

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014											Reasons for speeds being high	
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)
														No.	%	No.	%		
Pelham Road area 20mph Zone	Abbey / Dundonald	Gladstone Road	o/s 86	Yes	No	6 round top humps with 1 junction table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	14/06/2014	20/06/2014	2639	21.0	17.5	39	1	1149	44	306	12	No	Although 44% of drivers on this road travel more than 20mph, its only 12% who actually travel above 25mph. This road is used as a cut through between Merton Road and Kingston Road.
		Russell Road	o/s 43	Yes	No	6 sets of 3 abreast speed cushions with 1 junction table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			8069	17.0	12.5	37	1	351	4	61	1	No	NA
		Palmerston Road	o/s 48	Yes	No	8 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			5431	20.5	17.0	38	1	1257	23	260	5	No	NA
		Southey Road	o/s 2	Yes	No	6 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			12023	18.5	14.0	47	1	1287	11	211	2	No	NA
		Montague Road	o/s 2	Yes	No	6 round top humps with 1 junction table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			16773	18.0	14.5	39	1	1126	7	74	0	No	NA
		Griffiths Road	o/s 11	No	Yes	4 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			3108	23.0	18.5	39	1	1422	46	395	13	No	Although approximately 46% of vehicles travel above 20mph, its only 13% which travel above 25mph.
		Pelham Road	o/s 65	Yes	No	7 round top humps and 3 junction tables _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			8242	23.0	20.0	40	1	3822	46	879	11	No	Although 46% of drivers on this road travel more than 20mph, its only 15.1% who actually travel above 25mph. This road is used as a cut through to avoid the queues on Merton Road and The Broadway.
<b>Total Volume of vehicles within the Zone</b>								<b>56285</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			<b>10414</b>	<b>19</b>	<b>2186</b>	<b>4</b>			<b>Total</b>	
%																			
High Path area 20mph Zone	Abbey	Pincott Road	o/s May Court	Yes	No	3 round top humps with 1 width restriction _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	14/06/2014	20/06/2014	13247	19.0	15.5	35	1	1605	12	164	1	No	NA
		Abbey Road	o/s 26	Yes	No	4 round top humps with 1 width restriction _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			19059	11.5	10.0	27	1	14	0	1	0	No	NA
		Mill Road	o/s 27	Yes	No	3 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			7197	15.0	13.0	28	1	134	2	4	0	No	NA
		Nelson Grove Road	o/s 1_18	No	No	2 sets of 3 abreast speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			5035	16.5	13.5	27	2	154	3	6	0	No	NA
		Croft Road	o/s 33	No	Yes	1 sett of speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			1243	19.0	15.5	39	1	336	27	124	10	No	NA
		Meadow Road	o/s 23	No	Yes	1 sett of speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			1799	18.0	15.0	36	3	694	39	249	14	No	NA
		Dane Road	o/s 20	Yes	No	2 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			6703	24.5	22.5	44	3	4635	69	1942	29	No	84% of vehicles travelling in the eastbound direction travelled above 20mph, whilst 39% travelled in the westbound direction did so above 20mph, eventhough there are round top humps in this road. This road has been resurfaced and therefore encourage high speeds. On average, 69% of drivers travelled above 20mph.
		High Path	o/s car wash	No	Yes	1 sett of speed cushions _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			52671	12.5	10.0	39	1	987	2	176	0	No	NA
		High Path	o/s 1_30	Yes	No	3 round top humps with 1 raised table _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			3318	18.0	14.0	26	15	234	7	15	0	No	NA
<b>Total Volume of vehicles within the Zone</b>								<b>110272</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			<b>8793</b>	<b>8</b>	<b>2681</b>	<b>2</b>			<b>Total</b>	
%																			

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												No.	%	No.	%		

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				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)	
														No.	%	No.	%			
Trinity Road area 20mph Speed limit	Trinity	Trinity Road	o/s 69	Yes	No	4 chicanes _Within CPZ with parking on both sides of the road, hence narrow carriageway width.	08/07/2014	14/07/2014	45220	23.1	19.0	> 56	11	13344	30	2385	5	No	N/A	
		Faraday Road	o/s 42	Yes	No	6 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			2869	18.8	14.6	36 - 41	1	78	3	4	0	No	N/A	
		Effra Road	o/s 64	Yes	No	8 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			4799	21.3	17.5	31 - 36	3	739	15	45	1	No	N/A	
		Clarence Road	o/s 102	Yes	No	6 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			2154	19.8	15.8	36 - 41	1	120	6	6	0	No	Majority of drivers travelled within the speed limit of 20mph.	
		Florence Road	o/s 126	Yes	No	6 round top humps _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			3029	25.8	20.6	> 56	1	1512	50	410	14	Yes	The humps in this road are the most effective type. The recorded 85%ile is not too excessive, however approximately 50% of vehicles travel above the speed limit of 20mph.	
		South Park Road	o/s 128	Yes	No	3 round top humps and 3 raised junctions _Within CPZ with parking on both sides of the road, hence narrow carriageway width.			9818	26.1	21.0	> 56	4	5228	53	1488	15	Yes	The humps in this road are the most effective type. The recorded 85%ile is not too excessive, however approximately 53% of vehicles travel above the speed limit of 20mph. .	
		Birbeck Road	o/s 21	No	No	None _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			3771	24.9	19.1	41 - 46	1	1435	38	428	11	Yes	The recorded 85%ile is not too excessive and the recorded traffic volume and short stretch of road does not warrant any additional measures..	
		Queens Road	o/s 143	No	Yes	2 sets of 3 abreast speed cushions, pinch pt and a mini_roundabout _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			35329	30.0	24.7	> 56	14	28040	79	13078	37	Yes	The speed cushions in this road are 1.6 metre wide and 75mm high as this is a bus route. These measures are therefore not very effective at reducing speeds of HGV's and vans. With an average of 77% of vehicles travelling above 20mph and approximately 34% travelling above 25mph, the traffic calming measures need to be re-assessed.	
		Queens Road	199A	Yes	No	4 sets of raised speed tables with 1 mini roundabout _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			33821	29.0	23.7	> 56	4	24935	74	9807	29	Yes		
		Evelyn Road	o/s 42	No	No	none _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.			3474	23.7	18.3	36 - 41	1	997	29	137	4	No	NA	
Edith Road	o/s 8	No	No	none _ Within CPZ with parking on both sides of the road, hence narrow carriageway width.	3695	20.9	16.2	36 - 41	1	511	14	66	2	No	NA					
<b>Total Volume of vehicles within the Zone</b>								<b>147979</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				<b>76939</b>	<b>52</b>	<b>27854</b>	<b>19</b>		<b>Total</b>		
																	<b>%</b>			
Parkway area 20mph Zone	Cannon Hill/ West Barnes	Parkway	o/s 16	Yes	No	7 sets of speed cushions _ Not within CPZ, parking on both sides of the road but carriageway is very wide.	11/05/2014	17/05/2014	7185	25.0	23.0	47	1	4333	60	1576	22	No	The speed cushions in this road are not wide enough to reduce driver speeds especially vans and HGVs along the park section (toward Cannon Hill Lane) of this road. Approximately 58% of drivers travel above 20mph.	
		Parkway	o/s 96	Yes	No				12811	31.5	26.5	52	1	6396	50	3097	24	Yes		
		Elm Walk	o/s 59	Yes	No	10 round top road humps _ Not within CPZ with parking on both sides of the road. Carriageway narrow.			7477	18.5	15.5	35	1	761	10	94	1	No		NA
		Elm Walk	o/s 42	Yes	No				6114	18.0	15.0	36	2	665	11	121	2	No		NA
		Southway	o/s 53	No	Yes	4 sets of speed cushions _ Not within CPZ with parking on both sides of the road. Carriageway narrow.			8126	22.0	18.0	39	2	3048	38	805	10	No		NA
		Meadow Close	o/s 35	No	Yes	2 sets of speed cushions _ Road is a 'dead end'. Not within CPZ with parking on both sides of the road. Carriageway narrow.			2502	23.0	18.5	39	4	1405	56	653	26	Yes		Although driver speeds in one direction is higher than the other, it is not too excessive, as part of this road is dead end and traffic volumes are very low.

