | A236 | Pedestrian phase with islands | 2 | Y | 3 stage |
| CR051 | Liberty Avenue | | Dropped kerbs with island | 2 | Y | |
| CR052 | Church Road | A236 | Dropped kerbs with refuge | 2 | Y | |
| CR053 | Prince Georges Road | | Dropped kerbs | 2 | Y | One way out |
| CR054 | Liberty Avenue | | Dropped kerbs with refuge | 2 | N | |
| CR055 | Liberty Avenue | | Raised table with refuge | 2 | Y | At road width restriction |
| CR056 | Lyon Road | | Dropped kerbs | 3 | N | |
| CR057 | Windsor Avenue | | Dropped kerbs with refuge | 3 | Y | Narrow island |
| CR058 | Deer Park Road | | Dropped kerbs with refuge | 2 | Y | |
| CR059 | Jubilee Way | | Dropped kerbs with refuge | 2 | Y | |
| CR060 | Merton Industrial Park | | Dropped kerbs | 3 | N | |
| CR061 | Lee Road | | Dropped kerbs | 3 | N | |
| CR062 | Jubilee Way | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR063 | Lombard Road | | Raised table | 3 | Y | Used to have refuge |
| CR064 | Deer Park Road | | Raised table at junction | 2 | Y | One way out |
| CR065 | Lombard Road | | Raised table with build-outs | 2 | Y | One way but contraflow cycle lane |
| CR066 | Lombard Road | | Raised table with build-out | 2 | Y | One way |
| CR067 | Lombard Road | | Raised table | 2 | Y | One way with cycle contraflow |
| CR068 | Lombard Road | | Raised table at junction with build-out | 2 | Y | One way out with cycle contraflow on build-out |
| CR069 | Deer Park Road | | Raised table | 3 | Y | |
| CR070 | Prince Georges Road | | Dropped kerbs - cycles only | 2 | N | One way out. Unclear lining. |

| Ref | Road name | Road Type no. | CSNA Tactile Level paving | Comments |
|-------|----------------------------------|---|---------------------------|------------------------------------|
| CR071 | St Mark's Road car park | Dropped kerbs with islands | 2 N | High upstands |
| CR072 | St Mark's Road | Raised table | 2 Y | Severe |
| CR073 | St Mark's Road | Raised table | 3 Y | Parked on |
| CR074 | St Mark's Road | Raised table junction | 3 Y | Shallow |
| CR075 | Landsell Road | Raised table junction | 3 Y | Shallow |
| CR076 | Landsell Road | Raised table at junction with build-outs | 2 Y | Tight geometry |
| CR077 | Eastfields Road | Zebra | 2 Y | |
| CR078 | Eastfields Road | Dropped kerbs with refuge | 2 Y | |
| CR079 | London Road | A217 Pedestrian phase with island | 2 Y | 2 stage |
| CR080 | Streatham Road | A216 Pedestrian phase with island | 2 Y | 2 stage |
| CR081 | Lock's Lane | Pedestrian phase with island | 2 Y | 2 stage |
| CR082 | London Road | A217 Pedestrian phase with island | 2 Y | 2 stage |
| CR083 | London Road | A217 Pelican | 2 Y | |
| CR084 | Armfield Crescent | Raised table at junction | 2 Y | Tight geometry |
| CR085 | Bond Road | Raised table at junction | 2 Y | Tight geometry and sharp table |
| CR086 | Mortimer Road | Raised table with build-outs | 2 Y | Quite severe table |
| CR087 | Steers Mead | Dropped kerbs | 3 N | |
| CR088 | Lavender Avenue | Zebra on raised table | 2 Y | |
| CR089 | Steers Mead | Dropped kerbs with build-outs | 3 Y | |
| CR090 | Border Gate | Dropped kerbs with build-outs | 3 N | |
| CR091 | Wilson Avenue | Raised table at junction with refuge | 3 Y | Narrow refuge |
| CR092 | Victoria Road | Dropped kerbs | 3 N | |
| CR093 | Victoria Road | Dropped kerbs | 3 Y | |
| CR094 | London Road | A217 Dropped kerbs with refuge | 2 Y | |
| CR095 | London Road | A217 Pelican | 2 Y | |
| CR096 | Lavender Avenue | Raised table at junction | 3 Y | Queued over at peak |
| CR097 | Streatham Road | A216 Dropped kerbs with refuge | 2 Y | |
| CR098 | Streatham Road | A216 Dropped kerbs with refuge & build-outs | 2 Y | |
| CR099 | Sandy Lane | Dropped kerbs | 3 N | |
| CR100 | Streatham Road | A216 Toucan | 2 Y | |
| CR101 | Harbour Close | Dropped kerbs | 3 N | |
| CR102 | Tide Close | Dropped kerbs | 3 N | |
| CR103 | Streatham Road | A216 Dropped kerbs with refuge | 2 Y | |
| CR104 | Streatham Road | A216 Dropped kerbs with refuge | 2 Y | |
| CR105 | Streatham Road Industrial Estate | Dropped kerbs | 3 N | |
| CR106 | Gorringe Park Avenue | Raised table at junction | 2 Y | Tight geometry and effective table |
| CR107 | Streatham Road | A216 Pelican with refuge & build-outs | 2 P | |
| CR108 | Streatham Road | A216 Dropped kerbs with refuge | 2 Y | |
| CR109 | Streatham Road | A216 Zebra with refuge | 2 Y | |
| CR110 | Bruce Road | Dropped kerbs | 3 N | |
| CR111 | London Road | A217 Cycle phase | 2 N | |
| CR112 | London Road | A217 Pedestrian phase | 2 Y | |
| CR113 | Gorringe Park Avenue | Raised table at junction | 3 Y | Ineffective |
| CR114 | Grenfell Road | Dropped kerbs | 3 N | |
| CR115 | London Road | A217 Pelican with build-outs | 2 Y | |

| Ref | Road name | Road Type no. | Type | CSNA | Tactile | Comments |
|-------|-----------------|---------------|-------------------------------|--------------|---------|---|
| | | | | Level paving | | |
| CR116 | Longley Road | | Dropped kerbs | 3 | N | |
| CR117 | Links Road | | Dropped kerbs with build-outs | 3 | N | |
| CR118 | Renmuir Street | | Dropped kerbs | 3 | N | |
| CR119 | London Road | A217 | Pelican | 2 | Y | |
| CR120 | Eastbourne Road | | Raised table junction | 3 | Y | |
| CR121 | Seely Road | | Raised table junction | 3 | Y | |
| CR122 | Frinton Road | | Dropped kerbs | 2 | Y | One way in |
| CR123 | Seely Road | | Raised table | 3 | P | No tactile on south side |
| CR124 | Gunton Road | | Raised table junction | 2 | Y | One way out |
| CR125 | Frinton Road | | Raised table with build-out | 2 | N | One way |
| CR126 | Links Road | | Raised table | 3 | P | No tactile on north side |
| CR127 | Frinton Road | | Raised table junction | 2 | Y | One way out |
| CR128 | Links Road | | Raised table | 3 | P | No tactile on north side |
| CR129 | Links Road | | Raised table | 3 | Y | Parking bay, in use, blocking tactiles on south side |
| CR130 | Links Road | | Raised table | 3 | Y | Parking bay painted parallel to tactiles on south side |
| CR131 | Links Road | | Raised table | 3 | Y | South side can be blocked by parking |
| CR132 | Links Road | | Raised table | 3 | Y | South side parked on |
| CR133 | Gunton Road | | Dropped kerbs | 2 | Y | Singe lane one way in |
| CR134 | Gunton Road | | Raised table with build-out | 2 | N | One way |
| CR135 | Links Road | | Raised table | 3 | Y | South side parked on |
| CR136 | Links Road | | Raised table | 3 | Y | South side parked on |
| CR137 | Links Road | | Raised table | 3 | Y | South side can be blocked by parking |
| CR138 | Links Road | | Raised table | 3 | Y | South side can be blocked by parking |
| CR139 | Links Road | | Dropped kerbs | 3 | N | |
| CR140 | London Road | A217 | Dropped kerbs with refuge | 2 | Y | |
| CR141 | Tamworth Lane | | Puffin | 2 | Y | |
| CR142 | Eastfields Road | | Dropped kerbs | 3 | N | |
| CR143 | Grove Road | | Dropped kerbs with island | 3 | N | Buses stopping at adjacent stop obscure view of approaching traffic |
| CR144 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR145 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR146 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR147 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR148 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR149 | Grove Road | | Pelican at raised table | 2 | Y | Very shallow pointless table |
| CR150 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR151 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR152 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR153 | Meopham Road | | Dropped kerbs | 3 | N | Very poor north kerb |
| CR154 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR155 | Grove Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR156 | Leonard Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR157 | Abercairn Road | | Dropped kerbs with refuge | 3 | N | View blocked by parked van for local business |
| CR158 | Streatham Vale | B272 | Dropped kerbs with refuge | 3 | N | Narrow island |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|--------------------|---------------|---------------------------------------|------------|----------------|--|
| CR159 | Greyhound Terrace | B272 | Dropped kerbs with refuge | 3 | N | Narrow island, driveway as dropped kerb one side and no proper drop on other |
| CR160 | Rowan Road | B272 | Dropped kerbs with refuge | 2 | Y | |
| CR161 | Windermere Road | | Raised table at junction | 3 | Y | Shallow table |
| CR162 | Rowan Road | B272 | Zebra with refuge | 2 | Y | |
| CR163 | Hassocks Road | | Dropped kerbs | 3 | Y | |
| CR164 | Meopham Road | | Dropped kerbs | 3 | Y | |
| CR165 | Chilmark Road | | Dropped kerbs | 3 | N | |
| CR166 | Stockport Road | | Dropped kerbs | 3 | N | |
| CR167 | Windermere Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge |
| CR168 | Darcy Road | | Dropped kerbs | 3 | N | |
| CR169 | Stanford Way | | Dropped kerbs | 3 | Y | |
| CR170 | Rowan Road | B272 | Zebra with refuge | 2 | Y | |
| CR171 | Rowan Road | B272 | Dropped kerbs with refuge | 2 | Y | |
| CR172 | Rowan Road | B272 | Dropped kerbs with refuge | 2 | Y | |
| CR173 | Rowan Road | B272 | Pedestrian phase | 2 | Y | |
| CR174 | Northborough Road | | Pedestrian phase | 2 | Y | |
| CR175 | Wide Way | | Pedestrian phase | 2 | Y | |
| CR176 | Manor Road | B272 | Pedestrian phase | 2 | Y | |
| CR177 | Wide Way | | Zebra on raised table | 2 | Y | |
