

APPENDIX

APPENDIX 1 - Traffic survey analysis



Southfields Underground Station
Traffic Survey Analysis Technical Note

London Borough of Wandsworth

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1. CLIENT REQUIREMENTS**1.1 Introduction**

1.1.1 The London Borough of Wandsworth has commissioned Project Centre to undertake an assessment of existing traffic conditions to determine the impact of a Public Realm improvements scheme at the junction of Wimbledon Park Road, Replingham Road and Augustus Road outside Southfields London Underground Station.

1.1.2 The study will include:

- A review of the 5-year collision data to identify specific road safety issues;
- Assessment of loading activities including interviews with local businesses to determine their normal arrangements, and areas where loading activities occur;
- A review of parking occupancy levels within the immediate and surrounding areas, including a parking survey;
- Identification of cycle parking activities in the area including the use of street furniture for cycle parking;
- A Manual Classified Traffic Count survey to determine turning movements through the junction (including cyclists);
- A Pedestrian and Cycle movements survey to determine dominant crossing movements through the junction (Note - all these surveys were carried out on a weekday and a Saturday, between 07:00-10:00, 12:00-14:00 and 16:00-19:00);
- Automatic Traffic Counts for a period of 24 hours a day for 7 days to determine traffic speeds and volumes;
- An inventory of existing signs including pedestrian and cycle direction signs;
- Determine key destinations for pedestrians and cyclists and determine prime routes and decision points for consideration of wayfinding / Legible London signage.

1.2 Background

1.2.1 The London Borough of Wandsworth (LBW) is located within thirteen square miles of the southwest quadrant of London. It is centred on six main town centres (Balham, Clapham Junction and Battersea, Putney, Tooting, Wandsworth Town, Nine Elms) and has a rapidly growing population of 307,000 residents. The Borough is home to the All England Club, Wimbledon, Battersea Park and the University of Roehampton.

1.2.2 Southfields is a residential area with an active centre based around Replingham Road, Wimbledon Park Road and Southfields London Underground station. During the Wimbledon Tennis Championships, it is the main station serving the All England Club. It is characterised by a number of independent shops and businesses and three mini supermarkets – Tesco, Sainsbury's and Marks and Spencer. It also serves a large number of commuters heading to/ from the station and local bus stops.

1.2.3 Southfields Underground station recorded 6.28 million people entering and exiting the station in 2016 and it has been identified that conditions for walking, cycling and access to public transport could all be improved within the immediate vicinity.

1.2.4 The current arrangements to manage increased pedestrian and public transport activity around event days for the Wimbledon Tennis Championships (in excess of 24,000 people daily), existing interaction of transport modes and limited green infrastructure in the area present exciting opportunities for improvement.

1.2.5 From local public consultation conducted in late 2015/ early 2016, residents are keen to maintain a 'traditional' feel within the village centre, with street furniture and

paving corresponding in this style. There is also opportunity to encourage cycling to and through the area by integrating cycling facilities into the existing road layout.

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2. COLLISION ANALYSIS

2.1 Introduction

- 2.1.1 Project Centre obtained collision data from Transport for London (TfL) for a 60 month period up to the 31st December 2016 for analysis purposes.
- 2.1.2 It should be noted that the Metropolitan Police introduced a new collision input database in November 2016 which involves individual officers inputting their own records rather than the collision report books being sent off to a central team. This has resulted in problems with the quality of the data and compatibility issues. Therefore, there is a significant reduction in data quality from November onwards, and descriptions of how collisions occurred are unable to be provided as TfL are no longer receiving a suitable, annotated summary of this information from the police. This may affect the outcomes drawn from this data.

2.2 Analysis

- 2.2.1 There have been 20 Personal Injury Collisions (PIC) in the 60 months up to the 31st December 2016, equating to an average of four per year within the study area. There were three collisions resulting in serious injury, all of which involved vulnerable road users. The remainder resulted in slight injuries.
- 2.2.2 Three collisions occurred in 2012, four in 2013, two in 2014, six in 2015 and five in 2016. No specific trend has been identified in relation to the years the collisions occurred.
- 2.2.3 A total of eight (40%) of the collisions occurred in the hours of darkness, a figure which is above the Borough and Greater London averages. Of these, two occurred each at the junctions of Replingham Road/ Heythorp Street and Augustus Road/ Sutherland Grove. The remaining collisions occurring in hours of darkness saw no trend in respect to the location at which they occurred.
- 2.2.4 Three collisions occurred in wet conditions, which is lower than both the Borough and Greater London averages. Two of the three collisions occurred at the junction of Augustus Road and Sutherland Grove.
- 2.2.5 Figure 1 below compares the collision statistics obtained for the study section to the LBW averages, to those reported in Collision Levels in Greater London 2011-2013.
- 2.2.6 Figure 1 highlights that in terms of collisions involving powered two wheelers and 'slight' in severity collisions, the proportion is lower than the Borough and Greater London borough averages, however killed or seriously injured (KSI) are higher than the Borough and Greater London averages. The proportion of collisions involving pedestrians is high when compared with the averages, while pedal cycle and powered two wheelers (PTW) are lower than the LBW average but broadly in line with the Greater London average.

	Study area (%)	LBW Average (%)	Difference (%)	Greater London Average (%)	Difference (%)
KSI (killed or seriously injured)	15	11.1	3.9	11	4
Slight	85	88.9	-3.9	89	-4
Pedestrian	50	19	31	21.6	28.4
Pedal Cycle	20	30.9	-10.9	19.9	0.1
PTW	20	31.3	-11.3	21	-1

Figure 1 – Collision comparison of the study area with Borough and Greater London averages

- 2.2.7 Of the serious collisions:
 - The first occurred at the junction of Wimbledon Park Road and Augustus Road in June 2013 at 20:00, and consisted of a northeast bound car changing lanes into the path of a pedal cyclist travelling in the same direction;
 - The second occurred in March 2016 at 09:00 on Wimbledon Park Road 15m south west of the junction with Pirbright Road, and involved a northeast bound taxi which swerved across the centre line road marking into the path of an oncoming cyclist;
 - The third occurred in July 2016 at 11:05 at the Wimbledon Park Road junction with Replingham Road, when a northbound pedal cyclist attempted to turn right and lost control for an unknown reason causing them to fall off their bike.
- 2.2.8 A total of 10 collisions (50%) within the study area involved pedestrians, which is significantly higher than both the Borough and Greater London averages. Of these:
 - Six (60%) occurred as a result of pedestrians walking or running into the road without looking properly, and into the path of a moving vehicle;
 - Four (40%) occurred as a result of drivers failing to notice pedestrians crossing the road;
 - Two collisions involving pedestrians occurred at the junctions of Replingham Road and Heythorp Street; one involved a vehicle turning right into the junction, failing to see a pedestrian and running over their foot. The second involved a pedestrian crossing Replingham Road being clipped by a westbound vehicle failing to stop;
 - Two collisions involving pedestrians occurred at the junction of Replingham Road and Elsenham Street. One involved a vehicle turning right out of the junction and colliding with a pedestrian on Replingham Road. The second involved a pedestrian crossing Replingham Road and being struck by a westbound vehicle;
 - Of the remaining collisions, no specific location or trends were identified.
- 2.2.9 A total of four (20%) collisions involved pedal cyclists over the previous five years, which is below the Borough average but fractionally above the Greater London average. Of these:
 - One occurred on Replingham Road at its junction with Heythorpe Street and involved a vehicle pulling out of the one-way street and hitting a cyclist on the main road;
 - One occurred on Wimbledon Park Road at the junction with Augustus Road and involved a vehicle travelling north-eastbound changing lanes, causing a cyclist to brake hard and fall, resulting in a serious injury;
 - One occurred on Wimbledon Park Road 15m southwest of Pirbright Road, and involved a north-eastbound taxi swerving across the centre line into the path of a south-westbound cyclist;
 - One occurred on Wimbledon Park Road at the junction with Replingham Road, and involved a cyclist turning right, stopping for an unknown reason and falling off their bike, resulting in a serious injury. No other vehicle was reportedly involved.

2.2.10 In general safety terms, the data indicates that there is no trend in relation to where the collisions occurred.

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2.2.11 There were four (20%) collisions involving powered two wheelers (PTW), all of which resulted in a slight injury. This is below both the Borough and Greater London averages.

2.2.12 Of these:

- One occurred on Wimbledon Park Road 30m southwest of the junction with Augustus Road, and involved a pedestrian crossing the road between parked vehicles and being struck;
- One occurred on Replingham Road at the junction with Heythorp Street, as a door of a parked vehicle was opened into the path of a northeast bound powered two-wheeler;
- One occurred on Wimbledon Park Road 40m southwest of the junction with Replingham Road, and involved a vehicle U-turning into the path of a southwest bound powered two-wheeler;
- The final incident occurred on Augustus Road at its junction with Sutherland Grove, as a pedestrian ran across the road into the path of a powered two-wheeler who in turn braked hard, and lost control.

2.2.13 The analysed data indicates that there are no specific trends in terms of collisions involving powered two wheelers.

2.2.14 In summary; the collision data indicates that there are a high number of collisions involving pedestrians. Although there are few clear trends in the collision data, improvements to junction crossings and the provision of an additional safe crossing point on Replingham Road may help to improve road safety for pedestrians.

3. DATA ANALYSIS

3.1 Speed and Volume Surveys

3.1.1 Automatic Traffic Count Surveys (ATC's) were commissioned for a consecutive seven day period between Monday 6th November 2017 and Sunday 12th November 2017.