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														No.	%	No.			%
		Heath Drive	o/s 16	Yes	No	3 round top humps _ Not within CPZ with parking on both sides of the road. Carriageway very narrow.			7852	16.0	13.0	36	1	152	2	17	0	No	NA
<b>Total Volume of vehicles within the Zone</b>									52067	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				16760	32	6363	12		<b>Total</b>
																	%		
Merton Park area 20mph Speed limit	Merton Park	Dorset Road	o/s 53	Yes	No	14 sets of 3 abreast speed cushions and 1 entry treatment _ Within CPZ with parking on both sides of the road	14&21/07/14		37306	23.5	20.0	46	1	14699	39	3285	9	No	Speed cushions not wide enough to reduce driver speeds especially vans ans HGVs
		Dorset Road	o/s 154/156	Yes	No	14 sets of 3 abreast speed cushions and 1 entry treatment _ Within CPZ with parking on both sides of the road			29967	31.5	27.0	50	3	26805	89	18531	62	Yes	
		Daybrook Road	o/s 39	No	No	none _ within CPZ with parkinh on both sides of the road			10219	20.5	16.5	40	1	843	8	184	2	No	NA
		Sandbourne Road	o/s 56	Yes	No	5 round top humps and 2 junction tables _ Within CPZ			10641	28.0	23.0	49	1	7997	75	3516	33	Yes	The round top humps are too low to ensure driver speeds are reduced.
		Erridge Road	o/s 34	No	No	none _ within CPZ			5231	25.0	20.0	49	1	2608	50	1240	24	No	NA
		Poplar Road	o/s 63	Yes	No	5 round top humps and 1 entry treatment _ Within CPZ			9163	23.0	19.0	40	1	4212	46	1297	14	No	NA
		Sheridan Road	o/s 5/5a	Yes	No	5 round top humps _ Within CPZ			11193	20.5	17.5	39	1	3842	34	656	6	No	NA
		Mostyn Road	o/s 56	Yes	No	13 sets of speed cushions and 1 junction table _ Part within CPZ with parking on both sides of the road			20372	24.0	19.5	46	1	8575	42	2262	11	No	Speed cushions not wide enough and road is used as a cut through between Kingston Road and Martin Way.
		Kenley Road	o/s 27	Yes	No	5 round top humps and 1 entry treatment _ Part within CPZ with parking on both sides of the road.			5483	23.5	19.5	39	1	2832	52	742	14	No	NA
		Kenley Road	o/s 132/134	Yes	No	5 round top humps and 1 entry treatment _ Part within CPZ with parking on both sides of the road.			27084	17.0	13.5	38	1	870	3	68	0	No	NA
		Windermere Road	o/s 47	Yes	No	4 round top humps and 1 entry treatment			14011	23.0	19.0	47	1	6178	44	1247	9	No	NA
		Grasmere Road	o/s 38	Yes	No	4 round top humps and 1 entry treatment			1882	24.0	20.5	44	1	1156	61	472	25	Yes	Parking is only allowed on one side of the road and with limited passing gaps, drivers tend to drive fast to avoid having to stop for any approaching vehicles.
		Poplar Road South	o/s 142/144	No	No	none			3681	13.5	12.0	30	1	202	5	23	1	No	Mostly school traffic - Poplar Primary School located on this road, hence parents influence driver speeds on this road.
		Aylward Road	o/s 54/56	Yes	No	7 round top road humps			15525	20.5	17.5	43	1	3732	24	455	3	No	No restrictions to parking and used by commuters to park and get to South Merton Train Station.
		Tybenham Road		Yes	No	4 round top hum and an entry treatment.													
Church Lane		Yes	No	6 Round top humps and entry treatment.												No survey undertaken			
<b>Total Volume of vehicles within the Zone</b>									201758	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				84551	42	33978	17		<b>Total</b>