| CR178 | Wide Way | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR179 | Wide Way | | Raised table with refuge | 3 | Y | Narrow refuge |
| CR180 | Abbots Road | | Dropped kerbs | 3 | Y | |
| CR181 | Greenwood Road | | Dropped kerbs | 3 | N | |
| CR182 | Ivy Gardens | | Dropped kerbs | 2 | N | One way out |
| CR183 | Ivy Gardens | | Raised table at junction | 2 | Y | Very tight turn |
| CR184 | Wide Way | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR185 | Wide Way | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR186 | Recreation Way | | Raised table at junction with refuge | 3 | Y | Narrow refuge |
| CR187 | South Lodge Avenue | | Raised table at junction with refuge | 2 | Y | |
| CR188 | Sherwood Park Road | | Raised table at junction with refuge | 3 | Y | Narrow refuge |
| CR189 | South Lodge Avenue | | Pelican with build-outs | 2 | Y | |
| CR190 | South Lodge Avenue | | Dropped kerbs with refuge | 2 | Y | |
| CR191 | South Lodge Avenue | | Dropped kerbs with refuge | 2 | Y | |
| CR192 | South Lodge Avenue | | Dropped kerbs with refuge | 2 | Y | |
| CR193 | South Lodge Avenue | | Dropped kerbs with refuge | 2 | Y | |
| CR194 | South Lodge Avenue | | Dropped kerbs with refuge | 2 | Y | |
| CR195 | Sherwood Park Road | | Zebra with refuge | 3 | Y | Narrow refuge |
| CR196 | Abbots Road | | Dropped kerbs | 3 | N | |
| CR197 | Sherwood Park Road | | Pedestrian phase | 2 | Y | |
| CR198 | Manor Road | B272 | Pedestrian phase | 2 | Y | |
| CR199 | Tamworth Lane | | Pedestrian phase | 2 | Y | |
| CR200 | Manor Road | B272 | Pedestrian phase | 2 | Y | |
| CR201 | Manor Road | B272 | Raised table with refuge & build-outs | 3 | Y | Narrow refuge |
| CR202 | Manor Road | B272 | Raised table with refuge & build-outs | 3 | Y | Narrow refuge |
| CR203 | Manor Road | B272 | Raised table with refuge & build-outs | 3 | Y | Narrow refuge |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|-------------------------|---------------|---------------------------------------|------------|----------------|---|
| CR204 | Manor Road | B272 | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR205 | Windmill Road | B272 | Signalled junction with dropped kerbs | 3 | Y | |
| CR206 | Croydon Road | A236 | Signalled junction with refuge | 3 | N | Narrow refuge |
| CR207 | Beddington Lane | B272 | Signalled junction with dropped kerbs | 3 | Y | |
| CR208 | Croydon Road | A236 | Signalled junction with refuge | 3 | N | Narrow refuge |
| CR209 | Croydon Road | A236 | Dropped kerbs with refuge | 3 | Y | Narrow refuge, busy road with fast traffic |
| CR210 | Beddington Lane | B272 | Dropped kerbs | 3 | Y | Tactile one side only |
| CR211 | Beddington Lane | B272 | Pelican | 2 | Y | Also tramway crossing to north. Both in Sutton. |
| CR212 | Croydon Road | A236 | Dropped kerbs with island | 3 | Y | Very busy |
| CR213 | Carshalton Road | A207 | Dropped kerbs with island | 3 | Y | Tapered island narrow at one end & very busy traffic |
| CR214 | Madeira Road | A239 | Signalled junction with refuge | 3 | N | Just adequate refuge (1.6m) but still very wide, busy junction |
| CR215 | Commonside West | A236 | Pedestrian phase | 2 | Y | |
| CR216 | Park / pub access | | Dropped kerbs with island | 2 | Y | |
| CR217 | Commonside West | A236 | Pelican | 2 | Y | |
| CR218 | Commonside West | A236 | Dropped kerbs with island | 3 | N | Busy fast traffic entering & leaving roundabout. Two lanes one side |
| CR219 | Commonside East | | Pelican with refuge | 2 | Y | Cycle track to south, cycle lane to north - should be Toucan! |
| CR220 | Commonside East | | Pedestrian phase with refuge | 3 | Y | Narrow refuge |
| CR221 | Cedars Avenue | | Pedestrian phase | 2 | Y | |
| CR222 | Commonside East | | Pedestrian phase | 2 | Y | |
| CR223 | Cedars Avenue | | Signalled junction with refuge | 3 | Y | Refuge to split contraflow cycle lane. Traffic turning in from two directions |
| CR224 | Cedars Avenue | | Dropped kerbs with refuge | 3 | N | Narrow refuge |
| CR225 | Cricket Green | A239 | Puffin | 2 | Y | |
| CR226 | Cricket Green | A239 | Dropped kerbs with refuge | 2 | Y | |
| CR227 | Canons Leisure Centre | | Dropped kerbs | 3 | N | |
| CR228 | Cranmer Road | A239 | Pelican | 2 | Y | |
| CR229 | Cranmer Road | A239 | Dropped kerbs | 3 | Y | Shared use footway |
| CR230 | Carshalton Road | A217 | Toucan | 2 | Y | |
| CR231 | Carshalton Road | A217 | Toucan | 2 | Y | |
| CR232 | Drake Road | | Dropped kerbs | 3 | Y | |
| CR233 | Goat Road | | Dropped kerbs | 3 | Y | |
| CR234 | Goat Road | | Dropped kerbs | 3 | N | |
| CR235 | Wates Way | | Dropped kerbs | 3 | N | |
| CR236 | Ellis Road | | Dropped kerbs | 3 | N | |
| CR237 | Wates Way | | Dropped kerbs | 3 | N | |
| CR238 | Ellis Road | | Dropped kerbs | 3 | N | |
| CR239 | Wates Way | | Dropped kerbs | 3 | N | |
| CR240 | Private business access | | Dropped kerbs | 3 | N | |
| CR241 | Beck Road | | Dropped kerbs | 3 | N | |
| CR242 | The Willow Centre | | Dropped kerbs | 3 | N | |
| CR243 | Wandle Way | | Dropped kerbs | 3 | Y | |
| CR244 | Osier Way | | Dropped kerbs | 3 | N | |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|------------------------------------|---------------|---|------------|----------------|---|
| CR245 | Willow Lane | | Dropped kerbs | 3 | N | |
| CR246 | Tramway at Mitcham tram stop east | | At grade tramway crossing | 2 | Y | |
| CR247 | Tramway at Mitcham tram stop west | | At grade tramway crossing | 2 | Y | |
| CR248 | Tramway north of Morden Hall Park | | At grade tramway crossing | 2 | Y | |
| CR249 | Tramway at Phipps Bridge tram stop | | At grade tramway crossing | 2 | Y | |
| CR250 | Tramway at Belgrave Walk tram stop | | At grade tramway crossing | 2 | Y | |
| CR251 | Tramway (Baron Walk) | | At grade tramway crossing | 2 | Y | |
| CR252 | Morden Road | A239 | Pedestrian phase with refuge | 3 | Y | Narrow refuge |
| CR253 | London Road | A217 | Pedestrian phase with refuge | 3 | Y | Narrow refuge |
| CR254 | London Road | A217 | Pedestrian phase with refuge | 2 | Y | |
| CR255 | London Road | A217 | Dropped kerbs with refuge | 2 | Y | |
| CR256 | Wandle Road | | Raised table with island | 2 | Y | |
| CR257 | London Road | A217 | Toucan | 2 | Y | |
| CR258 | Seddon Road | | Raised table at junction with build-outs | 2 | Y | While table shallow build-outs tighten turn in significantly and narrow exit |
| CR259 | London Road | A217 | Dropped kerbs with refuge - cycles only | 2 | Y | |
| CR260 | London Road | A217 | Dropped kerbs with refuge | 2 | Y | |
| CR261 | London Road | A217 | Pedestrian phase with refuge | 2 | Y | |
| CR262 | Bishopsford Road | | Pedestrian phase | 2 | Y | |
| CR263 | London Road | A217 | Pedestrian phase with refuge | 2 | Y | |
| CR264 | Lilleshall Road | | Pedestrian phase with refuge | 2 | Y | |
| CR265 | Seddon Road | | Dropped kerbs | 3 | N | |
| CR266 | The Drive | | Dropped kerbs with refuge | 3 | N | Narrow refuge |
| CR267 | Morden Road | A239 | Zebra with refuge | 2 | Y | |
| CR268 | Morden Road | A239 | Dropped kerbs with refuge | 2 | Y | Just adequate refuge (1.6m) |
| CR269 | Morden Road | A239 | Dropped kerbs with refuge | 2 | Y | |
| CR270 | Morden Road | A239 | Toucan | 2 | Y | |
| CR271 | Wandle Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR272 | Morden Road | A239 | Pedestrian phase with island | 2 | Y | |
| CR273 | St Helier Avenue | A297 | Dropped kerbs with island | 3 | N | Dual carriageway with traffic approaching at speed from roundabout |
| CR274 | Central Road | A239 | Dropped kerbs with refuge | 3 | P | Traffic difficult to read approaching from roundabout. No tactiles on island. |
| CR275 | Morden Hall Road | A297 | Pelican with island | 2 | Y | 2 stage, staggered, with long delay for crossing each stage in peak traffic |
| CR276 | Morden Hall garden centre access | | Dropped kerbs - shared cycles/pedestrians | 3 | Y | Blind exit from car park onto cycle path. Very hazardous |
| CR277 | Aberconway Road | B286 | Cycle/pedestrian phase with refuge | 2 | Y | |
| CR278 | Morden Hall Road | A297 | Pedestrian phase with refuge | 2 | Y | |
| CR279 | Morden Hall Road | A297 | Toucan with island | 2 | Y | 2 stage |
| CR280 | London Road | A24 | Toucan with island | 2 | Y | 2 stage |

| Ref | Road name | Road Type no. | Type | CSNA | Tactile | Comments |
|-------|--------------------------------|---------------|--|--------------|---------|--|
| | | | | Level paving | | |
| CR281 | Abbotsbury Road | | Raised table at junction | 2 | Y | One way out |
| CR282 | Kenley Road | | Dropped kerbs | 3 | Y | Shallow raised table but no triangle markings, no speed reduction |
| CR283 | Morden Road | A24 | Toucan with island | 2 | Y | 2 stage with long delay |
| CR284 | Morden Road | A24 | Dropped kerbs with refuge | 3 | Y | Two lanes one-way with nearside bus lane. Queuing traffic at peak |
| CR285 | Morden station car park access | | Dropped kerbs | 3 | N | |
| CR286 | Car park access | | Dropped kerbs | 3 | Y | |
| CR287 | London Road | A24 | Pelican with island | 2 | Y | 2 stage |
| CR288 | London Road | A24 | Pedestrian phase with islands | 2 | Y | 3 stage |
| CR289 | Aberconway Road | B286 | Pedestrian phase with islands | 2 | Y | 3 stage |
| CR290 | Aberconway Road | B286 | Zebra with refuge | 2 | Y | |
| CR291 | Abbotsbury Road | | Dropped kerbs with refuge | 2 | Y | |
| CR292 | Aberconway Road | B286 | Dropped kerbs with refuge | 2 | Y | |
| CR293 | Abbotsbury Road | | Dropped kerbs with refuge | 2 | Y | |