3.1.2 These surveys were broken down to give the speed, volume and classification of vehicles in the vicinity of the site.

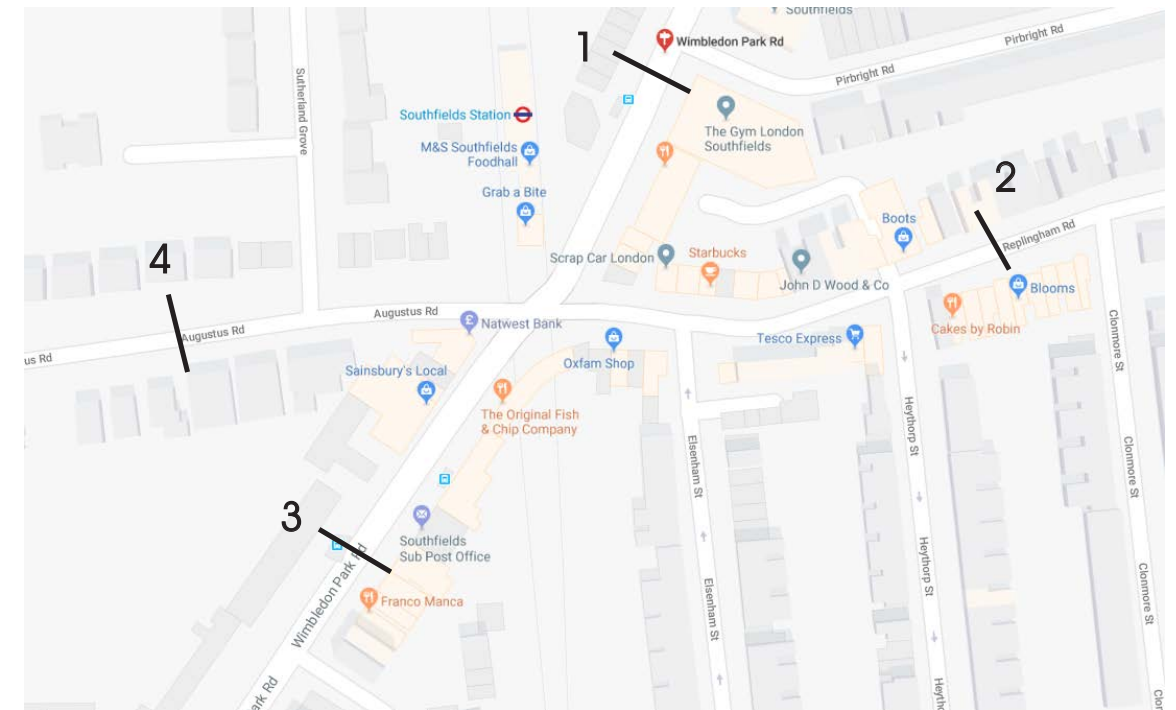


Figure 2 – ATC Location Plan

3.1.3 The ATC sites were located at the following locations as detailed in Figure 2 above:

- Site 1 – Wimbledon Park Road, South of the Pirbright Road junction;
- Site 2 – Replingham Road, West of the Clonmore Street junction;
- Site 3 – Wimbledon Park Road, North of the Gartmoor Gardens junction;
- Site 4 – Augustus Road, West of the Sutherland Grove junction.

3.1.4 Figure 3 provides a summary of the 85th percentile speeds; with vehicle speeds broken down into percentage bands of less than 20mph, 20-30mph, 30-40mph and above 40mph; and the traffic volumes throughout the day including the AM, interpeak (IP) and PM peaks.

3.1.5 Volumes of two wheelers are identified in blue and in brackets. It should be noted that this type of survey cannot distinguish between powered two wheelers (PTW) and pedal cyclists. However, these have been identified through the Manual Classified Counts of turning movements at the junction.

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Site	Location	Direction of flow	Vehicle Speeds					Traffic Flow (2 wheelers)		Average hourly flow			
			85th%ile (mph)	<20mph	20-30mph	30-40mph	>40mph	24 hour	7am-7pm	7am-7pm	7am-10am	12pm-2pm	4pm-7pm
1	Wimbledon Park Rd (S of Pirbright Rd)	Northbound	23.5	59.1%	39.5%	1.3%	0.1%	4047 (265)	3220 (197)	269 (16)	325 (27)	230 (14)	272 (14)
1	Wimbledon Park Rd (S of Pirbright Rd)	Southbound	19.9	85.4%	14.0%	0.4%	0.2%	2995 (195)	2412 (134)	201 (11)	177 (8)	189 (9)	250 (19)
2	Replingham Rd (W of Clonmore St)	Eastbound	23.7	60.0%	37.9%	2.0%	0.1%	3954 (205)	3044 (133)	254 (12)	232 (11)	253 (11)	276 (15)
2	Replingham Rd (W of Clonmore St)	Westbound	25.0	55.1%	41.4%	3.3%	0.2%	4029 (192)	3133 (121)	261 (10)	246 (10)	254 (9)	290 (14)
3	Wimbledon Park Rd (N of Gartmoor Grds Rd)	Northbound	21.7	75.5%	23.8%	0.6%	0.1%	3531 (179)	2816 (129)	235 (11)	286 (18)	205 (8)	231 (11)
3	Wimbledon Park Rd (N of Gartmoor Grds Rd)	Southbound	23.7	56.8%	41.6%	1.5%	0.1%	3081 (205)	2428 (140)	202 (12)	171 (8)	194 (11)	253 (20)
4	Augustus Rd (W of Sutherland Gr)	Eastbound	23.3	70.0%	31.1%	1.8%	0.1%	4646 (241)	3577 (159)	298 (13)	283 (14)	282 (12)	330 (17)
4	Augustus Rd (W of Sutherland Gr)	Westbound	25.0	47%	49.9%	3.0%	0.2%	4781 (210)	3661 (129)	305 (11)	291 (10)	291 (9)	340 (18)

Figure 3 – Sites 1-4 Speed and Volume Data

3.1 ATC Traffic Speeds

- 3.1.1 The study area is subject to a 20mph speed limit, denoted by a combination of signs, road markings and traffic calming.
- 3.1.2 The overall 85th percentile speed can be defined as the speed at or below which 85% of all vehicles are observed to travel, under free-flowing conditions.
- 3.1.3 It can be seen from the table above that Sites 2 and 4 both recorded the highest 85th percentile speeds at 25mph, in a westbound direction. The site with the lowest recorded 85th percentile speed was Site 1 at 19.9mph in the southbound direction.
- 3.1.4 With the exception of westbound movements on Augustus Road, on average over 50% of vehicles were recorded as travelling at less than 20mph. On average over all four sites, 98% of vehicles were recorded travelling below 30mph. Westbound speeds on Replingham Road and Augustus Road were slightly higher than other routes and directions, with over 3% recorded exceeding 30mph.
- 3.1.5 It is acknowledged there are a significant number of vehicles exceeding 20mph however this is in keeping with the level of traffic calming that has been provided.

3.2 ATC Traffic Volumes

- 3.2.1 On average, a total of 31,064 vehicles were recorded travelling through all four sites on the approaches to the Wimbledon Park Road / Augustus Road / Replingham Road junction, which in turn equates to approximately 1,294 vehicles per hour (two-way).
- 3.2.2 On average, a total 1,692 two wheeled vehicles were observed across all four sites at the junction; this equates to approximately 71 two wheeled vehicles per hour (two-way).
- 3.2.3 Augustus Road - The highest average volumes were observed on Augustus Road throughout the day. Average hourly flows in the AM and IP periods were 282 vehicles per hour eastbound, and 291 westbound. The PM peak was notably higher with around 330 to 340 vehicles per hour in either direction.
- 3.2.4 Wimbledon Park Road South - The surveys indicated that northbound movements on Wimbledon Park Road (S) are generally higher throughout the day. However, there is a notable increase in traffic flow in the PM peak for southbound movements. Two wheelers were notably tidal in nature, with an average of 27 per hour in the AM peak for northbound movements and 19 per hour in the PM peak for southbound movements.
- 3.2.5 Wimbledon Park Road North - The surveys indicated that for northbound movements the hourly traffic flows were slightly lower than the southern arm; southbound movements were largely the same. As with the southern arm, two-wheeler movements were recorded to be tidal in nature.
- 3.2.6 Replingham Road - The surveys indicated that the average hourly flow for all vehicle types was generally consistent throughout the day in both directions, increasing only marginally in the PM peak periods.

3.3 Manual Classified Counts

- 3.3.1 Manual Classified Counts were undertaken on Thursday 9th November and Saturday 11th November. These surveys were broken down by vehicle classification and turning movements.

3.4 Weekday Manual Classified Counts

- 3.4.1 Figures 4 to 9 detail the weekday turning movements undertaken by vehicle type at the Wimbledon Park Road / Augustus Road / Replingham Road junction between 07:00 – 10:00 (AM Peak), 12:00 – 14:00 (Inter peak) and 16:00 – 19:00 (PM Peak).
- 3.4.2 The surveys indicate that the dominant movements were east and westbound between Augustus Road and Replingham Road during all three peak periods. The

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flows in the AM and PM peaks are similar, and do not suggest the flows are tidal in nature.