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														No.	%	No.	%		
%																			
Merton Hall Road area 20mph Speed limit	Dundonald	Henfield Road	o/s 20	No	No	none	07/07/2014	07/07/2014	7203	18.5	15.0	37	3	1289	18	285	4	No	NA
		Kingswood Road	o/s 20	No	No	1 entry treatment			10233	18.0	14.5	31	1	647	6	28	0	No	No traffic calming measures in this road. Restriction to parking on this road and used by drivers to avoid the queues on Kingston Road between Wilton Crescent and Dorset Road.
		Kingswood Road	o/s 59	No	No				10276	25.5	21.0	45	1	6229	61	2338	23	Yes	
		Mayfield Road	o/s 12	No	No	none			927	15.5	14.0	29	1	49	5	2	0	No	NA
		Merton Hall Gardens	o/s 23	No	No	1 entry treatment			1343	18.5	15.5	32	1	248	18	31	2	No	NA
		Merton Hall Road	o/s 69	Yes	Yes	8 round top humps, 2 junction tables and 1 speed table			14346	15.0	12.0	32	1	55	0	6	0	No	NA
		Dundonald Road	o/s 34	yes	no	6 round top road humps and 2 junction tables			27016	16.0	13.0	36	1	364	1	19	0	No	NA
		Toynebee Road	o/s 79	Yes	no	4 round top humps, mini_roundabout, 1 width restriction and 1 junction table			25623	15.5	12.5	29	2	230	1	8	0	No	NA
		Toynebee Road	o/s 28	yes	no	4 round top humps, mini_roundabout, 1 width restriction and 1 junction table			18972	24.5	21.5	49	1	11062	58	2785	15	No	NA
		Winton Grove	o/s 33	No	No	none			2425	17.5	15.5	39	1	675	28	154	6	No	NA
		Wilton Crescent	o/s 1	yes	no	4 road humps			13840	22.0	18.0	38	1	3829	28	829	6	No	NA
		Wilton Crescent	o/s 35	yes	no	4 road humps			9397	28.0	24.0	44	2	7241	77	3542	38	Yes	Traffic calming in this road has been replaced with sinusoidal humps. Road used as a cut through between Kingston Road and Hartfield Road.
		Cliveden Road	o/s 29	no	no	none			1219	21.5	19.0	44	1	521	43	165	14	No	NA
		Rayleigh Road	o/s 33	no	no	none			1829	19.0	15.5	36	1	469	26	105	6	No	NA
<b>Total Volume of vehicles within the Zone</b>								<b>144649</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				<b>32908</b>	<b>23</b>	<b>10297</b>	<b>7</b>		<b>Total</b>	
%																			
		Quicks Road	o/ 89	Yes	No	1 width restriction and road humps _ Within a CPZ with parking on both sides of the Road and narrow carriageway	16/07/2014	22/07/2014	31744	25.0	19.5	54	1	14527	46	3991	13	Yes	Road has been resurfaced recently and therefore provide a smooth surface for drivers to travel fast.
		Hardy Road	o/s 48	yes	No	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the road and narrow carriageway			2698	19.5	15.0	44	1	774	29	422	16	No	NA

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														No.	%	No.	%		
Quicks Road area 20mph Speed limit	Abbey / Trinity	Nelson Road	o/s 47	yes	No	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the road and narrow carriageway	06/06/2014	12/06/2014	1805	24.0	19.0	33	2	217	12	34	2	No	NA
		Victory Road	o/s 62	yes	No	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the road and narrow carriageway			1615	18.5	15.5	36	1	294	18	84	5	No	NA
		Hamilton Road	o/s 37	Yes	no	Gate at Merton High Street end _ Within a CPZ with parking on both sides of the road and narrow carriageway			1324	18.0	15.0	39	2	526	40	135	10	No	NA
		Trafalgar Road	o/s 22	Yes	no	Gate at Haydon's Road end _ Within a CPZ with parking on both sides of the road and narrow carriageway			827	12.0	10.5	22	1	1	0	0	0	No	N/A
		Wycliffe Road	o/s 27	no	no	None _ Within a CPZ with parking on both sides of the road and narrow carriageway			8345	20.5	16.5	40	1	1797	22	345	4	No	NA
		Latimere Road	o/s 27	no	no	None _ Within a CPZ with parking on both sides of the road and narrow carriageway			7002	24.5	20.0	41	1	3116	45	1026	15	No	NA
		Ridley Road	o/s 24	no	no	None _ Within a CPZ with parking on both sides of the road and narrow carriageway			5050	23.5	18.5	39	1	10695	212	785	16	No	NA
<b>Total Volume of vehicles within the Zone</b>								<b>60410</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				<b>31947</b>	<b>53</b>	<b>6822</b>	<b>11</b>		<b>Total</b>	
%																			
Melrose Avenue area 20mph Speed limit	Wimbledon Park	Alverston Avenue	o/s 34	No	No	Entry treatment	08/07/2014	14/07/2014	1590	25.5	19.7	36 - 41	2	689	43	198	12	Yes	Used as a cut through during the peak periods to avoid the traffic queues on Durnsford Road and also the traffic signals at the junction of Durnsford Road / Arthur Road.
		Melrose Avenue	o/s 80	Yes	Yes	2 speed tables and entry treatment			9232	20.1	16.3	36 - 41	1	1003	11	80	1	No	NA
		Stuart Road	o/s 55	No	No	Entry treatment			2358	28.4	21.4	41 - 46	9	1243	53	583	25	Yes	Used as a cut through during the peak periods to avoid the traffic signals at the junction of Durnsford Road / Arthur Road.
		Farquhar Road	o/s 16	No	No	Entry treatment			2580	23.1	18.0	31 - 36	2	656	25	83	3	No	NA
		Stratmore Road	o/s 16	No	No	Entry treatment			2487	24.8	19.3	36 - 41	3	910	37	212	9	No	NA
		Ryford Road	o/s 29	No	No	Entry treatment			2216	21.0	16.4	36 - 41	2	311	14	44	2	No	NA
		Stroud Road	o/s 37	No	No	Entry treatment			2003	23.5	17.8	41 - 46	8	1013	51	461	23		NA
		Ashen Road	o/s 48	No	No	Entry treatment			4941	26.2	20.7	51 - 56	3	2330	47	727	15	Yes	Used as a cut through during the peak periods to avoid the traffic signals at the junction of Durnsford Road / Arthur Road.
		Durnsford Avenue	o/s 24	No	No	Entry treatment			2885	27.1	21.3	51 - 56	1	1674	58	608	21	Yes	Used as a cut through during the peak periods to avoid the traffic queues on Durnsford Road and also the traffic signals at the junction of Durnsford Road / Arthur Road.