| CR294 | Crown Lane | B286 | Cycle/pedestrian phase with island | 2 | Y | To/from island |
| CR295 | Crown Road | A24 | Pedestrian phase with island | 2 | Y | To/from island. Shared use & Cyclist Dismount signs wrong way round (on same pole) |
| CR296 | Crown Road | B286 | Cycle/pedestrian phase with island | 2 | Y | To/from island |
| CR297 | Crown Lane | A24 | Pedestrian phase with island | 2 | Y | To/from island |
| CR298 | Crown Lane | A24 | Pedestrian phase with island | 2 | Y | To/from island |
| CR299 | London Road | A24 | Pedestrian phase with island | 2 | Y | To/from island |
| CR300 | Crown Road | A24 | Pedestrian phase with island | 2 | Y | To/from island |
| CR301 | London Road | A24 | Pedestrian phase with island | 2 | Y | To/from island |
| CR302 | Crown Road | A24 | Pedestrian phase with island | 2 | Y | To/from island |
| CR303 | London Road | A24 | Toucan with island | 2 | Y | 2 stage staggered, narrow island |
| CR304 | Central Road | A239 | Dropped kerbs with refuge | 2 | Y | |
| CR305 | Green Lane | B278 | Dropped kerbs with refuge & island | 3 | N | 3 stage, wide crossing northbound (1 lane & hatching) |
| CR306 | Central Road | A239 | Dropped kerbs with refuge & island | 2 | N | 3 stage |
| CR307 | Green Lane | B278 | Raised table with refuge | 2 | Y | |
| CR308 | Green Lane | B278 | Zebra with refuge on raised table | 2 | Y | |
| CR309 | Green Lane | B278 | Raised tables with refuge | 2 | Y | Very wide refuge as across both carriageways |
| CR310 | Middleton Road | | Dropped kerbs | 3 | Y | |
| CR311 | Green Lane | B278 | Dropped kerbs | 3 | N | To from island |
| CR312 | Green Lane | B278 | Dropped kerbs | 3 | N | Between wide central reservations |
| CR313 | Green Lane | B278 | Dropped kerbs with islands | 3 | N | Very wide and approached from two sides. Between islands |
| CR314 | Green Lane | B278 | Dropped kerbs with islands | 3 | N | Between islands. Very wide with traffic approaching from two directions |
| CR315 | Furness Road | | Raised table at junction with build-outs | 3 | Y | Approached head on |
| CR316 | Love Lane | | Raised table at junction | 2 | Y | To/from island and one way out |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|----------------------------|---------------|--|------------|----------------|---|
| CR317 | Love Lane | | Raised table at junction | 2 | Y | To/from island and one way in |
| CR318 | Malmesbury Road | | Raised table at junction | 3 | Y | Shallow and wide turn in |
| CR319 | Middleton Road | | Pedestrian phase | 2 | Y | |
| CR320 | Bishopsford Road | A217 | Pedestrian phase with refuge | 2 | Y | |
| CR321 | Middleton Road | | Pedestrian phase | 2 | Y | |
| CR322 | Bishopsford Road | A217 | Pedestrian phase with refuge | 2 | Y | |
| CR323 | Middleton Road | | Raised table | 3 | Y | |
| CR324 | Middleton Road | | Raised table | 3 | Y | |
| CR325 | Malmesbury Road | | Dropped kerbs | 3 | N | |
| CR326 | Malmesbury Road | | Raised table | 3 | Y | Parking blocking one side |
| CR327 | Middleton Road | | Pedestrian phase with refuge | 3 | Y | Narrow refuge |
| CR328 | St Helier Avenue | A297 | Pedestrian phase with refuge | 3 | Y | Just adequate refuge (1.6m) but traffic on busy road passes very close & at speed |
| CR329 | Middleton Road | | Pedestrian phase with refuge | 3 | Y | Narrow refuge |
| CR330 | St Helier Avenue | A297 | Pedestrian phase with refuge | 3 | Y | Just adequate refuge (1.6m) but traffic on busy road passes very close & at speed |
| CR331 | St Helier Avenue | A217 | Toucan with refuge | 3 | Y | Just adequate refuge (1.6m) but traffic on busy rd passes very close & at speed |
| CR332 | Bristol Road | | Raised table with refuge | 3 | Y | Narrow refuge |
| CR333 | St Helier Avenue | A217 | Toucan with island | 2 | Y | 2 stage |
| CR334 | Central Road | A239 | Dropped kerbs with refuge | 3 | N | Narrow refuge |
| CR335 | Bristol Road | | Dropped kerbs | 3 | N | |
| CR336 | Buckfast Road | | Dropped kerbs | 3 | N | |
| CR337 | Central Road | A239 | Pelican with build-outs | 2 | Y | |
| CR338 | Buckfast Road | | Dropped kerbs with refuge | 3 | N | |
| CR339 | Abbotsbury Road | | Dropped kerbs with build-outs | 3 | Y | |
| CR340 | Abbotsbury Road | | Pedestrian phase | 2 | Y | |
| CR341 | Central Road | A239 | Pedestrian phase | 2 | Y | |
| CR342 | Farm Road | | Pedestrian phase | 2 | Y | |
| CR343 | Central Road | A239 | Pedestrian phase | 2 | Y | |
| CR344 | Faversham Road | | Dropped kerbs | 3 | Y | |
| CR345 | Middleton Road | | Dropped kerbs | 3 | N | |
| CR346 | Canterbury Road | | Dropped kerbs | 3 | Y | |
| CR347 | Furness Road | | Dropped kerbs | 3 | Y | |
| CR348 | Middleton Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge |
| CR349 | Middleton Road | | Dropped kerbs | 3 | N | Not aligned |
| CR350 | Merton College access road | | Zebra | 2 | Y | Not legal zebra as on private road |
| CR351 | Central Road | A239 | Dropped kerbs with refuge | 3 | N | Narrow refuge |
| CR352 | Central Road | A239 | Dropped kerbs with refuge | 3 | N | Narrow refuge |
| CR353 | Central Road | A239 | Puffin | 2 | Y | |
| CR354 | LiDL access | | Dropped kerbs | 3 | Y | |
| CR355 | Christchurch Road | A24 | Pedestrian phase with refuge & island | 2 | Y | 3 stage to/from island, staggered refuge |
| CR356 | Christchurch Road | A24 | Pedestrian phase with refuge & island | 2 | Y | 3 stage to/from island, staggered refuge |
| CR357 | Priory Road | A24 | Pedestrian phase with refuge & islands | 3 | Y | 4 stage w staggered refuge in centre. Traffic blocks crossing in peak |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|----------------------------|---------------|---------------------------------------|------------|----------------|---|
| CR358 | Merton High Street | A238 | Pedestrian phase with refuge & island | 3 | Y | Crossing to/from western island with narrow refuge between |
| CR359 | High Street Colliers Wood | A24 | Pelican with refuge | 3 | Y | Narrow refuge |
| CR360 | Christchurch Road | A24 | Raised table at junction | 2 | Y | Only right turning buses allowed to enter and left turn out only |
| CR361 | Christchurch Road | A24 | Raised table with build-out | 2 | Y | Traffic speeds slow |
| CR362 | South Gardens | | Raised table at junction | 2 | Y | No left turn in or right turn out |
| CR363 | High Street Colliers Wood | A24 | Toucan (Puffin type) | 2 | Y | |
| CR364 | High Street Colliers Wood | A24 | Puffin | 2 | Y | |
| CR365 | High Street Colliers Wood | A24 | Pelican | 2 | Y | |
| CR366 | Merton College access road | | Pedestrian phase with refuge | 2 | Y | |
| CR367 | London Road | A24 | Pedestrian phase with island | 2 | Y | Staggered 2 stage. By Merton College |
| CR368 | London Road | A24 | Pedestrian/cycle phase with island | 2 | Y | Staggered 2 phase, wide island. Also dropped kerbs across service road to west |
| CR369 | Central Road | A239 | Pedestrian phase with island | 2 | Y | 2 stage, staggered with narrow gap between poles on island |
| CR370 | Epsom Road | A24 | Puffin | 2 | Y | Staggered, 2 stage. On cycle route, should be Toucan? |
| CR371 | Epsom Road | A24 | Dropped kerbs with refuge | 3 | Y | Wide refuge but two lanes south bound |
| CR372 | Epsom Road | A24 | Dropped kerbs with refuge | 2 | Y | Excessive speeds on hill. West kerb not flush. |
| CR373 | Lower Morden Lane | | Dropped kerbs with refuge | 2 | Y | Narrow refuge (1.2m) |
| CR374 | Epsom Road | | Dropped kerbs | 3 | Y | Service road can be used to bypass queuing traffic at junction to east. Between parking. |
| CR375 | Epsom Road | | Dropped kerbs | 3 | Y | Service road can be used to bypass queuing traffic at junction to east |
| CR376 | Epsom Road | A24 | Pedestrian phase with island | 2 | Y | 2 stage, staggered. Long sheep-pen with guard rail. |
| CR377 | Sutton Common Road | B279 | Pedestrian phase with island | 2 | Y | 2 stage, staggered. Narrow sheep-pen with guard rail. |
| CR378 | Stonecot Hill | A24 | Pedestrian phase with island | 2 | Y | Links to CR379. Very long sheep-pen with guard rail. |
| CR379 | Stonecot Hill | A24 | Pedestrian phase with island | 2 | Y | Links to CR378. Very long sheep-pen with guard rail. |
| CR380 | Tudor Drive | B279 | Pedestrian phase with island | 2 | Y | 2 stage, staggered. Narrow sheep-pen with guard rail. |
| CR381 | Stonecot Hill | | Raised table | 3 | Y | Service road can be used to bypass queuing traffic at junction to north. Between parking. |
| CR382 | Stonecot Hill | | Dropped kerbs | 3 | N | Service road can be used to bypass queuing traffic at junction to north |
| CR383 | Stonecot Hill | A24 | Dropped kerbs with refuge | 2 | Y | Speeds can be excessive. Leads to raised table on service road. |

| Ref | Road name | Road no. | Type | CSNA Level | Tactile paving | Comments |
|-------|-------------------|----------|--|------------|----------------|--|
| CR384 | Stonecot Hill | A24 | Dropped kerbs with refuge | 2 | Y | Speeds can be excessive. Leads to raised table on service road. |
| CR385 | Stonecot Hill | A24 | Dropped kerbs with refuge | 2 | Y | Speeds can be excessive. Leads to raised table on service road. |
| CR386 | Garth Road | | Dropped kerbs | 3 | Y | Route to recycling/waster site so used by large vehicles |
| CR387 | Stonecot Hill | A24 | Zebra | 2 | Y | |
| CR388 | Amenity Way | | Dropped kerbs | 3 | N | Access to recycling / waste centre |
| CR389 | Morden Cemetary | | Dropped kerbs | 3 | N | Only a problem when funerals taking place! |
| CR390 | Tudor Drive | B279 | Zebra with refuge | 2 | Y | |