- 3.4.3 The northbound movement from Wimbledon Park Road (S) during the AM peak period is also high, but notably lower in the PM peak. Whilst flows are not as high southbound, there is some indication of tidal movement.
- 3.4.4 Right turn movement from Wimbledon Park Road (North) to Augustus Road is slightly higher than the left turn into Replingham Road. Left and right turn movements from Wimbledon Park Road (South) are similar.
- 3.4.5 Right turn movements from Replingham Road into Wimbledon Park Road (North) are low throughout the day, whilst twice as many vehicles turn left into Wimbledon Park Road (South). Conversely left turn movements from Augustus Road into Wimbledon Park Road (South) are low, whilst right turning movements into Wimbledon Park Road (North) are significantly higher. This may be attributed to difficulties in turning right at the junction, resulting in vehicles finding alternative routes.
- 3.4.6 High pedal cycle movements during the AM peak period have been observed in the westbound direction from Replingham Road, and in the northbound direction from Wimbledon Park Road (S). This trend is reversed during the inter peak and PM peak periods with high pedal cycle movements observed eastbound from Augustus Road and southbound from Wimbledon Park Road (N).
- 3.4.7 Cycle movements largely mirror the general traffic, although left turn movements from Augustus Road into Wimbledon Park Road (North) were also high.
- 3.4.8 Overall an average of 51 cyclists per hour were recorded travelling through the junction in the AM peak and 53 in the PM peak.
- 3.4.9 The dominant cycle movements were generated from Replingham Road and Augustus Road in the AM peak; and Augustus Road and Wimbledon Road (North) in the PM peak.
- 3.4.10 Whilst no surveys were commissioned as part of this study, site observations have noted high left turn movements out of Elsenham Street.
- 3.4.11 Overall the following conclusions have been identified:
 - The dominant traffic flow for all vehicles is between Replingham Road and Augustus Road at all times of the day;
 - Northbound movements from Wimbledon Road (South) to Wimbledon Road (North) are also high in the AM peak;
 - Right turn movements from Augustus Road and Replingham Road are low as turning movements are difficult, which is likely to result in vehicles finding alternative routes.
 - The average hourly movements through the junction are similar in the AM and PM peaks. The dominant cycle movements were generated from Replingham Road and Augustus Road in the AM peak; and Augustus Road and Wimbledon Road (North) in the PM peak.

	All Vehicles	Pedd Cyclists	Motor Cyclists	HGV	Bus
Wimbledon Park Rd N					
Augustus Rd	206	1	3	2	2
Replingham Rd	136	8	2	5	0
Wimbledon Park Rd S	318	4	11	6	25
Wimbledon Park Rd S					
Augustus Rd	168	2	4	1	14
Replingham Rd	221	7	1	7	0
Wimbledon Park Rd N	725	30	41	10	25
Augustus Rd					
Wimbledon Park Rd S	84	2	2	1	14
Replingham Rd	789	26	20	22	0
Wimbledon Park Rd N	335	21	13	5	0
Replingham Rd					
Augustus Rd	891	47	12	21	0
Wimbledon Park Rd S	158	2	1	3	0
Wimbledon Park Rd N	83	10	4	1	0

Figure 4 – Weekday turning movements (AM peak 07:00 – 10:00)

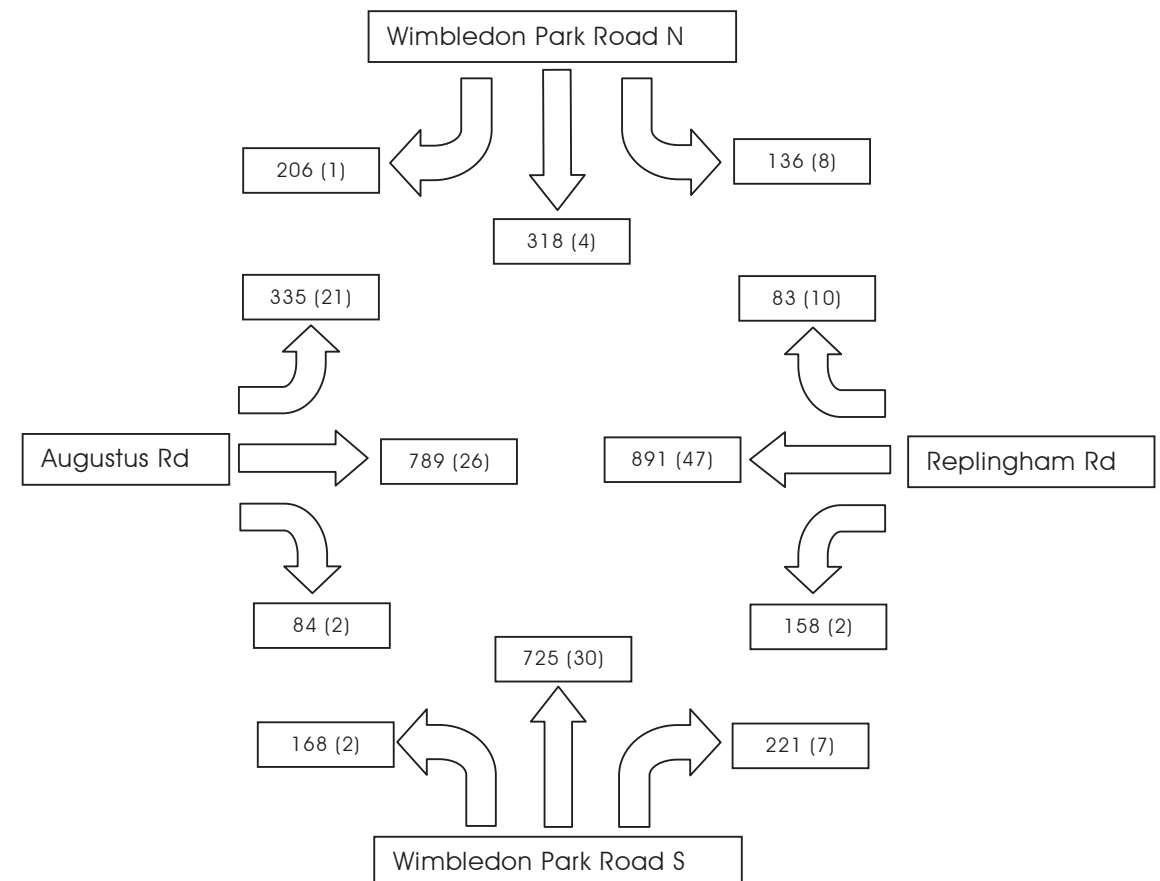


Figure 5 – Weekday Turning movements (AM peak 07:00 – 10:00) total cyclists identified in brackets

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	All Vehicles	Pedal Cyclists	Motor Cyclists	HGV	Bus
Wimbledon Park Rd N					
Augustus Rd	61	1	5	1	0
Replingham Rd	34	2	1	0	0
Wimbledon Park Rd S	86	2	4	1	8
Wimbledon Park Rd S					
Augustus Rd	30	0	1	1	6
Replingham Rd	56	0	2	1	0
Wimbledon Park Rd N	91	1	5	1	8
Augustus Rd					
Wimbledon Park Rd S	24	0	1	1	4
Replingham Rd	184	3	7	2	1
Wimbledon Park Rd N	64	2	3	1	0
Replingham Rd					
Augustus Rd	224	2	5	4	1
Wimbledon Park Rd S	67	1	1	0	1
Wimbledon Park Rd N	34	1	2	1	0

Figure 6 – Weekday average hourly turning movements (Inter peak 12:00 – 14:00)

	All Vehicles	Pedal Cyclists	Motor Cyclists	HGV	Bus
Wimbledon Park Rd N					
Augustus Rd	254	12	22	2	0
Replingham Rd	148	12	3	1	0
Wimbledon Park Rd S	541	31	34	1	23
Wimbledon Park Rd S					
Augustus Rd	115	2	4	1	15
Replingham Rd	177	3	4	4	0
Wimbledon Park Rd N	438	16	11	1	22
Augustus Rd					
Wimbledon Park Rd S	105	10	6	1	15
Replingham Rd	882	34	33	7	0
Wimbledon Park Rd N	275	3	15	0	0
Replingham Rd					
Augustus Rd	871	16	26	4	0
Wimbledon Park Rd S	201	5	8	1	0
Wimbledon Park Rd N	95	4	0	3	0

Figure 8 – Weekday Turning movements (PM peak 16:00 – 19:00)

