

Drawing No.	36 Months preceding 31 Dec 2016	36 Months preceding 31 May 2018	ATC Data (2017)	Speed Data (2017)	Description of Intervention	Business Case	Estimated Cost of Intervention (£)		Estimated No. of Collisions Saved (Per Year)	FYRR %
LBL-A2217-CHBR-RUS-01	Electric Lane / Rushcroft Rd									
1.1	13 Collisions Total 1 Serious, 12 Minor 4 pedal cycles / vehicle 7 pedestrian / vehicle (1 Serious) 2 P2W / vehicle	13 Collisions Total 1 Serious, 12 Minor 5 pedal cycle / vehicle 6 pedestrian / vehicle (1 Serious) 1 P2W / vehicle	ATC Site 333 Electric Avenue -(ATC data 2017) Week 1 EB Combined Volume of P2Ws and Cyclists: 7.3% WB Combined Volume of P2Ws and Cyclists: 9.5% EB Combined Volume of OGV1 and OGV2: 1.7% WB Combined Volume of OGV1 and OGV2: 2.8%	On Coldharbour Lane (BOTH DIRECTIONS) (SITE 333) 5 day Ave 85% WK1: 20.5mph; WK2:19.9mph WK1 - 15.2% AND WK2 - 13.8% Speeding respectively (2017 Traffic counts)	The introduction of a one-way system on Rushcroft Road (westbound), exiting at Electric Lane (south) which will assist in reducing the number of permissible vehicle movements on these junctions. The tactile paving on the east kerb of the northern end of Electric Lane is cracked due to vehicles turning onto Coldharbour Lane mounting the footway. It is proposed to implement additional loading restrictions to address waiting and loading violations and assist pedestrians crossing the carriageway.	The implementation of the one-way traffic system will reduce driver conflicts, address anti-social driver behaviour such as the use of horns and contribute towards the MTS Healthy Street and 10 Indicators of reducing the noise impacts of motor traffic	Bouygues £10,000 (Signs/ inc Illuminated) FMC <£5,000 (Minor Road Markings/Lining) TMO £3,000	16,000	1.73	980