| CR391 | Tudor Drive | B279 | Dropped kerbs with refuge & build-outs | 2 | Y | |
| CR392 | Tudor Drive | B279 | Zebra with refuge & build-outs | 2 | Y | |
| CR393 | Tudor Drive | B279 | Dropped kerbs with refuge & build-outs | 2 | Y | |
| CR394 | Tudor Drive | B279 | Dropped kerbs with refuge & build-outs | 2 | Y | |
| CR395 | Lower Morden Lane | | Raised table with refuge | 2 | Y | At school |
| CR396 | Lower Morden Lane | | Dropped kerb | 3 | N | Dropped kerb on north side only (at south end of path), no footway to south |
| CR397 | Lower Morden Lane | | Dropped kerb | 3 | N | Dropped kerb on south side only (at north end of path), but evidence of use on north side) |
| CR398 | Morden Road | A24 | Dropped kerbs with refuge | 3 | N | Wide refuge but busy fast traffic |
| CR399 | Dorset Road | B285 | Raised table at junction with refuge | 2 | Y | Although refuge is narrow, angle of turns in/out keeps traffic well away from it |
| CR400 | Morden Road | A24 | Subway | 0 | N | Access for tram stop - wide subway & ramps on east would allow cycling |
| CR401 | Lombard Road | | Signalled junction with refuge | 3 | Y | Narrow refuge (1.3m) |
| CR402 | Morden Road | A24 | Signalled junction with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR403 | Morden Road | A24 | Signalled junction with island | 3 | Y | 2 stage, staggered. No pedestrian phase! |
| CR404 | Merantun Way | A24 | Signalled junction with dropped kerbs | 3 | Y | No pedestrian phase, very wide (3 lanes) |
| CR405 | Merantun Way | A24 | Pedestrian phase with island | 2 | Y | 2 stage to wide central reservation |
| CR406 | Merantun Way | A24 | Pedestrian phase with island | 2 | Y | 2 stage to wide central reservation |
| CR407 | High Path | | Signalled junction with dropped kerbs | 3 | Y | Across one-way road & contraflow cycle track |
| CR408 | Morden Road | A219 | Cycle phase with refuge | 2 | N | Confusing lining! Narrow refuge (1.5m) but single stage. |
| CR409 | Morden Road | A219 | Pedestrian phase with refuge | 2 | Y | Narrow refuge (1.5m). Many pedestrians prefer cycle crossing to south (CR408) as this is more direct |
| CR410 | High Path | | Raised table with build-out | 2 | Y | Build-out to south has contraflow cycle track. Nothing to stop parking although outside school |
| CR411 | High Path | | Dropped kerbs | 3 | N | Wide crossing |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|-----------------------------|---------------|---|------------|----------------|---|
| CR412 | Merantun Way | A24 | Pelican with refuge | 2 | Y | On south side footway only runs to east to south, behind guardrail |
| CR413 | Merantum Way | A24 | Toucan | 2 | Y | Difficult turn through arch on northern side. On NCN20 route |
| CR414 | Station Road | | Dropped kerbs with build-outs - shared cycles/pedestrians | 2 | Y | On NCN20 route |
| CR415 | Sainsbury's car park | | Dropped kerbs with island | 3 | Y | Two lane entry to roundabout |
| CR416 | Merantum Way | A24 | Dropped kerbs with island - shared cycle/pedestrian | 3 | Y | Narrow island, fast speeds off roundabout |
| CR417 | Watermill Way | | Dropped kerbs with island - shared cycle/pedestrian | 3 | Y | Narrowed by hatching but still 6m width road |
| CR418 | Sainsbury's access | | Pedestrian phase | 2 | Y | |
| CR419 | Christchurch Road | A236 | Cycle/pedestrian phase with island | 2 | Y | 2 stage, staggered |
| CR420 | Christchurch Road | A236 | Cycle/pedestrian phase with island | 2 | Y | |
| CR421 | Merantum Way | A24 | Cycle/pedestrian phase with island | 2 | Y | 2 stage, staggered |
| CR422 | Christchurch Road | A24 | Cycle/pedestrian phase with island | 2 | Y | 2 stage, staggered |
| CR423 | Tandem Way | | Cycle/pedestrian phase with island | 2 | Y | 2 stage, staggered |
| CR424 | Tandem Way | | Dropped kerbs | 3 | N | West side uses car park access crossing |
| CR425 | Tandem Centre east car park | | Dropped kerbs | 3 | N | |
| CR426 | Tandem Way | | Zebra on raised table | 2 | Y | Link to shared use path to west |
| CR427 | Tandem Way | | Dropped kerbs | 3 | N | |
| CR428 | Prince Georges Road | | Dropped kerbs | 3 | N | Kerbs high both sides, west side uses works access |
| CR429 | Prince Georges Road | | Dropped kerbs | 3 | N | South side blocked by parking (no restrictions) |
| CR430 | Melrose Road | | Dropped kerbs | 3 | Y | Poor visibility |
| CR431 | Dorset Road | B285 | Dropped kerbs with refuge | 3 | Y | Adequate width refuge but poor visibility to east |
| CR432 | Kingswood Road | | Raised table at junction | 3 | Y | Shallow ramp |
| CR433 | Kingston Road | A238 | Pedestrian phase at tramway crossing | 2 | Y | Both footways. Note ASLs. |
| CR434 | Wilton Crescent | | Dropped kerbs | 3 | N | |
| CR435 | Hartfield Crescent | | Dropped kerbs | 3 | N | Wide road, crossover used on west side |
| CR436 | Beulah Road | | Dropped kerbs | 2 | N | Very poor visibility on west side of crossing despite being one-way |
| CR437 | Dundonald Road | | Pedestrian phase at tramway crossing | 2 | Y | Both footways |
| CR438 | Dundonald Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.4m) |
| CR439 | Dundonald Road | | Raised table junction | 3 | N | Shallow ramps so little speed reduction |
| CR440 | Dundonald Road | | Dropped kerbs | 3 | N | North side uses side road dropped kerb (Cochrane Road). By school. |
| CR441 | Dundonald Road | | Dropped kerbs | 3 | N | At mini roundabout, works |
| CR442 | Merton Hall Road | | Dropped kerbs | 3 | Y | At mini roundabout, works |
| CR443 | Toynbee Road | | Dropped kerbs | 3 | Y | At mini roundabout, works |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|---|---------------|---|------------|----------------|--|
| CR444 | Toynbee Road | | Raised table junction | 3 | P | No tactiles across Toynbee Road, parking across eastern arm |
| CR445 | Toynbee Road | | Dropped kerb | 3 | N | No dropped kerb on south east side despite link path |
| CR446 | Merton Hall Road | | Raised table junction | 3 | Y | Shallow table, little speed reduction. Pointless guardrail on east (park entrance) |
| CR447 | Avebury Road | | Dropped kerbs | 3 | N | Poor road surface |
| CR448 | Avebury Road | | Dropped kerbs with build-outs | 3 | N | Speeds a bit high |
| CR449 | Avebury Road | | Dropped kerbs | 3 | N | |
| CR450 | Merton Hall Road | | Dropped kerbs with build-out | 3 | N | Build-out on west, driveway used on east |
| CR451 | Merton Hall Road | | Dropped kerb with build-out - cycles only | 3 | N | Although at end of shared path appears to be for cycles only! Build-out on west side. |
| CR452 | Wilton Crescent | | Dropped kerbs | 3 | N | |
| CR453 | Wilton Crescent | | Dropped kerbs | 3 | N | Wide crossing |
| CR454 | Mostyn Rd | | Dropped kerbs | 3 | N | High kerbs |
| CR455 | Kenley Road | | Dropped kerbs | 3 | Y | Poor visibility to south side of tree |
| CR456 | Tybenham Road | | Dropped kerbs | 3 | Y | Tactiles not aligned |
| CR457 | Mostyn Road | | Dropped kerbs | 3 | N | Park access driveway used to east |
| CR458 | Poplar Road | | Raised table at junction | 3 | N | Little speed reduction |
| CR459 | Kenley Road east | | Raised table at junction | 3 | N | Little speed reduction |
| CR460 | Kenley Road east | | Raised table at junction | 3 | N | Little speed reduction |
| CR461 | Tybenham Road | | Raised table at junction | 3 | N | Little speed reduction |
| CR462 | Kenley Road west | | Raised table at junction | 3 | N | Little speed reduction |
| CR463 | Hartfield Road car park | | Dropped kerbs | 3 | P | Crossing car park entrance & v wide supermarket service road. V poor visibility. |
| CR464 | Hartfield Road car park | | Dropped kerbs | 3 | N | Car park access |
| CR465 | Hartfield Road bus station | | Dropped kerbs | 3 | N | Multiple crossings to bus stops, also access to car park |
| CR466 | Sir Cyril Black Way | A219 | Pelican | 2 | Y | To car park & bus stops |
| CR467 | Hartfield Road | B285 | Pedestrian phase | 2 | Y | No ASL |
| CR468 | Kingston Road | A238 | Pedestrian phase | 2 | Y | |
| CR469 | Kingston Road | A238 | Pelican | 2 | Y | |
| CR470 | Russell Road | | Dropped kerbs | 3 | N | |
| CR471 | Kingston Road | A238 | Pelican | 2 | Y | Guardrail on south side unnecessary |
| CR472 | Montague Road | | Dropped kerbs | 3 | N | |
| CR473 | Gladstone Road | | Dropped kerbs | 3 | N | Uses car park access on east side |
| CR474 | Russell Road | | Raised table junction | 3 | N | Shallow ramps |
| CR475 | Montague Road | | Raised table junction | 3 | N | |
| CR476 | Mostyn Road | | Dropped kerbs | 3 | N | No dropped kerb to west at link to Watery Lane & entrance to park, but on cycle route! |
| CR477 | Tramway south of Dundonald Road tram stop | | At grade tramway crossing | 2 | Y | |
| CR478 | The Path | | Dropped kerbs | 3 | N | Wide crossing |
| CR479 | Mead Path | | Subway under railway | 1 | N | On NCN20 route. Very low head-room (2.1m) with no warning. |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|--|---------------|--|------------|----------------|---|
| CR497 | Queensmere Road | | Dropped kerbs | 3 | N | On border with Wandsworth |
| CR498 | Bathgate Road | | Dropped kerbs | 3 | Y | On border with Wandsworth |
| CR499 | Beverley Way – Aboyne Drive | A3 | Subway | 0 | N | Ramps but "No Cycling" signs |
| CR500 | Beverley Way – Westcoombe Avenue | A3 | Subway | 0 | N | Ramps but "No Cycling" signs |
| CR501 | Beverley Way | A3 | Dropped kerbs with island | 3 | Y | Across link to A3 slip road |