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														No.	%	No.	%			
		Wolseley Avenue	o/s 30	No	No	None			1783	26.0	20.0	36 - 41	4	839	47	260	15	Yes	Used as a cut through during the peak periods to avoid the traffic queues on Durnford Road and also the traffic signals at the junction of Durnford Road / Arthur Road.	
		Normanton Avenue	o/s 40	No	No	Entry treatment			2100	27.1	20.9	41 - 46	6	1073	51	395	19	Yes	Used as a cut through during the peak periods to avoid the traffic queues on Durnford Road and also the traffic signals at the junction of Durnford Road / Arthur Road.	
		Braemar Avenue	o/s 43	No	No	Entry treatment			3324	23.0	18.0	31 - 36	9	864	26	100	3	No	N / A	
<b>Total Volume of vehicles within the Zone</b>									<b>37499</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			<b>12605</b>	<b>34</b>	<b>3751</b>	<b>10</b>				<b>Total</b>
																			%	
Farm Road area 20mph Speed limit	St Helier	Middleton Road	o/s 81	No	No	None			63562	24.5	20.4	> 56	13	27099	43	3770	6	Yes	Although there is a HGV restriction, it is used by HGV drivers as a cut through between Green Lane and St Helier Avenue. These vehicles can easily straddle the speed cushions making them ineffective. Approximately 90% of drivers travel above 20mph in Middleton Road between the roundabout and Green Lane.	
		Middleton Road	o/s 37	No	Yes	5 setts of speed cushions			27963	31.9	26.9	> 56	2	25110	90	16157	58	Yes		
		Easby Crescent	o/s 17	No	No	None			1126	22.2	16.7	31 - 36	1	230	20	36	3	No		NA
		Evesham Road	o/s 20	no	No	None			748	20.8	15.6	36 - 41	1	115	15	28	4	No		NA
		Evesham Green	o/s 6	no	No	None			593	19.1	14.6	31 - 36	1	37	6	3	1	No		NA
		Evesham Green	o/s 20	no	No	None			775	21.4	16.6	31 - 36	2	125	16	16	2	No		NA
		Egleston Road	o/s 18	no	No	None			934	18.8	14.7	36 - 41	1	177	19	26	3	No		NA
		Furness Road	o/s 45	Yes	No	4 setts of speed cushions			0	0.0	0.0			0	#DIV/0!	0	#DIV/0!			No data due to road works being undertaken during time of survey. Survey to be conducted later.
		Faversham Road	o/s 27	Yes	No	3 setts of speed cushions			16577	28.2	22.2	> 56	7	10371	63	3842	23	Yes		This road leads into Farm Road and is a bus route, hence the speed cushions which are 1.6m by 75mm high are not effective at reducing the speeds of vans and HGVs.
		Bruton Road	o/s 27	no	No	None			1032	19.0	14.6	26 - 31	1	41	4	2	0	No		NA
		Canterbury Road	o/s 145	Yes	No	10 road humps			6899	26.4	21.1	46 - 51	1	3527	51	1079	16	Yes		Runs parallel to St Helier Avenue and therefore used as a cut through to avoid traffic queues on St Helier Avenue. The road humps in this road are the most effective type
		Crowland Walk	o/s 6	No	No	None			952	15.4	12.1	16 - 20	58	0	0	0	0	No		NA
		Calder Road	o/s 6	No	No	None			843	19.4	14.5	31 - 36	5	72	9	13	2	No		NA
Farm Road	o/s 70	Yes	Yes	4 setts of speed cushions			17219	30.9	25.1	> 56	12	13434	78	7512	44	Yes	This road leads into Faversham Road and is a bus route, hence width of speed cushions are only 1.6m wide. Although there is a HGV restriction on this road, HGV drivers still use this road and the width of these speed cushions do not affect speeds of these trucks and vans. Approximately 78% of drivers travel above 20mph whilst 44% travelled above 25mph.			

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014											Reasons for speeds being high	
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)
														No.	%	No.	%		
		Bristol Road	o/s 24	No	Yes	2 sinusoidal humps and 1 entry treatment			8686	22.3	17.8	41 - 46	1	1718	20	293	3	No	NA
		Combermere Road	o/s 6	No	No	None			874	17.5	16.0	26 - 31	2	83	9	3	0	No	NA
<b>Total Volume of vehicles within the Zone</b>									148783	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			82139	55	32780	22			<b>Total</b>
																		%	
Wandle Road area 20mph Speed limit	Ravensbury	Wandle Road	o/s 37	Yes	Yes	12 sets of speed cushions			13244	32.4	26.7	61.3	1	11423	86	7147	54	Yes	This is a bus route, hence width of speed cushions are only 1.6m wide. This width of these speed cushions do not affect speeds of trucks and vans. Approximately 80% of drivers travel above 20mph.
		Wandle Road	o/s 128	Yes	No					19567	30.7	24.7	55.9	1	14589	75	7993	41	
		The Drive	o/s 62	Yes	No	5 road humps and a width restriction.			27667	25.8	22.3	46 - 51	5	18150	66	3171	11	Yes	Traffic speeds are just above the acceptable 85%ile speed. Road has just been resurfaced therefore a smooth surface for drivers to drive fast. Approximately 66% of drivers travel above 20mph.
		The Drive	o/s 120	Yes	No					28122	26.6	22.6	47.6	2	19380	69	4712	17	
		Lilleshaw Road	o/s 144	Yes	No	9 road humps and 1 width restriction			28074	25.0	20.7	> 56	2	13149	47	2127	8	No	NA
		Seddon Road	o/s 79	No	Yes	3 priority traffic flow system (with speed cushion and overrun area) and 1 set of speed cushion with 1 entry treatment			8432	29.6	22.8	60.9	1	5282	63	2689	32	Yes	Traffic calming within the priority traffic flow system are not effective, as drivers use the overrun areas to avoid the speed cushions at these locations. Approximately 66% of drivers travel above 20mph
		Seddon Road	o/s 45	No	Yes					7524	30.7	24.5	> 56	3	5529	73	3010	40	
		Pollard Road	o/s 32	No	no	entry treatment			3646	29.6	22.6	52.2	1	2304	63	1144	31	Yes	Road is very wide and no traffic calming measures.
		Morton Road	o/s 24	No	No	none			3657	26.7	19.7	54.6	1	1503	41	611	17	Yes	Used by drivers on Seddon Road to avoid the traffic calming measures (roundtop road humps) in The Drive. This road is also used by a high number of driving schools.
		Montacute Road	o/s 55	Yes	No	3 road humps and 2 entry treatment			3198	21.8	17.2	30.5	1	588	18	45	1	No	NA
		Muchelney Road	o/s 33	No	No	none			3708	30.7	24.2	58.5	1	2665	72	1563	42	Yes	Driver speeds are just above the 85%ile. Very narrow residential road with parking on one side of the road. Used as an alternative road/cut through to avoid traffic queues on Middleton Road. Approximately 72% of drivers travel above 20mph, whilst 42% travelled above 25mph..
		Edward Avenue	o/s 17	No	No	none			2256	29.3	21.8	45.5	1	1161	51	632	28	Yes	Used by drivers on Seddon Road to avoid the traffic calming measures (roundtop road humps) in The Drive. This road is also used by a high number of driving schools.
Milner Road	o/s 11	No	No	none			2202	27.3	19.2	51.2	1	839	38	410	19	Yes	Used by drivers on Seddon Road to avoid the traffic calming measures (roundtop road humps) in The Drive. This road is also used by a high number of driving schools.		
<b>Total Volume of vehicles within the Zone</b>									151297	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			96562	64	35254	23			<b>Total</b>
																		%	
		Gorrage Park Avenue	o/s 92	Yes	Yes	8 road humps, 1 width restriction and 2 entry treatments			11054	24.8	19.9	55.9	1	4398	40	848	8	No	NA



Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014												
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph		Speeds Generally High? (Decision based on 85%ile Speed)	Reasons for speeds being high
														No.	%	No.	%		
Ashbourne Road area 20mph Speed limit	Graveney	St James Road	o/s 48	No	No	Entry treatment	27/06/2014	03/07/2014	6949	33.5	25.8	>56	12	5212	75	3277	47	Yes	Used by drivers to avoid the road humps in Gorrage Park Road. 75% of drivers travel above 20mph and 47% travel above 25mph.
		Woodland Way	o/s 60	No	No	none			2831	21.4	16.7	31 - 36	3	442	16	61	2	No	NA
		Ashbourne Road	o/s 94	Yes	No	9 road humps and 1 entry treatment			4036	24.0	18.8	40.5	1	1235	31	221	5	No	NA
		Manship Road	o/s 22	No	No	None			1885	20.2	14.8	50.4	1	216	11	45	2	No	NA
		Framfield Road	o/s 46	No	No	None			2834	28.5	21.6	57.1	2	1521	54	671	24	Yes	Very wide road and used by drivers to avoid the road humps in Gorrage Park Road. 54% of drivers travel above 20mph whilst 24% travel above 25mph.
		Figge's Road	o/s 4	No	No	none			8315	20.3	16.6	31 - 36	3	721	9	41	0	No	NA
		St Barnabas Road	o/s 24	No	No	none			4079	19.0	13.9	51 - 56	2	1699	42	664	16	No	NA
		Edenvale Road	o/s 13	No	No	none			1946	25.1	19.3	46.4	1	751	39	194	10	No	NA
		Milton Road	o/s 3	No	No	none			751	20.8	15.5	31 - 36	4	104	14	13	2	No	NA
		Stanley Road	o/s 27	No	No	none			1888	24.3	18.5	49.9	1	561	30	159	8	No	NA
		Thirsk Road	o/s 31	No	No	none			1569	27.0	20.6	45.3	1	729	46	289	18	Yes	Very narrow road with parking on both sides of the road and no traffic calming measures.
		Tynemouth Road	o/s 63	No	No	none			2192	26.1	20.0	45.1	2	975	44	327	15	Yes	Very narrow road with parking on both sides of the road and no traffic calming measures.
		Heaton Road	o/s 43	No	No	none			2918	28.4	21.6	59.2	2	1547	53	685	23	Yes	Very narrow road with parking on both sides of the road and no traffic calming measures.
		Bruce Road	o/s 42	No	No	None with a gate.			2901	27.3	19.9	48.7	1	1277	44	554	19	Yes	Very narrow road with parking on both sides of the road and no traffic calming measures.
		Inglemere Road	o/s 24	No	No	none			2147	23.4	17.6	43.4	2	563	26	105	5	No	NA
Grenfell Road	o/s 17	No	No	None	4859	26.7	19.4	48.3	2	1765	36	816	17	Yes	Very narrow road with parking on both sides of the road and no traffic calming measures.				
<b>Total Volume of vehicles within the Zone</b>								63154	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				23716	38	8970	14		<b>Total</b>	
%																			
		Dunstall Road	o/s 5	No	No				3085	27.0	22.5	47	1	1853	60	1055	34	Yes	No traffic calming on this road and used by some drivers from the A3 to travel through the village ward into Wandsworth and beyond.

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014											Reasons for speeds being high		
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)	
														No.	%	No.	%			
Ernie Road area 20mph Speed limit	Village	Dunstall Road	o/s 11	No	No	None	19/05/2014	25/05/2014	1569	20.5	17.0	44	1	440	28	153	10	No	Speed along this section of the road acceptable, as majority of cut through drivers do not use this section of road.	
		Ernie Road	o/s 25	No	Yes	1 speed table and 2 entry treatment _ Not within a CPZ with parking on both sides of the road, hence narrow carriageway width			9188	25.5	21.0	47	1	4674	51	1894	21	Yes	Used by drivers from the A3 travelling towards Wimbledon and Central London. The speed table in the middle of the road is not enough to reduce traffic speeds.	
		Ernie Road	o/s 8	No	Yes				8266	23.0	19.0	41	1	3109	38	796	10	No	Speed along this section of the road acceptable	
		McKay Road		No	No				None	1343	18.5	16.0	33	1	411	31	102	8	No	NA
		Wool Road	o/s 9	No	No				None	2373	20.0	17.0	35	1	658	28	107	5	No	Driver speeds within this section of the road is acceptable. No traffic calming on this road and used by some drivers from the A3 through the village ward into Wandsworth. Majority of cut through drivers do not use this section of the road; in addition the steep incline makes it difficult for drivers to accelerate along this section of the road.
		Wool Road	o/s 6	No	No					1079	25.5	21.5	42	1	658	61	401	37	Yes	No traffic calming on this road and used by some drivers from the A3 to travel through the village ward into Wandsworth.
<b>Total Volume of vehicles within the Zone</b>								<b>26903</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				<b>11803</b>	<b>44</b>	<b>4508</b>	<b>17</b>		<b>Total</b>		
																	%			
Ridgeway area 20mph Zone	Hillside	Denmark Avenue	o/s 35	No	Yes	4 sets of speed cushions and 1 entry treatment _ Within a CPZ	30/05/2014	05/06/2014	2837	13.5	10.5	31	1	13	0	4	0	No	NA	
		Denmark Road	o/s 11	No	No	1 entry treatment			1679	20.0	17.0	36	1	308	18	56	3	No	NA	
		Ridgeway Place	o/s 34	No	Yes	6 sets of speed cushions and 2 entry treatments _ Within a CPZ. Carriageway narrow at the top end of the road but very wide at the bottom end.			13204	25.0	20.0	47	1	6286	48	2267	17	Yes	Traffic speeds are just on the boarder line, as the existing speed cushions can be easily straddled by some vans and other larger vehicles. Although 57% travelled above 20mph, only 21% travelled above 25mph.	
		Spencer Hill	o/s 11	No	No	4 sinusoidal humps and 1 entry treatment.			6384	16.0	13.0	31	1	262	4	19	0	No	NA	
		Thornton Hill	o/s 8	No	No	2 sets of speed cushions and 1 entry treatment			3043	17.0	14.0	33	1	215	7	17	1	No	NA	
		Murray Road	o/s 23	No	Yes	2 sets of speed cushions and 1 entry treatment			7988	20.0	16.5	38	1	1559	20	211	3	No	NA	
		Thornton Road	o/s 27	No	Yes	3 sets of speed cushions and 1 entry treatment			4372	15.5	12.0	34	1	95	2	12	0	No	NA	
		St John's Road	o/s 7	No	No	None			2764	13.5	11.5	29	1	19	1	2	0	No	NA	
<b>Total Volume of vehicles within the Zone</b>								<b>42271</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				<b>8757</b>	<b>21</b>	<b>2588</b>	<b>6</b>		<b>Total</b>		
																	%			
		Church Hill	o/s 5	No	No	2 sets of speed cushions and 1 traffic island			15449	22.0	19.0	36	2	5242	34	936	6	No	NA	
		St Marys Road	o/s 12/14	No	Yes	4 sets of speed cushions, 3 priority system, 2 entry			23372	21.5	18.5	40	1	7860	34	1127	5	No	The 3 priority traffic locations and 7 speed cushions are not effective, as the speed cushions can be easily straddled and the overrun areas within the 3 priority traffic locations do nothing to reduce	