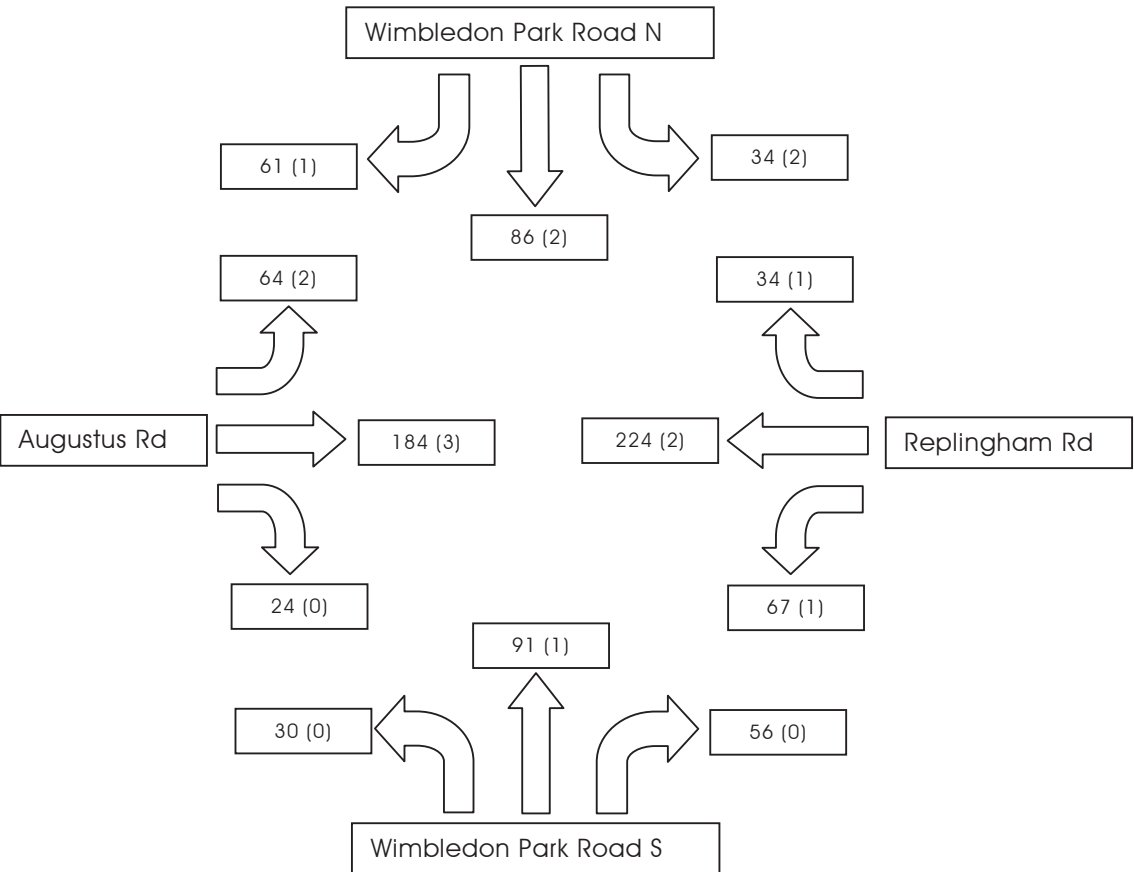


Figure 7 – Weekday average hourly turning movements (Inter peak 12:00 – 14:00) total cyclists identified in brackets

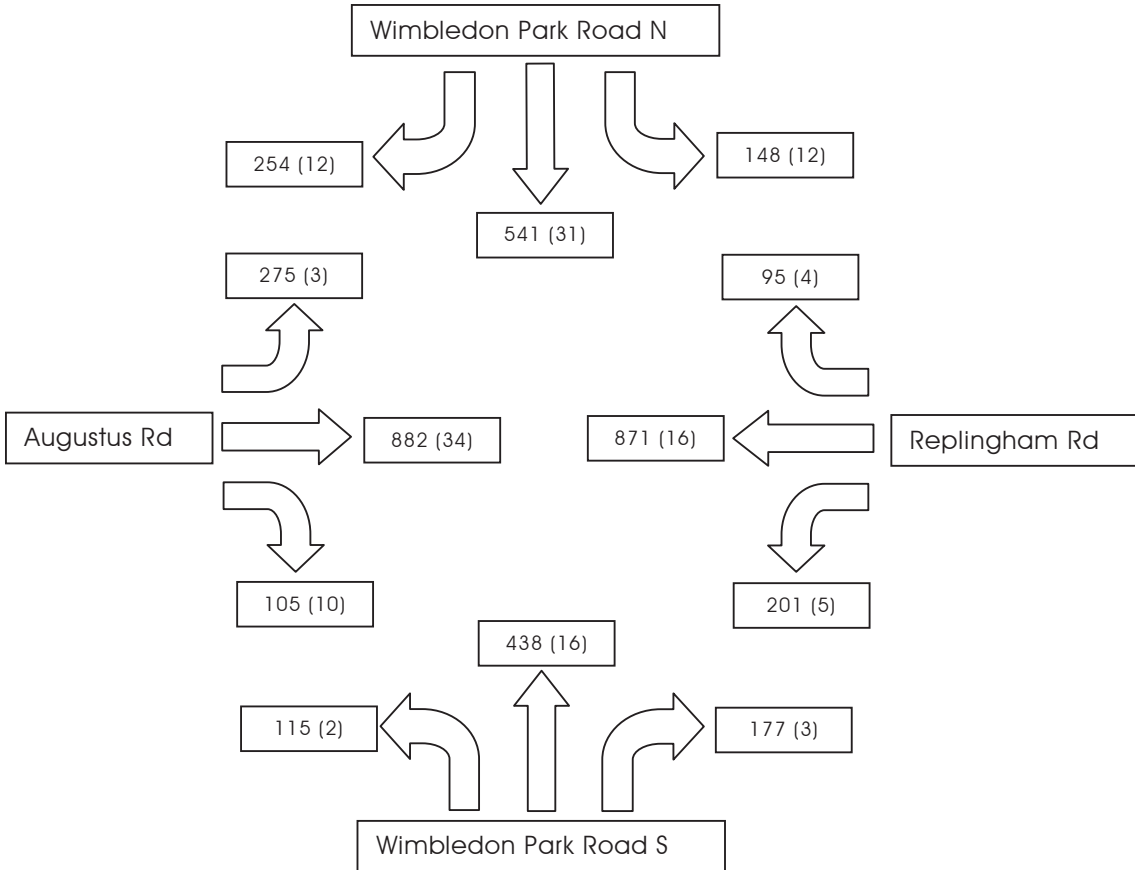


Figure 9 – Weekday Turning movements (PM peak 16:00 – 19:00) total cyclists identified in brackets

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3.5 Weekend Manual Classified Counts

- 3.5.1 Figures 10 to 15 detail the weekend turning movements undertaken by vehicle type at the Wimbledon Park Road / Augustus Road / Replingham Road junction between 07:00 – 10:00(AM Peak), 12:00 – 14:00(Inter peak) and 16:00 – 19:00 (PM Peak).
- 3.5.2 Generally, the traffic flows mirrored the same patterns as identified during the weekday surveys. Morning flows were notably lower for all movements; however, the inter-peak periods either experienced similar or higher flows.
- 3.5.3 The PM peak movements between Replingham Road and Augustus Road were significantly higher than the AM peak and similar to those recorded on the weekday.
- 3.5.4 Cycle movements were significantly lower than on a weekday, suggesting that the majority of cycle movements in the area are associated with commuter travel.
- 3.5.5 A relatively high number of motorcyclists were observed travelling in both directions between Augustus Road and Replingham Road during the PM peak period than compared to the weekday surveys, and also eastbound during the inter peak; however this was not evident during the AM peak period survey.

	All Vehicles	Pedd Cyclists	Motor Cyclists	HGV	Bus
Wimbledon Park Rd N					
Augustus Rd	102	1	1	1	0
Replingham Rd	86	0	1	2	0
Wimbledon Park Rd S	198	1	3	5	18
Wimbledon Park Rd S					
Augustus Rd	73	0	0	0	13
Replingham Rd	129	0	2	3	0
Wimbledon Park Rd N	255	6	6	5	16
Augustus Rd					
Wimbledon Park Rd S	63	0	1	0	13
Replingham Rd	428	10	6	10	0
Wimbledon Park Rd N	165	2	5	3	0
Replingham Rd					
Augustus Rd	494	11	3	8	0
Wimbledon Park Rd S	126	3	0	2	0
Wimbledon Park Rd N	72	2	1	3	0

Figure 10 – Weekend Turning movements (AM peak 07:00 – 10:00)