| CR502 | Coombe Lane | A238 | Zebra with refuge | 2 | Y | No crossings of service road |
| CR503 | Coombe Lane | A238 | Raised table with refuge | 2 | Y | Just adequate refuge (1.7m) |
| CR504 | Copse Hill | | Dropped kerbs with refuge | 3 | Y | Two lanes southbound |
| CR505 | Coombe Lane | A238 | Zebra with refuge | 2 | Y | No markings across parallel cycle track |
| CR506 | Coombe Lane | A238 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m), across cycle track, north kerb uses driveway |
| CR507 | Coombe Lane | A238 | Dropped kerbs | 3 | Y | Narrow refuge (1.2m), across cycle track |
| CR508 | Coombe Lane | A238 | Pedestrian phase | 2 | Y | |
| CR509 | Coombe Lane | A238 | Pedestrian phase with refuge | 2 | Y | Narrow refuge (1.2m) |
| CR510 | West Barnes Lane | B282 | Cycle/pedestrian phase with refuge | 3 | Y | Very narrow refuge (1m) despite shared use |
| CR511 | Durham Road | B281 | Dropped kerbs with refuge | 3 | Y | Poor visibility due to fencing |
| CR512 | West Barnes Lane | B282 | Dropped kerbs with refuge | 2 | Y | Wide refuge, good visibility |
| CR513 | Waitrose Raynes Park car park access | | Raised table at junction | 3 | Y | Very poor visibility due to building & pillar |
| CR514 | Waitrose Raynes Park car park | | Zebra | 2 | N | Not legally a zebra as on private road |
| CR515 | Waitrose Raynes Park car park entrance | | Raised table at junction | 3 | Y | Shared use cycle/footway. One way in but no triangles on hump or cycle warning |
| CR516 | Coombe Lane | A238 | Pelican at raised table | 2 | Y | No warning of cycle track to south |
| CR517 | Coombe Lane | A238 | Pelican with refuge at raised table | 2 | P | Wide crossing outside Raynes Park station. No tactiles in refuge. |
| CR518 | Lambton Road | A238 | Pedestrian phase with island | 2 | Y | 2 stage, no westbound ASL |
| CR519 | Coombe Lane | A238 | Dropped kerbs | 3 | Y | Shared cycle/pedestrian crossing. V poor visibility under tunnel crossing to east |
| CR520 | Coombe Lane | A238 | Toucan (Puffin type) | 2 | Y | Staggered 2 stage, absence of guardrail good for turning bikes |
| CR521 | Wyke Road | | Dropped kerbs | 3 | N | Northern kerb also forms access to garage forecourt |
| CR522 | Pepys Road | B235 | Zebra with island | 2 | Y | 3-way island |
| CR523 | Worple Road | A238 | Zebra with island | 2 | Y | 3-way island |
| CR524 | Worple Road | B235 | Zebra with island | 2 | Y | 3-way island |
| CR525 | Pepys Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m), damaged |
| CR526 | Cambridge Road | | Dropped kerbs | 3 | N | Poor visibility to s |
| CR527 | Cambridge Road | | Dropped kerbs with refuge | 2 | Y | Good detail |
| CR528 | Durham Road | B281 | Dropped kerbs with refuge | 2 | Y | Good detail |
| CR529 | Durham Road | B281 | Dropped kerbs with refuge | 2 | Y | Good detail |
| CR530 | Durham Road | B281 | Dropped kerbs with refuge & build-outs | 3 | N | Narrow refuge (1.4m) |
| CR531 | Cottenham Park Road | B281 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.5m). No footway on n side! |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|-----------------------|---------------|---|------------|----------------|---|
| CR532 | Cottenham Park Road | B281 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.5m) |
| CR533 | Pepys Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.5m) |
| CR534 | Cottenham Park Road | B281 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR535 | Cottenham Park Road | B281 | Zebra | 2 | Y | |
| CR536 | Cottenham Park Road | B281 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.3m), 2 poles in refuge |
| CR537 | Woodhayes Road | B281 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.5m), poor visibility to west |
| CR538 | Copse Hill | B281 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR539 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR540 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR541 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR542 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR543 | Copse Hill | | Dropped kerbs with refuge | 2 | Y | Associated with adjacent new development |
| CR544 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR545 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR546 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR547 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR548 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR549 | Copse Hill | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR550 | Woodhayes Road | | Dropped kerbs | 3 | N | Status of crossing not clear but parking restrictions on both sides |
| CR551 | Woodhayes Road | | Zebra | 2 | N | |
| CR552 | West Side Common | B281 | Dropped kerb | 3 | N | Dropped kerb on east side only |
| CR553 | Cannizaro Road | B281 | Dropped kerbs | 3 | N | Rough paths both sides |
| CR554 | Cannizaro Road | B281 | Dropped kerbs - shared cycles/pedestrians | 3 | N | Loose surfaced shared-use path both sides. No warning signs. |
| CR555 | Cannizaro Road | B281 | Dropped kerbs | 3 | N | Rough paths both sides |
| CR556 | The Causeway | | Dropped kerbs - shared cycles/pedestrians | 2 | N | One-way road. Parking on contraflow lane north side, parallel rough path. No warning signs. |
| CR557 | West Place | | Dropped kerb | 3 | N | Rough path north side, no dropped kerb south side |
| CR558 | The Green | | Dropped kerbs with refuge | 3 | N | Very narrow refuge (<1m) between one-way road & contraflow cycle track |
| CR559 | High Street | A219 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy & fast traffic |
| CR560 | Marryat Road | | Dropped kerbs | 3 | N | |
| CR561 | High Street Wimbledon | A219 | Dropped kerbs | 3 | N | One-way west but wide with sweeping turn |
| CR562 | The Causeway | | Dropped kerbs | 2 | N | One way. Rough paths both sides. |
| CR563 | The Green | | Dropped kerbs with island | 2 | N | One way out. High kerbs |
| CR564 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy & fast traffic |
| CR565 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy & fast traffic |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|---------------------|---------------|---|------------|----------------|--|
| CR566 | Cannizaro Road | B281 | Dropped kerbs - shared cycles/pedestrians | 3 | N | 2 adjacent crossings: east - no dropped kerb on south side, west rough paths |
| CR567 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy & fast traffic |
| CR568 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR569 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR570 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR571 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR572 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR573 | Parkside | A219 | Dropped kerbs | 3 | N | Refuge removed |
| CR574 | Somerset Road | | Dropped kerbs | 3 | N | |
| CR575 | Parkside | A219 | Puffin | 2 | Y | Narrow footway on west side |
| CR576 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy & fast traffic |
| CR577 | Windmill Road | | Dropped kerbs | 3 | N | Wide crossing |
| CR578 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy & fast traffic |
| CR579 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Adequate refuge (1.8m) but busy & fast traffic |
| CR580 | Parkside | A219 | Dropped kerbs with refuge | 3 | Y | Adequate refuge (1.8m) but busy & fast traffic |
| CR581 | Windmill Road | | Dropped kerbs | 3 | N | Between rough paths (no proper footway) |
| CR582 | Windmill Road | | Dropped kerbs | 3 | N | Between rough paths (no proper footway) |
| CR583 | Windmill Road | | Dropped kerbs | 3 | N | Shared use path to north |
| CR584 | Ridgway | | Zebra | 2 | Y | |
| CR585 | The Downs | | Dropped kerbs | 3 | N | |
| CR586 | Edge Hill | | Dropped kerbs | 3 | N | |
| CR587 | Ridgway | | Zebra | 2 | Y | |
| CR588 | Ridgway | | Zebra | 2 | Y | |
| CR589 | Ridgway | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR590 | Ridgway | | Zebra | 2 | Y | |
| CR591 | Burghley Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m), poor visibility at corners |
| CR592 | Burghley Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m), poor visibility at corners |
| CR593 | Marryat Rd | | Dropped kerbs | 3 | N | |
| CR594 | Somerset Road | | Dropped kerbs | 3 | N | Wide crossing with central hatching in place of refuge (removed?) |
| CR595 | Church Road | | Dropped kerbs | 3 | Y | Wimbledon vehicle entrance used on west side |
| CR596 | Wimbledon Park Road | | Dropped kerbs | 3 | Y | Refuge removed. On border with Wandsworth |
| CR597 | Wimbledon Park Road | | Dropped kerbs with refuge | 2 | Y | Just in Wandsworth |
| CR598 | Melrose Ave | | Raised table at junction | 3 | Y | No triangles on ramp. Crossing in block paving |
| CR599 | Revelstoke Road | | Dropped kerbs | 3 | N | |
| CR600 | Merton Road | A218 | Toucan | 2 | Y | In Wandsworth |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|--------------------|---------------|--|------------|----------------|---|
| CR601 | Mount Road | | Raised table at junction | 3 | N | Very shallow ramp with no triangles marked |
| CR602 | Durnsford Road | A218 | Dropped kerbs with refuge | 2 | Y | Good visibility |
| CR603 | Durnsford Road | A218 | Pelican | 2 | Y | |
| CR604 | Durnsford Road | A218 | Pelican at raised table | 2 | Y | |
| CR605 | Durnsford Road | A218 | Pedestrian phase | 2 | Y | Staggered, 2 stage. No ASLs |