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014											Reasons for speeds being high	
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)
														No.	%	No.	%		
Lake Road area 20mph Zone	Hillside / Village	St Marys Road	o/s 7	No	Yes	treatments.	21/06/2014	29/06/2014	25312	28.0	23.5	49	1	16220	64	8447	33	Yes	driver speeds. There was upto 72% of drivers travelling above the speed limit within some sections of this road.
		Lake Road	o/s 1 Pixham Ct	Yes	Yes	7 sets of speed cushions, 1 speed table and 2 entry treatments			8240	18.5	14.0	38	1	1059	13	152	2	No	Although traffic speeds are not too high, there is a school in this road and as shown in the traffic data, the speed cushions are not effective at reducing driver speeds, as most vehicles which use this road can easily straddle them.
		Lake Road	o/s 18_28	Yes	Yes				12135	24.5	20.5	49	1	5106	42	1822	15	No	
		Leopold Avenue	o/s 12/14	No	Yes	1 entry treatment			6049	12.0	9.5	37	1	4	0	1	0	No	NA
		Ricards Road	o/s 1_6	No	No	none			5519	23.0	19.0	39	1	2420	44	752	14	No	NA
<b>Total Volume of vehicles within the Zone</b>							96076	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				37911	39	13237	14		<b>Total</b>		
%																			
2009/10																			
Edgehill area 20mph Speed Limit	Hillside / Raynes Park	Edge Hill	o/s 15/17	No	No	None _ Within a CPZ with parking on both sides of the road. Carriageway narrow at the top where the schools are concentrated.	30/05/2014	05/06/2014	12392	24.5	20.0	43	1	5447	44	1567	13	No	High traffic volumes due to schools (approximately 3) in this road - No traffic calming and drivers accelerate to avoid having to wait in a gap for other drivers travelling in the opposite direction to pass.
		Edge Hill	o/s 8A	No	No				13262	24.5	19.0	48	2	4996	38	2002	15	Yes	
		The Downs	o/s 37	No	No	1 speed table and 1 vehicle activated signs. Within a CPZ with parking on both sides of the road.			11872	29.0	24.0	43	3	8240	69	4763	40	Yes	High traffic volumes due to schools (approximately 2) in this road - No traffic calming and drivers accelerate to avoid having to wait in a gap for other drivers travelling in the opposite direction to pass.
		The Downs	o/s 11	Yes	No				16215	23.0	19.0	39	3	6595	41	1778	11	No	
		Darlston Road	o/s 6	No	No	None _ Within a CPZ with parking on both sides of the road.			2812	16.5	13.0	32	1	111	4	13	0	No	The same school run traffic into Edge Hill also uses this road.
		Darlston Road	o/s 25	No	No				2536	23.5	20.0	39	1	1249	49	391	15	No	
		Ridgway Gardens	o/s 5	No	No	None _ within a CPZ and a 'dead end' road.			1696	14.0	11.0	28	1	46	3	6	0	No	NA
		Berkeley Place	o/s 16	No	No	None _ within a CPZ and a 'dead end' road.			739	13.0	11.0	24	1	6	1	0	0	No	NA
Hillside	o/s 7	No	No	None _ within a CPZ and a 'dead end' road.	948	13.5	12.0	28	1	17	2	2	0	No	NA				
<b>Total Volume of vehicles within the Zone</b>							62472	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				26707	43	10522	17		<b>Total</b>		
%																			
		Tennyson Avenue	o/s 43	No	No	None			2421	26.5	20.0	38	1	1186	49	462	19	Yes	No traffic calming measures on this road and some drivers use this road to avoid the traffic queues on West Barnes Lane.
		Tennyson Avenue	o/s 111	No	No		2189	24.5	20.5	44	1	1143	52	439	20	No	NA		