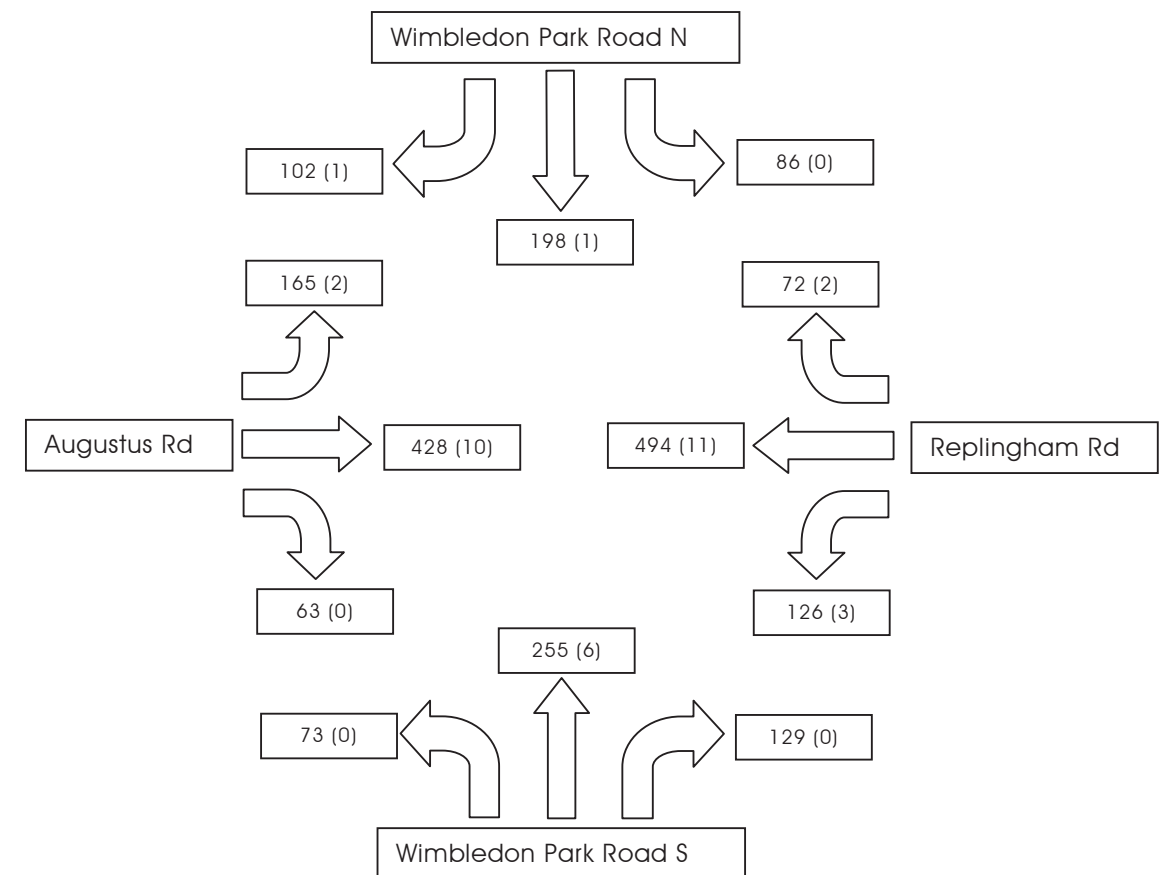


Figure 11 – Weekend Turning movements (AM peak 07:00 – 10:00) total cyclists Identified in brackets

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	All Vehicles	Pedd Cyclists	Motor Cyclists	HGV	Bus
Wimbledon Park Rd N					
Augustus Rd	67	1	4	2	0
Replingham Rd	56	1	1	0	0
Wimbledon Park Rd S	119	2	4	0	7
Wimbledon Park Rd S					
Augustus Rd	50	1	1	0	5
Replingham Rd	71	0	4	0	1
Wimbledon Park Rd N	161	1	4	1	8
Augustus Rd					
Wimbledon Park Rd S	36	1	3	0	4
Replingham Rd	250	8	7	1	0
Wimbledon Park Rd N	87	1	4	1	0
Replingham Rd					
Augustus Rd	285	8	5	1	0
Wimbledon Park Rd S	70	0	3	1	0
Wimbledon Park Rd N	34	1	2	1	0

Figure 12 – Weekend average hourly turning movements (Inter peak 12:00 – 14:00)

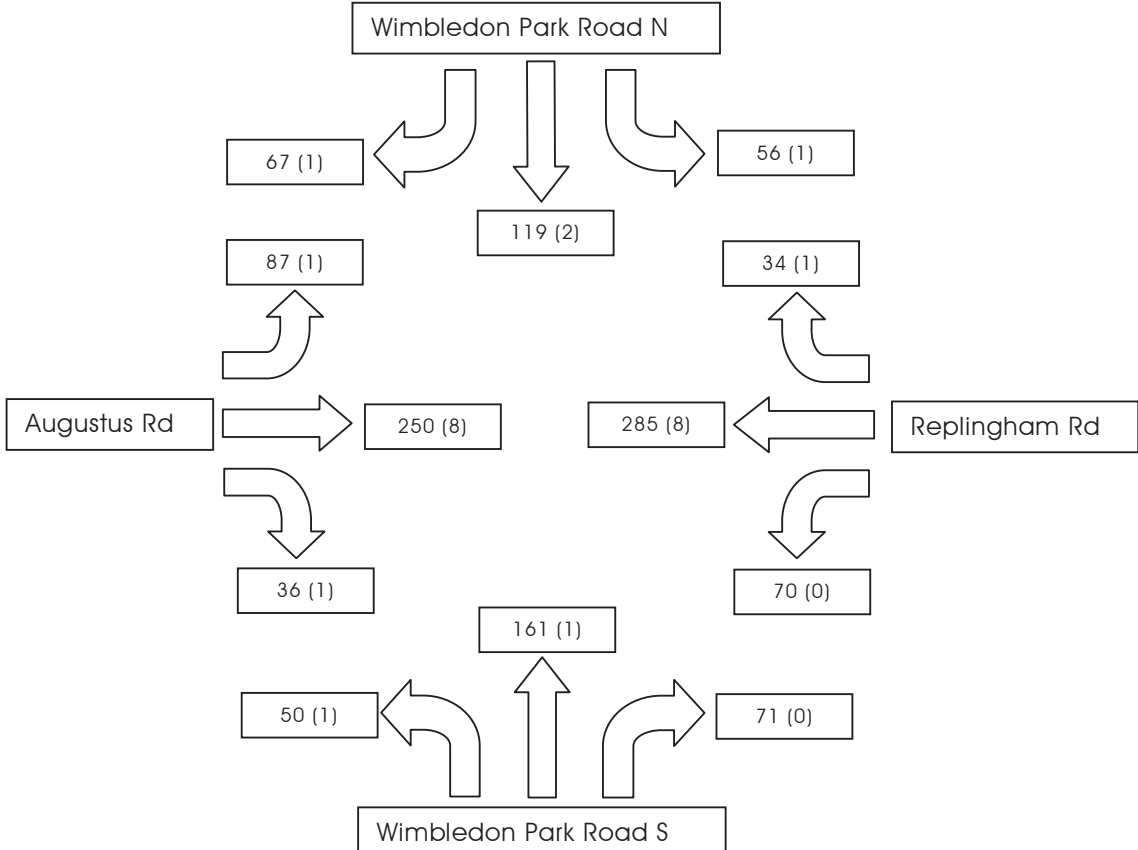


Figure 13 – Weekend average hourly turning movements (Inter peak 12:00 – 14:00) total cyclists identified in brackets

	All Vehicles	Pedd Cyclists	Motor Cyclists	HGV	Bus
Wimbledon Park Rd N					
Augustus Rd	165	2	9	1	0
Replingham Rd	116	2	1	1	0
Wimbledon Park Rd S	287	6	7	2	24
Wimbledon Park Rd S					
Augustus Rd	110	1	3	1	14
Replingham Rd	167	0	8	1	0
Wimbledon Park Rd N	321	8	9	2	23
Augustus Rd					
Wimbledon Park Rd S	86	0	4	0	15
Replingham Rd	727	14	34	5	
Wimbledon Park Rd N	239	4	11	0	0
Replingham Rd					
Augustus Rd	645	4	24	5	1
Wimbledon Park Rd S	136	1	11	0	0
Wimbledon Park Rd N	76	0	2	0	0

Figure 14 – Weekend Turning movements (PM peak 16:00 – 19:00)

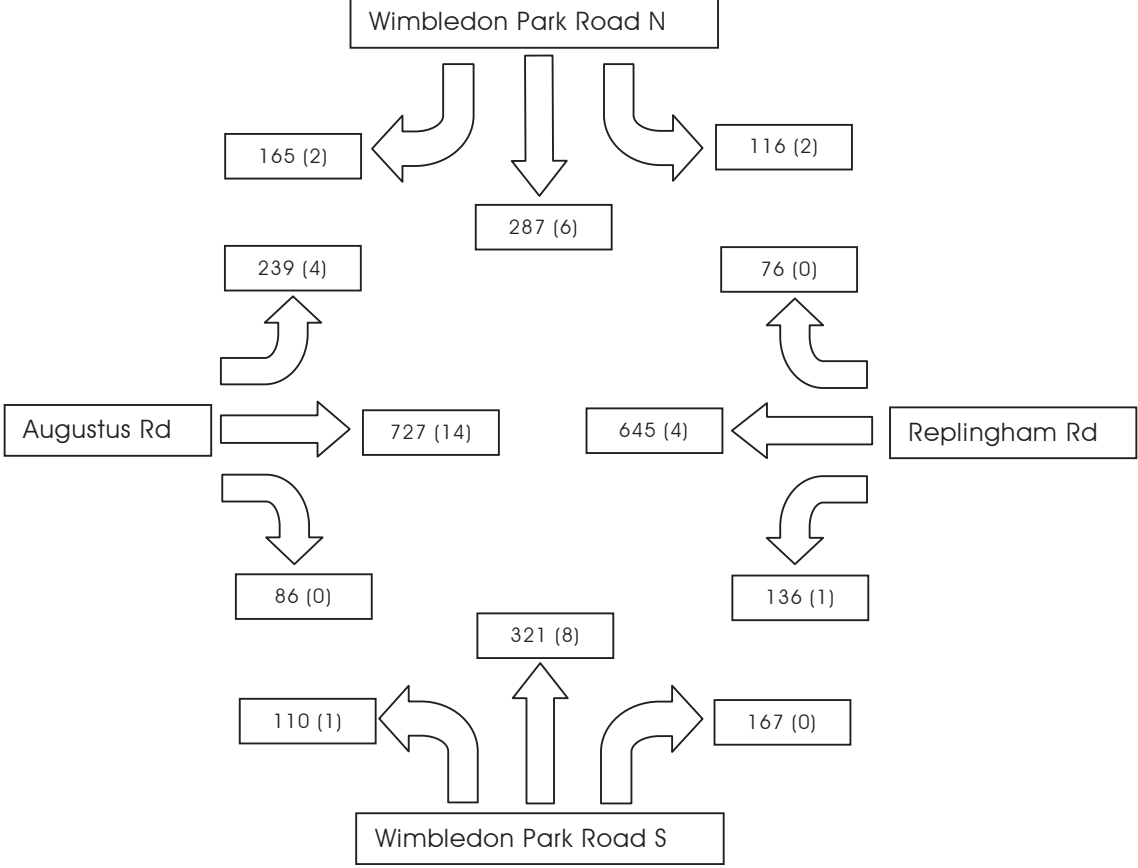


Figure 15 – Weekend Turning movements (PM peak 16:00 – 19:00) total cyclists identified in brackets

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3.6 Pedestrian Surveys – Crossing movements

3.6.1 Pedestrian surveys were carried out at recognised crossing movements on Thursday 09th November 2017 between 07:00 – 19:00; the locations of which are detailed below in Figure 16.