| CR606 | Arthur Road | | Signalled junction with dropped kerbs | 3 | N | Stop line set back some distance to west, no ASL |
| CR607 | Durnsford Road | A218 | Dropped kerbs | 3 | N | Very wide crossing at acute angle |
| CR608 | Melrose Avenue | | Dropped kerbs | 3 | N | No cycle exemption for one-way signs despite cycle gap |
| CR609 | Arthur Road | | Zebra | 2 | Y | Excessive guardrail especially on south side |
| CR610 | Arthur Road | | Dropped kerbs | 2 | Y | Crossing has contrasting surface, hatching in place of refuge |
| CR611 | Home Park Road | | Dropped kerbs | 2 | Y | Crossing has contrasting surface, hatching in place of refuge |
| CR612 | Home Park Road | | Dropped kerbs with build-outs | 3 | N | |
| CR613 | Durnsford Road | A218 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR614 | Endeavour Way | | Dropped kerbs | 3 | Y | |
| CR615 | Durnsford Road | A218 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m) |
| CR616 | Weir Road | | Dropped kerbs with refuge | 2 | y | Just adequate refuge |
| CR617 | Homebase car park | | Dropped kerbs | 3 | N | Narrow dropped kerbs |
| CR618 | Brickfield Road | | Dropped kerbs | 3 | N | Very grotty |
| CR619 | Homebase car park | | Dropped kerbs | 3 | N | Very wide |
| CR620 | Plough Lane | B235 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) with poor visibility to north |
| CR621 | Waterside Way | | Dropped kerbs with refuge - shared cycle/pedestrian shared | 3 | Y | Narrow refuge (1.2m), blocked by queuing traffic. Pointless cycle track |
| CR622 | Plough Lane | B235 | Dropped kerbs with refuge | 3 | N | Wide road, busy traffic by industrial estate. Footway blocked by Vauxhall dealer parking. |
| CR623 | Merton High Street | A238 | Toucan (Puffin type) | 2 | Y | Long delay |
| CR624 | Merton High Street | A238 | Pelican | 2 | Y | |
| CR625 | Abbey Road | | Dropped kerbs | 3 | N | |
| CR626 | Merton High Street | A238 | Pedestrian phase | 2 | Y | |
| CR627 | Haydons Road | A218 | Signalled junction with refuge | 3 | P | Narrow refuge (1.4m) with no tactiles |
| CR628 | Merton High Street | A238 | Pelican | 2 | Y | Red surface of crossing is faded |
| CR629 | Merton High Street | A238 | Puffin | 2 | Y | |
| CR630 | Merton High Street | A238 | Pedestrian phase with island | 2 | Y | No ASL |
| CR631 | Morden Road | A219 | Pedestrian phase with refuge & island | 2 | Y | Narrow refuge |
| CR632 | Kingston Road | A238 | Pedestrian phase | 2 | Y | Often blocked by traffic. ASL faded. |
| CR633 | Merton Road | A219 | Pedestrian phase | 2 | Y | No ASL |
| CR634 | Merton Road | A219 | Puffin | 2 | Y | |
| CR635 | Quicks Road | | Dropped kerbs | 3 | N | |
| CR636 | Haydon's Road | A218 | Zebra with refuge | 2 | Y | |
| CR637 | Haydon's Road | A218 | Dropped kerbs with refuge | 3 | Y | Just adequate refuge (1.6m) but busy, fast traffic |
| CR638 | Quicks Road | | Dropped kerbs | 3 | Y | |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|---------|---------------------------------------|---------------|---|------------|----------------|--|
| CR638 X | Quicks Road | | Dropped kerbs with island | 3 | N | No dropped kerbs on large central island |
| CR639 | Quicks Road | | Dropped kerbs | 3 | Y | |
| CR640 | Haydon's Road | A218 | Zebra with refuge | 2 | Y | |
| CR641 | Haydon's Road | A218 | Dropped kerbs with refuge | 3 | Y | Markings predating mini-roundabout not fully removed |
| CR642 | North Road | | Dropped kerbs with refuge | 3 | Y | Just adequate refuge but at mini-roundabout |
| CR643 | North Road | | Dropped kerbs with refuge - shared cycle/pedestrian | 3 | Y | Narrow refuge (1.4m) |
| CR644 | North Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m), fairly high speeds at peak times |
| CR645 | East Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.5m) |
| CR646 | North Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m), fairly high speeds at peak times |
| CR647 | Haydon's Road | A218 | Zebra with refuge | 2 | Y | |
| CR648 | Haydon's Road | A218 | Zebra with refuge | 2 | Y | |
| CR649 | Haydon's Road | A218 | Zebra with refuge | 2 | Y | Unnecessary guardrail especially on west side |
| CR650 | Queen's Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m), on a slope as carriageways at slightly different levels! |
| CR651 | Haydon's Road | A218 | Puffin with build-outs | 2 | Y | Build-outs installed over southbound cycle lane |
| CR652 | Durnsford Road | A218 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR653 | Plough Lane | B235 | Pedestrian phase with refuge & island | 2 | Y | 3 stage, staggered island |
| CR654 | Durnsford Road | A218 | Pedestrian phase with island | 2 | Y | 2 stage, staggered |
| CR655 | Gap Road | | Pedestrian phase with island | 2 | Y | 2 stage, staggered |
| CR656 | Durnsford Road | A218 | Pedestrian phase with island | 2 | Y | Staggered, 2 stage |
| CR657 | Plough Lane | B235 | Pelican | 2 | Y | On route of NCN 20 |
| CR658 | Ashcombe Road | | Dropped kerbs at raised table | 3 | Y | Poor visibility to south, hardly any height to table |
| CR659 | Gap Road | | Zebra on raised table | 2 | Y | |
| CR660 | Gap Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m), kerb to north quite high. Speeds higher than desirable |
| CR661 | Queen's Road | | Raised table with refuge | 3 | N | Just adequate refuge (1.6m) but little speed reduction despite speed display |
| CR662 | Queen's Road | | Raised table with build-outs | 3 | N | Narrow build-outs & little speed reduction despite speed display |
| CR663 | Queen's Road | | Dropped kerbs with build-outs | 3 | N | At entrance to 20mph limit but no real speed reduction. |
| CR664 | Trinity Road | | Dropped kerbs | 3 | N | |
| CR665 | Trinity Road | | Dropped kerbs | 3 | N | |
| CR666 | Ashcombe Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.5m), wide carriageway |
| CR667 | Queen's Road | | Pedestrian phase with refuge & island | 3 | Y | Very confusing phasing, very narrow island (1m) |
| CR668 | Centre Court shopping centre car park | | Pedestrian phase with refuge & island | 3 | Y | Very confusing phasing, very narrow island (1m) |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|---------------------------------------|---------------|------------------------------------|------------|----------------|--|
| CR669 | Centre Court shopping centre car park | | Dropped kerbs | 3 | Y | To staff entrance only |
| CR670 | Queen's Road | | Puffin | 2 | Y | |
| CR671 | Trinity Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) & poor dropped kerbs. |
| CR672 | Trinity Road | | Zebra | 2 | Y | Markings a bit faded. By park gates. |
| CR673 | Trinity Road | | Dropped kerbs with refuge | 3 | N | Just adequate refuge (1.7m) |
| CR674 | Trinity Road | | Dropped kerbs with refuge | 3 | N | Just adequate refuge (1.7m) |
| CR675 | Trinity Road | | Pedestrian phase | 2 | Y | |
| CR676 | The Broadway | A219 | Pedestrian phase | 2 | Y | |
| CR677 | Trinity Road | | Pedestrian phase | 2 | Y | |
| CR678 | The Broadway | A219 | Pedestrian phase | 2 | Y | |
| CR679 | The Broadway | A219 | Zebra | 2 | Y | |
| CR680 | The Broadway | A219 | Pelican | 2 | Y | |
| CR681 | The Broadway | A219 | Pelican | 2 | Y | |
| CR682 | Russell Road | | Dropped kerbs with island | 3 | Y | 2 way either side |
| CR683 | Hartfield Road | A219 | Pedestrian phase with island | 2 | Y | Staggered, 2 stage. Crossing of bus lane & road. |
| CR684 | Beulah Road | | Raised table at junction | 3 | Y | One-way southbound but shallow table hence little speed reduction |
| CR685 | Hartfield Road | A219 | Pedestrian phase with island | 2 | Y | 3 way island |
| CR686 | Hartfield Crescent | | Pedestrian phase with island | 2 | Y | 3 way island |
| CR687 | Hartfield Crescent | | Pedestrian phase with island | 2 | Y | 3 way island |
| CR688 | Hartfield Road | A219 | Dropped kerbs with refuge & island | 3 | N | 2 separate car park accesses, space between is less than 0.5m! Kerbs not flush |
| CR689 | Gladstone Road | A219 | Pedestrian phase with island | 2 | Y | 3 way island |
| CR690 | Gladstone Road | A219 | Pedestrian phase with island | 2 | Y | 3 way island. Warning triangles on approach but very small rise on hump! |
| CR691 | The Broadway | A219 | Pedestrian phase with island | 2 | Y | 3 way island |
| CR692 | The Broadway | A219 | Puffin | 2 | Y | Warning triangles on approach but no actual hump! |
| CR693 | The Broadway | A219 | Pelican | 2 | Y | |
| CR694 | Queen's Road | | Pedestrian phase with island | 2 | Y | 3 way island |
| CR695 | The Broadway | A219 | Pedestrian phase with island | 2 | Y | 3 way island |
| CR696 | Queen's Road | | Pedestrian phase with island | 2 | Y | 3 way island |
| CR697 | Hartfield Road | A219 | Pedestrian phase with island | 2 | Y | 3 way island |
| CR698 | HARTFIELD ROAD | | Pedestrian phase with island | 2 | Y | 3 way island |
| CR699 | Wimbledon Bridge | A219 | Pedestrian phase with island | 2 | Y | 3 way island. No ASL to north. |
| CR700 | Wimbledon Bridge | A219 | Pelican with refuge | 2 | Y | Recently installed (early 2012), outside Wimbledon station main entrance |
| CR701 | Wimbledon station service road | | Raised table at junction | 2 | Y | One-way out, taxis only |
| CR702 | Wimbledon Bridge | A219 | Pedestrian phase with refuge | 2 | P | No tactiles in refuge |
| CR703 | St George's Road | | Pedestrian phase with refuge | 2 | P | No tactiles in refuge |
| CR704 | Wimbledon Hill Road | A219 | Pedestrian phase with refuge | 2 | P | No tactiles in refuge |