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014													
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph		Speeds Generally High? (Decision based on 85%ile Speed)	Reasons for speeds being high	
														No.	%	No.	%			
West Barnes area 20mph Speed limit	West Barnes	Arthur Road	o/s 3/5	Yes	No	Mini_roundabout	29/06/2014	02/07/2014	4201	21.0	17.0	39	2	973	23	227	5	No	NA	
		West Barnes Lane	o/s 368	No	No	None			34708	23.5	12.0	52	1	9345	27	3367	10	No	NA	
		West Barnes Lane	o/s 150	No	Yes	4 raised junctions			53126	29.0	24.5	54	1	40056	75	18937	36	Yes	This is a bus route, hence width of speed cushions are only 1.6m wide, which do not reduce speeds of trucks and vans, as they can easily straddle them.	
		West Barnes Lane	o/s 240	Yes	Yes	5 sets of speed cushions, 2 speed tables and a mini_roundabout			25568	26.0	22.0	49	1	15292	60	5482	21	Yes		
		Adela Avenue	o/s 57	Yes	Yes	5 sets of speed cushions			504	20.0	17.0	36	1	124	25	24	5	No	NA	
		Seaforth Avenue	o/s 49	Yes	Yes	8 sets of speed cushions			6159	22.0	18.5	44	1	1954	32	465	8	No	NA	
		Seaforth Avenue	o/s 232	Yes	No				4814	21.0	16.5	37	1	1934	40	323	7	No		
		Marina Avenue	o/s 12	No	No	None			7071	17.5	9.0	36	1	396	6	46	1	No	NA	
		Marina Avenue	o/s 69	No	No				1523	19.5	11.5	35	1	322	21	63	4	No	NA	
		Douglas Avenue	o/s 9	No	No	None			2304	22.0	18.5	36	1	861	37	179	8	No	NA	
		Estella Avenue	o/s 17	No	No	None			1228	20.0	17.5	34	1	305	25	43	4	No	NA	
Phyllis Avenue	o/s 61	Yes	No	7 sets of speed cushions	2016	21.5	18.0	40	1	764	38	199	10	No	NA					
<b>Total Volume of vehicles within the Zone</b>								147832	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				74655	50	30256	20		<b>Total</b>		
%																				
Claremont Avenue area	West	Claremont Avenue	o/s 79/81	Yes	Yes	9 round top road humps_ Not within a CPZ with parking on both sides of the road			16153	24.0	19.0	41	1	8172	51	2281	14	No	Although traffic speeds are not high, the recorded speeds are just on the boarder line and can be easily exceeded. Not enough passing gaps between the parked vehicles, hence drivers accelerate to avoid having to wait and give way to other drivers approaching from the opposite direction.	
		Cavendish Avenue	o/s 51	No	No	None _ Not within a CPZ with parking on both sides of the road			4943	27.5	22.5	54	2	3026	61	1824	37	Yes	There are no traffic calming measures and this road and it's used to avoid traffic queues leading to both railway crossings on West Barnes Lane. Not enough passing gaps between the parked vehicles, hence drivers accelerate to avoid having to wait and give way to other drivers approaching from the opposite direction.	
		Belmont Avenue	o/s 38	No	No	None _ Not within a CPZ with parking on both sides of the road			7913	27.0	22.0	53	1	4982	63	2309	29	Yes	Although traffic speeds are not high, the recorded speeds are just on the boarder line and can be easily exceeded. Not enough passing gaps between the parked vehicles, hence drivers accelerate to avoid having to wait and give way to other drivers approaching from the opposite direction.	
		Belmont Avenue	o/s 79/81	No	No	None _ Not within a CPZ with parking on both sides of the road			6971	25.0	21.0	43	2	4028	58	1640	24	No		
		Errol Gardens	o/s 4	No	No	None _ Not within a CPZ with parking on both sides of the road			3435	14.0	11.0	29	2	55	2	9	0	No	NA	

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014												
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph		Speeds Generally High? (Decision based on 85%ile Speed)	Reasons for speeds being high
														No.	%	No.	%		
20mph Speed limit	Barnes	Consfield Avenue	o/s 60	No	No	None _ Not within a CPZ with parking on both sides of the road	19/05/2014	25/05/2014	4082	21.5	17.5	42	2	1204	29	283	7	No	NA
		Byron Avenue	o/s 64	No	No	None _ Not within a CPZ with parking on both sides of the road			6893	31.0	25.5	49	3	5492	80	3926	57	Yes	There are no traffic calming measures on this road and it's used as a link from Malden Way (A3) to Claremont Avenue in addition to avoid traffic queues leading to both railway crossings on West Barnes Lane. Not enough passing gaps between the parked vehicles, hence drivers accelerate to avoid having to wait and give way to other drivers approaching from the opposite direction.
		Cobham Avenue	o/s 49	No	No	None _ Not within a CPZ with parking on both sides of the road			3431	21.0	17.0	39	2	1285	37	387	11	No	NA
		Stanley Avenue	o/s 30	No	No	None _ Not within a CPZ with parking on both sides of the road			1396	17.0	15.0	27	2	112	8	11	1	No	NA
		West Barnes Lane	o/s 455	No	No	None _ Not within a CPZ with parking on both sides of the road			11577	23.0	19.0	38	1	4606	40	840	7	No	NA
<b>Total Volume of vehicles within the Zone</b>								66794	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				32962	49	13510	20			<b>Total</b>
%																			
Cambridge Road area 20mph Speed limit	Raynes Park	Cambridge Road	o/s 87	No	Yes	2 vehicle activated signs and 1 entry treatment	22/06/2014	28/06/2014	10871	21.5	18.5	39	1	3133	29	457	4	No	N/A
		Cambridge Road	o/s school	Yes	No	4 road humps and traffic island			11538	28.5	23.5	50	1	8113	70	4321	37	Yes	School located on this road and mainly.
<b>Total Volume of vehicles within the Zone</b>								22409	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				11246	50	4778	21			<b>Total</b>
%																			
Eastfields area 20mph Zone	Hillside / Raynes Park	Grove Road	o/s 34	Yes	No	6 chicanes			9149	25.4	20.8	41 - 46	22	4238	46	1032	11	Yes	Chicanes not effective at reducing driver speeds.
		Worsecter Close	o/s 21/23	No	Yes	1 overrun area			958	20.7	15.5	31 - 36	2	127	13	18	2	No	NA
		Spencer Road	o/s 60	Yes	Yes	5 chicanes and 1 overrun area			11111	27.6	22.0	61.6	1	6374	57	2184	20	Yes	Chicanes not effective at reducing driver speeds.
		Commonside East	o/s 171	No	No	None	26/06/2014	02/07/2014	17461	27.1	22.5	46	2	11066	63	3009	17	Yes	Traffic management measures not working.
		Acacia Road	o/s 41/43	Yes	No	3 road humps and 1 entry treatment			17365	25.0	20.0	> 56	24	7355	42	1304	8	No	NA
		Cedars Avenue	o/s 7	No	Yes	3 sets of speed cushions			74170	27.8	22.2	> 56	17	42969	58	16155	22	Yes	Speed cushions not effective at reducing traffic speeds. Road used by HGVs
		Tamworth Lane	o/s 75	Yes	No	3 road buildouts and speed cushions.			97418	31.4	26.6	> 56	29	87009	89	53668	55	Yes	This is a bus route and the speed cushions are not effective at reducing driver speeds, in addition to being used by HGVs.
<b>Total Volume of vehicles within the Zone</b>								227632	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				159138	70	77370	34			<b>Total</b>
%																			