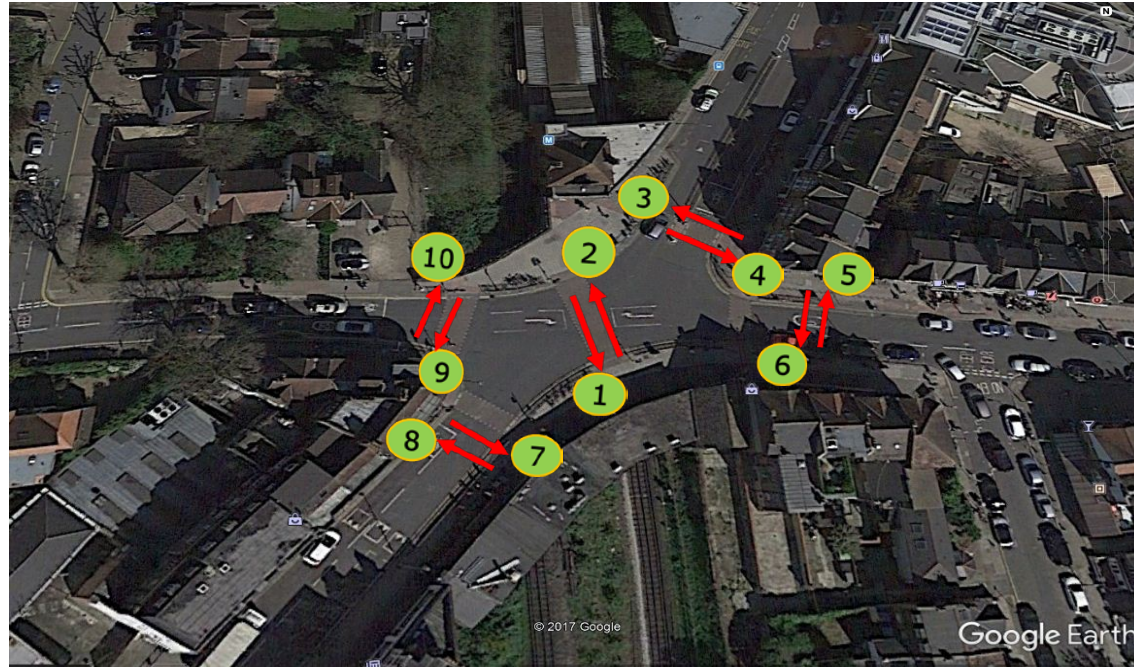


Figure 16 –Pedestrian crossing movement detail

3.6.2 Figures 17 to 19 detail the hourly average pedestrian flows at the five formal crossings at the junction.

	Movement Detail (refer to fig 16)	Average hourly flow Child (<16 years)	Average hourly flow Adult (16 - 65 years)	Average hourly flow Adult (>65 years)
Wimbledon Park Rd N				
Eastbound (3 to 4)	4	8	165	0
Westbound (4 to 3)	3	4	412	0
Wimbledon Park Rd S				
Eastbound (8 to 7)	7	9	68	1
Westbound (7 to 8)	8	12	69	2
Augustus Rd				
Northbound (9 to 10)	10	91	252	1
Southbound (10 to 9)	9	19	97	0
Replingham Rd				
Northbound (6 to 5)	5	40	155	0
Southbound (5 to 6)	6	14	101	0
Diagonal crossing between Wimbledon Rd N and Replingham				
Northbound (1 to 2)	2	40	155	0
Southbound (2 to 1)	1	9	66	0

Figure 17 – Average weekday pedestrian crossing flows (AM peak 07:00 – 10:00)

	Movement Detail (refer to fig 16)	Average hourly flow Child (<16 years)	Average hourly flow Adult (16 - 65 years)	Average hourly flow Adult (>65 years)
Wimbledon Park Rd N				
Eastbound (3 to 4)	4	6	175	0
Westbound (4 to 3)	3	6	148	0
Wimbledon Park Rd S				
Eastbound (8 to 7)	7	3	71	0
Westbound (7 to 8)	8	4	65	0
Augustus Rd				
Northbound (9 to 10)	10	27	119	0
Southbound (10 to 9)	9	6	76	0
Replingham Rd				
Northbound (6 to 5)	5	9	117	1
Southbound (5 to 6)	6	20	138	1
Diagonal crossing between Wimbledon Rd N and Replingham				
Northbound (1 to 2)	2	2	33	0
Southbound (2 to 1)	1	5	53	0

Figure 18 – Average weekday pedestrian crossing flows (Inter peak 12:00 – 14:00)

	Movement Detail (refer to fig 16)	Average hourly flow Child (<16 years)	Average hourly flow Adult (16 - 65 years)	Average hourly flow Adult (>65 years)
Wimbledon Park Rd N				
Eastbound (3 to 4)	4	5	224	0
Westbound (4 to 3)	3	6	154	0
Wimbledon Park Rd S				
Eastbound (8 to 7)	7	13	79	0
Westbound (7 to 8)	8	4	87	0
Augustus Rd				
Northbound (9 to 10)	10	21	205	0
Southbound (10 to 9)	9	31	239	0
Replingham Rd				
Northbound (6 to 5)	5	14	122	0
Southbound (5 to 6)	6	25	197	0
Diagonal crossing between Wimbledon Rd N and Replingham				
Northbound (1 to 2)	2	7	63	0
Southbound (2 to 1)	1	9	141	0

Figure 19 – Average weekday pedestrian crossing flows (PM peak 16:00 – 19:00)

3.6.3 The surveys indicated that the dominant flows in the AM peak are towards the Southfields Underground Station.

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- 3.6.4 Whilst there was evidence of tidal flow in the PM period, with movements away from the Underground Station being higher than the opposing direction, they were not as significant as the AM peak, suggesting that return journeys are spread out over a greater timeframe.
- 3.6.5 The northbound movement across Augustus Road was high both in the AM and PM peaks, whilst the southbound movement was significantly lower in the AM peak.
- 3.6.6 Movements across the diagonal crossing were notably tidal in nature, with higher flows towards the Station in the AM peak, and then away from the Station in the PM peak. The flows in the opposite directions were low.
- 3.6.7 Movements across Wimbledon Park Road (South) were low both in the morning and the AM and PM peak periods.
- 3.6.8 The dominant movements in terms of child pedestrians were northbound across Replingham Road, Augustus Road and the diagonal crossing. The westbound movement across Wimbledon Park Road (North) was low suggesting that children are crossing Replingham Road to access school to the north.
- 3.6.9 The inter-peak observations highlighted a higher child pedestrian flow on Augustus Road in the northbound direction and Replingham Road in the southbound direction.
- 3.6.10 Child pedestrian movements were lower during the PM peak period; this is likely to be because children will have already returned from school prior to the PM peak survey period.
- 3.6.11 The southbound movement on Augustus Road was recorded to have the highest flow involving children. Higher movements are also identified in the southbound direction on Replingham Road during the PM peak.

3.7 Pedestrian surveys - Footpath movements

3.7.1 Pedestrian surveys were also undertaken of movements on the footways on Thursday 9th November 2017 between 07:00 and 19:00 at the locations detailed in Figure 20.

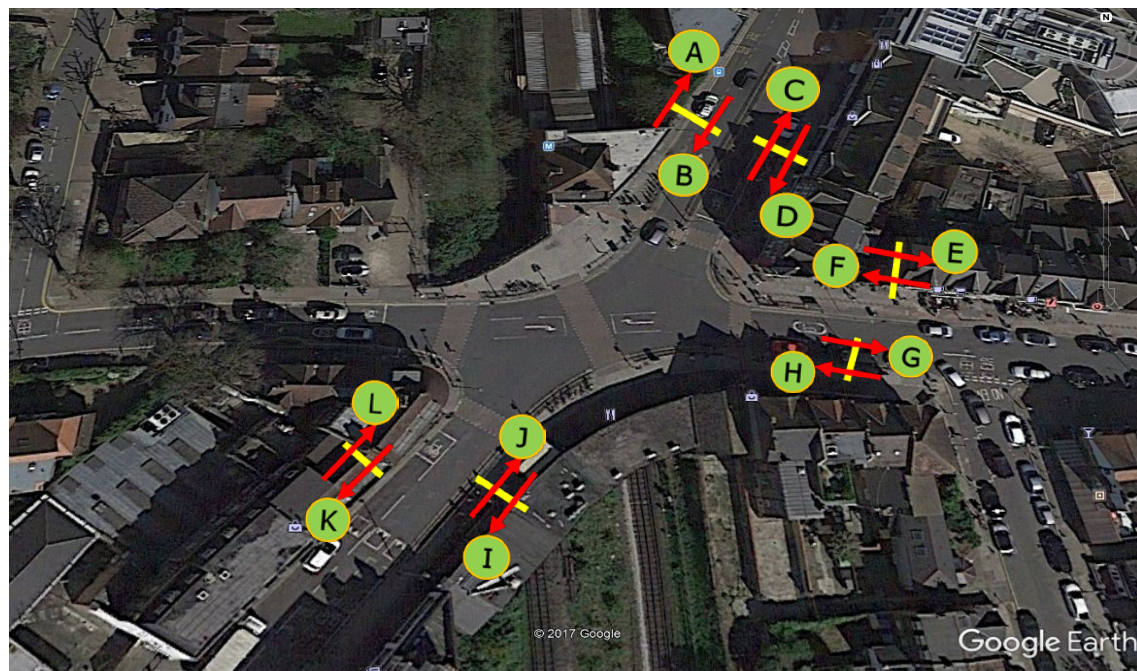


Figure 20 –Pedestrian crossing movement detail

3.7.2 Figures 21 to 23 detail the hourly average pedestrian flows along the footpaths at the junction during the AM, Inter and PM peaks.