| CR705 | Alexandra Road | B235 | Pedestrian phase with refuge | 2 | P | No tactiles in refuge |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|-----------------------|---------------|--|------------|----------------|--|
| CR706 | Wimbledon Hill Road | | Pedestrian phase (diagonal) | 3 | Y | Between northwest & southeast corners, no dropped kerbs, long crossing time |
| CR707 | Wimbledon Hill Road | A219 | Pedestrian phase | 2 | Y | No ASL |
| CR708 | Worple Road | B235 | Pedestrian phase with refuge | 2 | P | No ASL, no tactiles in refuge |
| CR709 | Wimbledon Hill Road | A219 | Pedestrian phase | 2 | Y | |
| CR710 | Wimbledon Hill Road | A219 | Pedestrian phase | 2 | Y | Splitter island to northwest but no refuge |
| CR711 | Mansel Road | | Pedestrian phase | 2 | Y | |
| CR712 | Woodside | | Pedestrian phase | 2 | Y | |
| CR713 | Wimbledon Hill Road | A219 | Cycle phase with refuges | 3 | Y | Cycle crossing through junction - separate refuge for each direction |
| CR714 | Mansel Road | | Dropped kerbs | 3 | N | |
| CR715 | Belvedere Drive | | Dropped kerbs | 3 | Y | |
| CR716 | High Street Wimbledon | | Dropped kerbs with refuge | 2 | Y | OK visibility, adequate refuge |
| CR717 | Belvedere Grove | | Raised table at junction with build-outs | 3 | Y | Little speed reduction |
| CR718 | High Street Wimbledon | A219 | Pelican | 2 | Y | |
| CR719 | High Street Wimbledon | A219 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m), two lanes on approach to roundabout |
| CR720 | Church Road | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.5m), two lanes on approach to roundabout |
| CR721 | High Street Wimbledon | A219 | Puffin | 2 | Y | |
| CR722 | High Street Wimbledon | A219 | Pegasus (Puffin type) | 2 | Y | Not clear if cyclists permitted as well! |
| CR723 | High Street Wimbledon | A219 | Puffin | 2 | Y | |
| CR724 | HIGH STREET | | Raised table | 3 | N | Narrow ghost refuge only, confusing layout as one-way but 2 lanes |
| CR725 | Church Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR726 | Burghley Road | | Dropped kerbs | 3 | N | |
| CR727 | St Mary's Road | | Dropped kerbs | 3 | N | Wide crossing with central hatching in place of refuge |
| CR728 | St Mary's Road | | Dropped kerbs | 3 | N | Driveway used as north dropped kerb |
| CR729 | St Mary's Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR730 | ST MARY'S ROAD | | Dropped kerbs | 3 | N | Raised table to south can't be used as no footway on west side, just grass |
| CR731 | ALAN ROAD | | Raised table at junction | 3 | N | |
| CR732 | Alan Road | | Dropped kerbs with build-outs | 3 | N | |
| CR733 | Belvedere Grove | | Dropped kerbs with build-outs | 3 | N | |
| CR734 | Belvedere Ave | | Raised table | 3 | N | Poor visibility, 2 way traffic |
| CR735 | St. Mary's Rd | | Raised table at junction | 3 | Y | Poor visibility round corner, wide crossing. No footway on north side to crossing of Lake Rd |
| CR736 | CHURCH HILL | | Dropped kerbs with refuge | 2 | N | |
| CR737 | Lake Road | | Raised table with build-out | 2 | Y | Build-out to east |
| CR738 | Arthur Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|--------------------------------|---------------|---------------------------------------|------------|----------------|---|
| CR739 | Leopold Road | | Dropped kerbs with build-outs | 3 | N | |
| CR740 | LEOPOLD ROAD | | Dropped kerbs with build-outs | 3 | N | |
| CR741 | Leopold Road | | Dropped kerbs with refuge | 3 | N | Need to be aware of northbound traffic from 2 directions |
| CR742 | Leopold Road | | Zebra with build-outs | 2 | Y | |
| CR743 | Lake Road | | Raised table at junction | 3 | N | |
| CR744 | Woodside | | Dropped kerbs | 3 | N | |
| CR745 | Leopold Road | | Dropped kerbs with build-out | 3 | Y | Build-out on north, heavy traffic, narrow road |
| CR746 | Strathearn Road | | Dropped kerbs | 3 | N | Central hatching, splitter island to south with no dropped kerbs |
| CR747 | Alexandra Road | B235 | Zebra | 2 | Y | |
| CR748 | Alexandra Road | B235 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.25m) |
| CR749 | Waitrose Wimbledon access road | | Dropped kerbs | 3 | Y | Wide crossing - poor standard for new development |
| CR750 | Alexandra Road | B235 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.25m) |
| CR751 | Alexandra Road | B235 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.25m) |
| CR752 | Wimbledon station service road | | Dropped kerbs | 3 | N | Taxi access, car park exit. South side uses access road crossover. |
| CR753 | St George's Road | | Dropped kerbs with refuge | 3 | Y | Legal parking bay obstructs dropped kerb on south-east side |
| CR754 | Raymond Road | | Dropped kerbs | 3 | N | No tactiles |
| CR755 | Worple Road | B235 | Puffin with refuge | 2 | Y | |
| CR756 | Raymond Road | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.25m) |
| CR757 | Worple Road | B235 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR758 | Worple Road | B235 | Pelican with refuge | 2 | Y | Narrow refuge (1.4m) but single-stage crossing |
| CR759 | Worple Road | B235 | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.4m) |
| CR760 | Worple Road | B235 | Dropped kerbs with refuge | 2 | Y | Wide refuge |
| CR761 | Worple Road | B235 | Pelican with refuge | 2 | Y | |
| CR762 | EDGE HILL | | Dropped kerbs | 3 | N | |
| CR763 | Worple Road | B235 | Pelican with refuge | 2 | Y | Narrow refuge (1.2m) but single stage crossing |
| CR764 | Worple Road | B235 | Pelican | 2 | Y | |
| CR765 | The Downs | | Dropped kerbs | 3 | N | |
| CR766 | Lower Downs Road | | Pedestrian phase with refuge & island | 2 | Y | 3 stage crossing, island a bit narrow |
| CR767 | Worple Road | B235 | Pedestrian phase with island | 2 | Y | |
| CR768 | Worple Road | B235 | Pelican | 2 | Y | Excessive guardrail esp. on south-east of crossing |
| CR769 | Worple Road | B235 | Dropped kerbs with refuge | 3 | Y | Adequate width refuge but fairly high speeds, southern kerb not flush |
| CR770 | Lower Downs Road | | Dropped kerbs | 3 | Y | Poor crossing off line of railway path. Poor visibility through bridge. Gully on east side. |
| CR771 | Toynbee Road | | Raised table at junction | 3 | Y | Little speed reduction |
| CR772 | Lower Downs Road | | Dropped kerbs | 3 | N | Poorly located gully |
| CR773 | Kingston Road | A238 | Toucan | 2 | Y | No cycle track on west side |
| CR774 | Kingston Road | A238 | Toucan | 2 | Y | |
| CR775 | Watery Lane | | Dropped kerbs | 3 | N | One-way but wide |
| CR776 | Watery Lane | | Dropped kerbs | 3 | N | Driveway used on east side |
| CR777 | Watery Lane | | Dropped kerbs | 3 | N | One-way but wide |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|--|---------------|---------------------------------------|------------|----------------|---|
| CR778 | Merton Hall Road | | Dropped kerbs | 3 | N | Wide crossing |
| CR779 | Kingston Road | A238 | Puffin | 2 | Y | |
| CR780 | Cannon Hill Lane | | Dropped kerbs with refuge & island | 3 | N | Narrow eastern refuge (1.2m) |
| CR781 | Kingston Road | A238 | Pelican with build-outs | 2 | Y | |
| CR782 | Kingston Road | A238 | Pedestrian phase with island | 2 | Y | 2 stage, staggered with long sheep-pen |
| CR783 | Bushey Road | A298 | Pedestrian phase with refuge & island | 2 | Y | 3 stage, staggered refuge |
| CR784 | Kingston Road | A238 | Pedestrian phase with refuge & island | 2 | Y | 2 stage with narrow refuge (1.2m) |
| CR785 | Bushey Road | A298 | Pedestrian phase with island | 2 | Y | 2 stage, staggered. Large refuge with pointless barrier! |
| CR786 | Martin Way | B286 | Signalled junction with refuge | 3 | Y | Narrow refuge (1.4m) |
| CR787 | Bushey Road | A298 | Dropped kerbs with refuge | 3 | Y | Straight, 40mph road. Crossings of cycle track parallel to road. |
| CR788 | David Lloyd Centre access road | | Dropped kerbs with refuge | 3 | N | Crossing for cycle track. Bollards with no signs on desire line. |
| CR789 | David Lloyd Centre access road | | Zebra | 2 | N | Not legal as on private road |
| CR790 | Bushey Road | A298 | Dropped kerbs with refuge | 3 | Y | Straight, 40mph road. Crossings of cycle track parallel to road. |
| CR791 | Bushey Road | A298 | Pedestrian phase with refuge & island | 2 | Y | 3 stage with 1 staggered island |
| CR792 | Grand Drive | B279 | Pedestrian phase with refuge | 2 | Y | Narrow refuge but single stage |
| CR793 | Bushey Road | A298 | Pedestrian phase with island | 2 | Y | 3 stage with 1 staggered island |
| CR794 | Grand Drive | B279 | Pedestrian phase | 2 | Y | |
| CR795 | Approach Road | B279 | Toucan (Puffin type) with refuge | 2 | Y | Link to Raynes Park station & subway. Narrow refuge (1.5m). |
| CR796 | Raynes Park station industrial estate access | | Dropped kerbs | 3 | N | Outside station entrance |
| CR797 | Approach Road | B279 | Pedestrian phase with refuge | 2 | Y | Post in centre of refuge |
| CR798 | Approach Road | A238 | Pedestrian/cycle phase | 2 | Y | Links to CR799 |
| CR799 | Approach Road | A238 | Pedestrian/cycle phase | 2 | Y | Links to CR798 |
| CR800 | West Barnes Lane | B282 | Pelican with build-out | 2 | Y | Build-out on east side. Excessive guardrail on both sides. |
| CR801 | Bodnant Gardens | | Raised table at junction with refuge | 3 | Y | Narrow refuge (1.5m) & shallow ramps |
| CR802 | Bodnant Gardens | | Raised table | 3 | Y | Outside school |
| CR803 | West Barnes Lane | B282 | Pelican with refuge | 2 | Y | Long guardrail on east side |