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014											Reasons for speeds being high	
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)
														No.	%	No.	%		
Pollards Hill area 20mph Speed limit	Pollards Hill	Chestnut Grove	o/s 69	Yes	No	8 road humps	18/06/2014	24/06/2014	8701	25.5	20.8	50.8	1	5108	59	1118	13	Yes	Round top road humps not effective.
		Carisbrooke Road	o/s 53	No	No	None			6450	24.1	21.4	49.2	3	3404	53	1198	19	Yes	No traffic calming measures on this road.
		South Lodge Avenue	adj to 2 Lancaster Gds	Yes	Yes	5 traffic island with speed cushions, 2 raised junctions and 1 entry treatment			63798	31.1	25.9	> 56	11	54473	85	30100	47	Yes	This is a bus route and the speed cushions not effective at reducing traffic speeds.
		Yorkshire Road	o/s 47	Yes	No	2 junction tables and 1 speed table			4243	25.1	19.6	> 56	3	1446	34	434	10	Yes	The junction and speed tables are very low and not effective.
		Lancaster Avenue	o/s 56	Yes	No	3 junction table and 1 speed table			2379	25.7	20.4	41.8	1	1095	46	299	13	Yes	The junction and speed tables are very low and not effective.
		Middlesex Road	o/s 10	Yes	No	1 speed table			1439	23.2	17.6	31 - 36	5	371	26	51	4	No	NA
		Radnor Close	o/s 20	No	No	None			4070	24.3	19.1	46.5	2	1324	33	262	6	No	NA
		Galpins Road	o/s 274	No	No	None			4299	29.8	22.9	> 56	3	2710	63	1323	31	Yes	No traffic calming measures installed on this road.
		Galpins Road	o/s 196	No	No	None			11279	34.2	27.1	> 56	12	9359	83	6439	57	Yes	No traffic calming measures installed on this road.
		Tavistock Crescent	o/s 105	No	No	None			1984	26.6	20.5	61.6	1	932	47	325	16	Yes	No traffic calming measures installed on this road.
		Conway Gardens	o/s 14	No	No	None			6219	28.0	21.9	66.5	1	3580	58	1331	21	Yes	No traffic calming measures installed on this road.
		Berkshire Way	adj 49 Yorkshire Rd	Yes	No	1 raised junction			6813	23.4	18.6	36 - 41	2	1761	26	211	3	No	NA
		Westmorland Way	o/s 12	No	No	None			6852	28.8	22.5	54.2	1	3989	58	1816	27	No	NA
		Northumberland Gardens	o/s 14	No	No	None			1368	24.2	17.4	49.8	1	338	25	135	10	No	NA
<b>Total Volume of vehicles within the Zone</b>								129894	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>				89890	69	45042	35		<b>Total</b>	
																	%		
		Commonside East	LC 14 _ Bridge	Yes	Yes	8 sets of speed cushions, 1 raised junction, 2 speed tables and 2 vehicle activated signs			109928	32.0	26.0	> 56	47	87522	80	60458	55	Yes	Although there is a HGV restriction of this road, it is heavily used by vans and HGVs. It is also a bus route, hence the speed cushions can be straddled by these vans and HGVs. This road is also used to by-pass traffic queues on Commonside West and Croydon Road.
		Commonside East	OS 243	Yes	Yes				82574	31.3	26.3	> 56	28	72303	88	41590	50	Yes	
		Tamworth Park	o/s 22	Yes	No				Gated closure	829	28.2	15.7	34.4	5	90	11	35	4	

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014												
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph		Speeds Generally High? (Decision based on 85%ile Speed)	Reasons for speeds being high
														No.	%	No.	%		
Commonside East area 20mph zone	Pollards Hill	Tamworth Lane	OS 329	Yes	Yes	8 sets of speed cushions and buildouts	18/06/2014	24/06/2014	57702	30.9	25.3	> 56	12	46849	81	26248	45	Yes	Although there is a HGV restriction of this road, it is heavily used by vans and HGVs. It is also a bus route, hence the speed cushions can be straddled by these vans and HGVs. This road is used to by-pass traffic queues leading into Mitcham.
		Tamworth Lane	o/s 275	Yes	Yes				59084	31.0	25.7	> 56	11	48872	83	27378	46	Yes	
		St Georges Road	o/s 26	No	Yes	Overrun areas			1138	24.0	18.0	47.2	2	313	28	94	8	No	

Scheme	Ward	Road	Survey Location (2014)	Traffic Calmed			Traffic Survey in 2014											Reasons for speeds being high	
				Before 20mph Introduction	Before 20mph Introduction	Before 20mph Introduction	Start of Survey	End of Survey	Total Traffic Flow (vehicles/week)	Average 85%ile Speed (mph)	Mean speed (mph)	Highest Speed (mph)	No. of vehicles travelling at highest speed	Vehicles travelling above 20mph		Vehicles travelling above 25mph			Speeds Generally High? (Decision based on 85%ile Speed)
														No.	%	No.	%		
		Pentland Close	adj. 253 Commonside East	No	Yes	Raised entry			2241	19.7	15.3	40.4	2	114	5	21	1	No	NA
		Cambridge Road	o/s 17	No	No	None			3090	25.6	20.1	40.2	1	1341	43	380	12	Yes	Quite residential road with no traffic calming measures.
<b>Total Volume of vehicles within the Zone</b>									<b>316586</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			<b>257404</b>	<b>81</b>	<b>156204</b>	<b>49</b>		<b>Total</b>	
																		%	
Cromwell Road area 20mph zone	Trinity	Ashcombe Road	before Bridge	Yes	No	2 raised junctions, 1 speed table and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow	6.06.14	12.6.14	52704	23.5	19.5	41	1	23540	45	3972	8	No	NA
		Ashcombe Road	33/35	Yes	No				47150	23.0	19.5	41	1	16435	35	2525	5	No	NA
		Cromwell Road	o/s 30	Yes	No	7 round top road humps and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow			4230	15.5	13.5	36	1	90	2	9	0	No	NA
		Cromwell Road	o/s 90	Yes	No				5784	15.0	12.0	24	3	46	1	0	0	No	NA
		Avondale Road	o/s 4	Yes	No	4 round top road humps and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow			7140	13.5	11.0	22	1	5	0	0	0	No	NA
		Avondale Road	o/s 17	Yes	No				4101	14.0	12.0	23	1	11	0	0	0	No	NA
		Haydon Park Road	o/s113	Yes	No	7 round top road humps and 1 entry treatment _ Within a CPZ with parking on both sides of the road. Carriageway narrow			5773	19.5	16.5	36	1	1545	27	180	3	No	NA
		Haydon Park Road	o/s43	Yes	No				8349	26.5	24.5	45	2	5961	71	3298	40	No	NA
		<b>Total Volume of vehicles within the Zone</b>									<b>135231</b>	<b>Total volume / %age of vehicles within the Zone exceeding the speed limit</b>			<b>47633</b>	<b>35</b>	<b>9984</b>	<b>7</b>	
																		%	