	Movemen † Detail (refer to fig 20)	Average hourly flow Child (<16 years)	Average hourly flow Adult (16 - 65 years)	Average hourly flow Adult (>65 years)
Wimbledon Park Rd N West footpath				
Northbound	A	24	106	0
Southbound	B	79	339	0
Wimbledon Park Rd N East footpath				
Northbound	C	69	193	0
Southbound	D	29	177	0
Wimbledon Park Rd S West footpath				
Northbound	L	14	311	1
Southbound	K	7	121	2
Wimbledon Park Rd S East footpath				
Northbound	J	72	150	0
Southbound	I	25	132	0
Replingham Rd South footpath				
Eastbound	G	47	155	1
Westbound	H	107	242	1
Replingham Rd North footpath				
Eastbound	E	15	145	0
Westbound	F	21	351	1

Figure 21 – Average weekday pedestrian footpath flows (AM peak 07:00 – 10:00)

3.7.3 Southbound pedestrian movements are notably higher on the west side of Wimbledon Park Road (North) than northbound. On the east side, flows are similar in both directions, however, child pedestrian movements were notably higher northbound. This correlates with the high northbound crossing movements on Replingham Road and low crossing movements crossing Wimbledon Park Road (North).

3.7.4 The dominant pedestrian flows in the AM peak, with over 300 pedestrians recorded were:

- Wimbledon Park Road (North) West Side – Southbound
- Wimbledon Park Road (South) West Side – Northbound
- Replingham Road North Side – Westbound

3.7.5 The remaining footways observed similar flows.

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	Movement Detail (refer to fig 20)	Average hourly flow Child (<16 years)	Average hourly flow Adult (16 - 65 years)	Average hourly flow Adult (>65 years)
Wimbledon Park Rd N West footpath				
Northbound	A	3	82	1
Southbound	B	6	102	1
Wimbledon Park Rd N East footpath				
Northbound	C	16	213	0
Southbound	D	25	200	0
Wimbledon Park Rd S West footpath				
Northbound	L	13	130	1
Southbound	K	6	97	1
Wimbledon Park Rd S East footpath				
Northbound	J	14	166	0
Southbound	I	13	168	0
Replingham Rd South footpath				
Eastbound	G	26	216	2
Westbound	H	13	185	1
Replingham Rd North footpath				
Eastbound	E	19	160	4
Westbound	F	8	154	3

Figure 22 – Average weekday pedestrian footpath flows (Inter peak 12:00 – 14:00)

3.7.6 Pedestrian movements on the west side of Wimbledon Park Road (North and South) in both directions are notably lower than other flows in the study area. The retail outlets and cafes are not located on this side of the road and therefore there are less trip generators which would account for the lower movements.

	Movement Detail (refer to fig 20)	Average hourly flow Child (<16 years)	Average hourly flow Adult (16 - 65 years)	Average hourly flow Adult (>65 years)
Wimbledon Park Rd N West footpath				
Northbound	A	25	240	1
Southbound	B	7	113	1
Wimbledon Park Rd N East footpath				
Northbound	C	18	339	1
Southbound	D	34	264	1
Wimbledon Park Rd S West footpath				
Northbound	L	17	273	0
Southbound	K	26	260	0
Wimbledon Park Rd S East footpath				
Northbound	J	32	154	0
Southbound	I	30	194	1
Replingham Rd South footpath				
Eastbound	G	48	287	1
Westbound	H	23	207	1
Replingham Rd North footpath				
Eastbound	E	16	279	1
Westbound	F	13	209	1

Figure 23 – Average weekday pedestrian footpath flows (PM peak 16:00 – 19:00)

- 3.7.7 Flows on the east side of Wimbledon Park Road (South) are consistent in both the AM and PM peaks.
- 3.7.8 In contrast to the AM peak, northbound pedestrian movements were notably higher on the west side of Wimbledon Park Road (North) than southbound.
- 3.7.9 As with the AM peak, flows were similar on the east side (in both directions), however, child pedestrian movements were slightly higher southbound. This shows a clear tidal flow along Wimbledon Park Road (North).
- 3.7.10 Pedestrian flows were notably higher in the PM peak in both directions on the eastern footway of Wimbledon Park Road (North) in both directions.
- 3.7.11 Unlike in the AM peak, flows are similar in both directions on the west side of Wimbledon Park Road (South).
- 3.7.12 Westbound movements on both sides of Replingham Park Road were higher in the AM peak and vice versa in the PM peak.
- 3.7.13 During the PM peak period, surveys indicated a high number of movements away from the station, particularly on the eastern footway of Wimbledon Park Road (N), which recorded the highest flow on the junction with 339 pedestrians.
- 3.7.14 In summary, the analysed data identified a tidal flow over the peak periods for on-footpath pedestrian flows, with high numbers of pedestrians undertaking movements towards Southfields Underground Station during the AM peak period and high numbers of pedestrians undertaking movements away from Southfields Underground Station during the PM peak period as would be expected.
- 3.7.15 Cycle movements on the footways were also recorded and assessed; however were found to be negligible in quantity.

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3.8 Parking occupancy surveys

3.8.1 Parking occupancy surveys were carried out on the 9th November 2017 and 28th November 2017 for a 12-hour period from 07:00 to 19:00 to identify parking occupancy levels during the week when parking restrictions are in force. Further surveys were undertaken on the 11th and 25th November to understand how duration of stay varied at weekends when parking restriction are not in force. The observations from the surveys have been summarised below. A plan detailing the locations of the parking bay surveys can be found in Appendix A of this report. Tables detailing the occupancy levels and duration of stay can be found in Appendix B of this report.

3.9 Augustus Road

- 3.9.1 The survey covered 4 permit holder (Zone Z1) / pay and display bays on the northern side of the carriageway and 6 on the southern side, which operate Monday to Friday 9.30am – 4.30pm with a maximum stay of 4 hours. Single yellow lines operating from 7am – 7pm Monday to Friday and double yellow lines are located between parking bays.
- 3.9.2 The parking bay occupancy surveys indicated that the bays were 50-75%% occupied for the majority of the day; resulting in up to 1-2 bays being available throughout the day.
- 3.9.3 Surveys indicated that the 6 no. shared use bays on the southern side, which are in close proximity to the junction with Albert Drive, showed on average a 67% occupancy level throughout the day. This is resulted in up to 2 bays being available for the majority of the day.
- 3.9.4 Vehicles recorded as staying for less than 15 minutes accounted for 70.6% of the vehicles utilising the shared use bays. Only two vehicles stayed for longer than two hours. This indicates a high turnover of occupancy. There were no new arrivals between 1pm and 4pm.
- 3.9.5 In comparison; on a Saturday, less than 30% of vehicles parked for less than 15 minutes; with over 36% parking for 1 hour or more.

3.10 Wimbledon Park Road (North)

- 3.10.1 A total of 5 pay and display bays and 1 Disabled bay were surveyed on the east side of Wimbledon Park Road (N) between Replingham Road and Pirbright Road, which operate 9.30am to 4.30pm Monday to Friday with a maximum stay of 1 hour.
- 3.10.2 In the morning peak, the bays were recorded as being 100% occupied. From 1:30pm, there were generally 2-3 spaces available.
- 3.10.3 The Disabled bay was occupied for the majority of the day.
- 3.10.4 Approximately 40% of the vehicles recorded stopped for a period of 15 minutes or less, 22% for 15-30 minutes and 18% for 30-60 minutes. Approximately 20% parked for 1 hour or more, despite a maximum stay of 1 hour.
- 3.10.5 Three pay and display bays were surveyed on the west side and in the vicinity of No 240, which operate 9:30am-4:30pm Monday to Friday – with a maximum stay of 1 hour. They were generally 100% occupied for long periods throughout the day.
- 3.10.6 From the surveys undertaken on a weekday; approximately 46% of the vehicles surveyed parked for 15 minutes or less; 7.7% between 15-30 minutes and 23% between 30-60 minutes, indicating a high turnover of vehicles.
- 3.10.7 A further 4 pay and display/ permit holder bays on the west side in the vicinity of number 218 were surveyed, which operate 9:30am-4:30pm Monday to Friday – for a maximum stay of 4 hours.