| CR804 | Tesco New Malden car park exit | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR805 | Tesco New Malden car park | | Dropped kerbs | 3 | Y | Road recently converted to one-way exit (with pinch point) but widely ignored |
| CR806 | Burlington Road | B282 | Pelican with refuge | 2 | Y | |
| CR807 | BURLINGTON ROAD | | Pelican | 2 | Y | Car parking on footway close to crossing |
| CR808 | Burlington Road | B282 | Pelican | 2 | Y | Excessive guardrail |
| CR809 | Tesco New Malden car park access | | Dropped kerbs with island | 3 | Y | Fast moving traffic onto / off A3 slip, excessive guardrail including on island |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|--|---------------|------------------------------------|------------|----------------|--|
| CR810 | Burlington Road | B282 | Cycle/pedestrian phase with island | 2 | Y | Wide shared path across island with guardrail, but narrow shared footway on south side |
| CR811 | Malden Way | B282 | Cycle/pedestrian phase | 2 | Y | Links to CR812 via track under A3 |
| CR812 | Malden Way | B282 | Cycle/pedestrian phase | 2 | Y | Links to CR811 via track under A3 |
| CR813 | BURLINGTON ROAD | | Dropped kerbs | 3 | N | Dropped kerbs not aligned. Also serves shared use footway |
| CR814 | Shannon Corner car park | | Raised table at junction | 3 | Y | Entrance/exit to multi-storey car park. Poor visibility for vehicles exiting. |
| CR815 | Shannon Corner retail park car park | | Dropped kerbs | 3 | Y | Wide crossing |
| CR816 | Burlington Road | B282 | Toucan (Puffin type) | 2 | Y | Links shared use footways |
| CR817 | Shannon Corner car park entrance | | Cycle/pedestrian phase with island | 2 | Y | Links to crossing under A3 |
| CR818 | Shannon Corner car park exit | | Dropped kerbs with island | 3 | Y | Not clear why this isn't signalled |
| CR819 | Beverley Way | B282 | Cycle/pedestrian phase | 2 | Y | Links to CR820 via track under A3 |
| CR820 | Beverley Way | B282 | Cycle/pedestrian phase | 2 | Y | Links to CR819 via track under A3 |
| CR821 | Shannon Corner industrial estate north | | Dropped kerbs | 3 | Y | |
| CR822 | Shannon Corner industrial estate north | | Dropped kerbs | 3 | Y | Wide crossing |
| CR823 | Bushey Road | A3 | Subway | 0 | N | Ramps. No "No Cycling" sign from A3 slip road footway |
| CR824 | Bushey Road | A298 | Subway | 0 | N | Ramps but "No Cycling" sign |
| CR825 | Beverley Way | A3 | Subway | 0 | N | Ramps. No "No Cycling" sign from western A3 footway. |
| CR826 | Bushey Road | A298 | Dropped kerbs | 3 | Y | Crossing to bus stop. Confusing as road appears to be one-way but is not |
| CR827 | Bushey Road | A298 | Dropped kerbs with refuge | 3 | Y | To bus stop. Busy link between A3 & A298 |
| CR828 | Bushey Road | A298 | Subway | 0 | Y | Ramps & wide subway but "No Cycling" signs |
| CR829 | Claremont Avenue | | Dropped kerbs | 3 | N | |
| CR830 | Claremont Avenue | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR831 | Station Road | | Dropped kerbs | 3 | Y | Dropped kerbs misaligned |
| CR832 | Station Road | | Dropped kerbs | 3 | N | |
| CR833 | West Barnes Lane | | Zebra with refuge | 2 | Y | Narrow refuge |
| CR834 | Seaforth Avenue | | Dropped kerbs | 3 | N | |
| CR835 | Seaforth Avenue | | Raised table junction | 3 | Y | |
| CR836 | West Barnes Lane | | Dropped kerbs with refuge | 2 | Y | Just adequate refuge (1.75m). Blocked by queuing vehicles at level crossing. |
| CR837 | West Barnes Lane | | Dropped kerbs with refuge | 3 | Y | Adequate refuge (1.6m-1.8m) but wide exit from roundabout |
| CR838 | West Barnes Lane | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR839 | Westway | | Dropped kerbs | 3 | N | One-way but two lanes of traffic |
| CR840 | Westway | | Raised table at junction | 3 | Y | One-way off mini-roundabout but little speed reduction |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|------------------|---------------|-----------------------------------|------------|----------------|--|
| CR841 | Grand Drive | B279 | Puffin | 2 | Y | |
| CR842 | Grand Drive | B279 | Signalled junction with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR843 | Crossway | | Pedestrian phase with island | 2 | Y | |
| CR844 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR845 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR846 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR847 | Heath Drive | | Dropped kerbs | 3 | Y | |
| CR848 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.4m) |
| CR849 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR850 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR851 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR852 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR853 | Cannon Hill Lane | | Dropped kerbs with refuge | 3 | N | Narrow refuge (1.2m) |
| CR854 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | |
| CR855 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | |
| CR856 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | |
| CR857 | Martin Way | B286 | Raised table with refuge | 2 | Y | Wide island, little speed reduction |
| CR858 | Cannon Hill Lane | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR859 | Martin Way | B286 | Zebra with refuge on raised table | 2 | Y | |
| CR860 | Cannon Hill Lane | | Dropped kerbs with refuge | 3 | Y | Narrow refuge (1.2m) |
| CR861 | Martin Way | | Dropped kerbs with refuge | 3 | Y | By shops, can be obstructed by parking - needs build-out on north side |
| CR862 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | |
| CR863 | Martin Way | B286 | Dropped kerbs with build-outs | 3 | N | South side of crossing obstructed by planting |
| CR864 | Martin Way | B286 | Zebra with refuge | 2 | Y | |
| CR865 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | Ghost build-outs (hatching) |
| CR866 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | |
| CR867 | Mostyn Road | | Dropped kerbs | 3 | N | Queuing traffic at peak times |
| CR868 | Martin Way | B286 | Dropped kerbs with refuge | 2 | Y | Heavy fast traffic but wide refuge |
| CR869 | Martin Way | | Pedestrian phase | 2 | Y | |
| CR870 | Crown Lane | B286 | Pedestrian phase | 2 | Y | Splitter island to east but no refuge |
| CR871 | Links Avenue | | Pedestrian phase | 2 | Y | |
| CR872 | Links Avenue | | Dropped kerbs with refuge | 2 | N | |
| CR873 | Hillcross Avenue | | Dropped kerbs with refuge | 3 | N | Poor visibility crossing to south |
| CR874 | Hillcross Avenue | | Dropped kerbs with refuge | 2 | Y | |
| CR875 | Hillcross Avenue | | Dropped kerbs with refuge | 2 | N | |
| CR876 | Ashridge Way | | Dropped kerbs | 3 | N | Outside 20mph zone although nearer to school entrance |
| CR877 | Hillcross Avenue | | Raised table with refuge | 2 | Y | Boundary of 20mph zone (to west) |
| CR878 | Hillcross Avenue | | Zebra with refuge on raised table | 2 | Y | |
| CR879 | Monkleigh Road | | Dropped kerbs | 3 | N | |
| CR880 | Hillcross Avenue | | Raised table with refuge | 2 | Y | Boundary of 20mph zone (to east). Shallow ramps. |
| CR881 | Hillcross Avenue | | Dropped kerbs with refuge | 2 | N | |
| CR882 | Hillcross Avenue | | Dropped kerbs | 3 | N | |
| CR883 | Hillcross Avenue | | Dropped kerbs with refuge | 2 | N | Steep kerb to west, lamp column in middle of eastern ramp |

| Ref | Road name | Road Type no. | Type | CSNA Level | Tactile paving | Comments |
|-------|-------------------|---------------|------------------------------------|------------|----------------|---|
| CR884 | Churston Drive | | Dropped kerbs | 3 | N | |
| CR885 | Hillcross Avenue | | Pelican | 2 | Y | Slightly to east of desire line connecting paths either side |
| CR886 | Hillcross Avenue | | Dropped kerbs with refuge | 2 | N | |
| CR887 | Hillcross Avenue | | Dropped kerbs with refuge | 3 | N | Overly wide carriageways onto/off roundabout |
| CR888 | Lower Morden Lane | | Dropped kerbs with refuge | 2 | Y | High kerbs at road narrowing's |
| CR889 | Tudor Drive | B279 | Dropped kerbs with refuge | 3 | N | Overly wide carriageways onto/off roundabout. No deflection onto roundabout so high speeds. |
| CR890 | Lower Morden Lane | | Dropped kerbs with refuge | 3 | N | Wide carriageways onto/off roundabout |
| CR891 | Grand Drive | B279 | Dropped kerbs with refuge | 3 | N | Overly wide carriageways onto/off roundabout |
| CR892 | Grand Drive | B279 | Puffin with refuge at raised table | 2 | Y | Excessive guardrail on west side |
| CR893 | Grand Drive | B279 | Dropped kerbs with refuge | 2 | Y | Narrow refuge (1.4m), excessive guardrail to north on west side |
| CR894 | Grand Drive | B279 | Pedestrian phase on raised table | 2 | Y | Excessive guardrail |
| CR895 | Grand Drive | B279 | Pedestrian phase on raised table | 2 | Y | |
| CR896 | Cannon Hill Lane | | Pedestrian phase on raised table | 2 | Y | |
| CR897 | Churston Drive | | Dropped kerbs | 3 | N | North-east corner used for both crossings |
| CR898 | Cannon Hill Lane | | Dropped kerbs | 3 | N | North-east corner used for both crossings |
| CR899 | Parkway | | Dropped kerb | 3 | N | No footway on north side, but hatching around corner |
| CR900 | Cannon Hill Lane | | Dropped kerbs | 3 | N | Access to Cannon Hill Common footpath. Drive used to west. |
| CR901 | Cannon Hill Lane | | Dropped kerbs | 3 | N | Access to cycle track. Drive used to west. |
| CR902 | Monkleigh Road | | Dropped kerbs | 3 | N | Used as access to forecourt parking |