- 3.10.8 In general, 75% of the bays were occupied, with a single bay being available throughout the day.
- 3.10.9 On the Saturday, the surveys indicated that between 39% and 47% of vehicles parked for less than 15 minutes in the pay and display bays, and a further 20-30% for between 15-60 minutes. Therefore, despite there being no restrictions, short term parking was still prevalent at this location.
- 3.10.10 The taxi rank on the west side caters for up to 3 taxis. Both on the weekday and the Saturday surveys; the taxi rank recorded 1-2 vehicles at any one time, with 94% of the taxis stopping for 15 minutes or less.
- 3.10.11 There are 4 no. permit holder (Zone S1)/ pay and display bays on the west side which operate 9:30am-4:30pm Monday to Friday – with a maximum stay of 4 hours. On average, they were 75% occupied throughout the day, meaning there were generally 1-2 spaces available.
- 3.10.12 There is a lay-by with double yellow line restrictions permitting loading outside Marks and Spencers. Delivery vehicles were noted unloading on six separate occasions on a weekday. Two separate deliveries for Marks and Spencer were observed with vehicles unloading on the single yellow restriction on Pirbright Road.

3.11 Wimbledon Park Road (South)

- 3.11.1 A total of 8 pay & display bays were surveyed on the east side, which operate between 9:30am-4:30pm Monday to Friday for a maximum stay of 1 hour.
- 3.11.2 Between 7am and 9:30am the bays were between 60 and 100% occupied. They were 100% occupied for half the time, with 2-3 bays generally available at other times.
- 3.11.3 Between 9:30am and 7pm the bays were between 50-70% occupied, resulting in between 2-4 spaces being available for the majority of the period.
- 3.11.4 On a weekday, approximately 52% of the vehicles surveyed parked for 15 minutes or less and 19% between 15 minutes and 30 minutes. Approximately 20% of the vehicles parked for over 1 hour which exceeds the permitted waiting time. On a Saturday, the majority of vehicles continued to park for short periods despite there being no restrictions.
- 3.11.5 A total of 19 permit holder (Zone S1)/ pay and display bays were surveyed on the east side, which operate between 9:30am-4:30pm Monday to Friday with a maximum stay of 4 hours.
- 3.11.6 Between 50-70% of the bays were occupied throughout the day, resulting in their being 4-8 spaces generally available.
- 3.11.7 A total of 4 permit holder (Zone S1)/ pay and display bays in the vicinity of the businesses on the west side were surveyed, which operate between 9:30am-4:30pm Monday to Friday with a maximum stay of 4 hours.
- 3.11.8 Throughout the day occupancy levels were low with no vehicles recorded parking for the majority of the day. Observations on other days noted the parking bays partially utilised, but generally there were spaces available.
- 3.11.9 A further 15 permit holder (Zone S1)/ pay and display bays were surveyed further south. They were found to be approximately 50% occupied throughout the day, resulting in 6-8 bays for the majority of the survey period being available.
- 3.11.10 On a weekday, 51% of the vehicles surveyed parked for 15 minutes or less, with 26% parking for 1 hour or more. On a Saturday, there was still a high number of short term parking, but also an increase in the number of vehicles parking for more than 1 hour (at 35%).
- 3.11.11 The loading bay (which is approximately 15m in length), was used sporadically throughout the day both during the week and on the Saturday. A total of 66 vehicles

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were observed using the loading bay on a weekday of which 56 were not undertaking loading activities.

- 3.11.12 Delivery vehicles were observed unloading on the double yellow line restriction outside PWP Sport.com on five separate occasions.

3.12 Sutherland Grove

- 3.12.1 A total of 3 permit holder (Zone S1) only bays were surveyed on the east side which operate Monday to Friday 1:30 – 2:30 pm. Of these 2 were found to be 100% occupied throughout the day, with the remaining bay remaining empty.
- 3.12.2 A total of 6 pay and display bays on the west side were surveyed, which operate 9.30am to 4.30pm Monday to Friday with a maximum stay of one hour. On average, they were found to be 73% occupied throughout the day, resulting in 2-3 bays being available for the majority of the period surveyed.
- 3.12.3 On a weekday 59% of vehicles surveyed parked for 15 minutes or less; and approximately 20% parked for 1 hour or more. Short stay parking remained high on a Saturday with 51% of vehicles parking for 15 minutes or less, and with 37% of vehicles parking for 1 hour or more. No vehicles were recorded parking for the full survey period.
- 3.12.4 The Disabled bay was observed to be lightly used throughout the day. There was a total of five vehicles recorded using the disabled bay, none of which stayed for more than 15 minutes. It is not known whether these were authorised vehicles.

3.13 Crowthorne Close

- 3.13.1 A total of 17 permit holder (Zone S1)/ pay and display were surveyed on both sides of Crowthorne Close, which operate between 9:30am to 4:30pm Monday to Friday with a maximum stay of 4 hours. On average these bays were 76% occupied throughout the day. For the majority of the day there was a minimum of 3 spaces still available.
- 3.13.2 On a weekday 30% of vehicles stayed 15 minutes or less in the shared use bays, while 27% stayed for two hours or more. There were two vehicles recorded as staying for the full duration of the survey period. Surveys undertaken on the Saturday indicated little change in behaviour; with 33% of vehicles staying for 15 minutes or less, and 18.4% for 2 hours or more.
- 3.13.3 A total of 2.8% were recorded parking for the whole 12 hour survey period on the weekday and 2.3% on the Saturday.

3.14 Pirbright Road

- 3.14.1 A total of 40 permit holder (Zone S1)/ pay and display bays were surveyed on Pirbright Road, which operate Monday to Friday 9:30am – 4.30pm with a maximum stay of 4 hours. On average, the bays were 90% occupied with approximately 4 bays available for the majority of the day.
- 3.14.2 On a weekday, approximately 39.4% of vehicles occupying the shared use bays stayed for 15 minutes or less; while another 28% stayed for two hours or more. A total of 16 vehicles were recorded parking for the full duration of the survey. There was little change in behaviour on the Saturday with 35.1% staying for 15 minutes or less and 28.8% for 2 hours or more.
- 3.14.3 A total of 10% were recorded parking for the whole 12 hour survey period on the weekday and 4.7% on the Saturday.
- 3.14.4 There is a single disabled bay which on the weekday had two periods of long term occupancy; one in the morning peak for approximately 1 hour, and one from 9.30am for nearly 4 hours. For the remainder of the day the bay was occupied for short periods of less than 15 minutes only. It is not known whether these short-stay users were authorised.

3.15 Gartmoor Gardens

- 3.15.1 A total of 29 permit holder (Zone S1)/ pay and display bays were surveyed which operate between 9:30am to 4:30pm Monday to Friday with a maximum stay of 4 hours for pay and display users. These were 88% occupied for the majority of the day; with approximately 3 spaces available during the survey period.
- 3.15.2 On the weekday, the survey recorded that 29.2% of the vehicles occupying the shared use bays stayed for 15 minutes or less, with 33.6% staying for 2 hours or more; 12.6% of those surveyed parked for the full duration of the survey. This may indicate that these bays are used by residents for longer stay parking.
- 3.15.3 Surveys undertaken on the Saturday indicated no significant change in parking patterns; although fewer vehicles were recorded parking for the full 12 hour survey period at 5.3%.

3.16 Replingham Road

- 3.16.1 A total of 9 bays were surveyed with the operational hours of 'No waiting at any time'; 7am-9:30am Monday to Friday / Pay & Display 9:30am-4:30pm Monday to Friday with a maximum stay of 1 hour.
- 3.16.2 Between 7am and 9:30am, between 67 and 100% of the bays were occupied despite prohibition of parking at these times.
- 3.16.3 Between 9:30am and 4:30pm, between 56 and 100% of the bays were occupied. Whilst there were recorded periods of 100% occupancy, there were often 1-2 spaces still available throughout the day.
- 3.16.4 Between 4:30pm and 7pm nearly 100% of the bays were occupied for the majority of the time. It was noted that during this period, that traffic flow was high, and vehicles had difficulty negotiating around the parked vehicles, unlike the morning peak, there is no restriction on parking.
- 3.16.5 Overall 82% of vehicles stop for 15 minutes or less meaning there is a high turnover of vehicles; less than 6% stay between 15-30 minutes and less than 4% stayed for 1 hour or more.
- 3.16.6 On a Saturday, there was still a high turnover of vehicles with only 10% of vehicles staying for hour or more despite there being no restrictions.
- 3.16.7 A total of 6 pay and display bays were surveyed, with the operational hours of 9:30am-4:30pm Monday to Friday and a maximum stay of 1 hour.
- 3.16.8 Between 7am and 9:30am between 67 and 100% of the bays were occupied, and there were generally 1-2 spaces available for 50% of the time.
- 3.16.9 Between 9:30am and 7pm between 50 and 100% of the bays were occupied. Whilst there were periods of 100% occupancy, there were often 1-2 spaces available for the majority of the period.
- 3.16.10 On the weekday, approximately 70% of the vehicles surveyed stop for 15 minutes or less meaning there is a high turnover of vehicles; where 10% stayed between 15-30 minutes. Approximately 9% stayed for over 1 hour despite the restrictions in place.
- 3.16.11 A further 10 pay and display bays were surveyed south of Heythorp Road, with operational hours of 9:30am-4:30pm Monday to Friday and a maximum stay of 1 hour.
- 3.16.12 Between 7am and 9:30am between 40 and 100% were occupied, resulting in 2-3 spaces being available for the majority of the period.
- 3.16.13 Between 9:30am and 7pm; between 60 and 100% of the bays were occupied, resulting in between 1-5 spaces being available for the majority of the time. For the majority of the survey period there were between 2-4 spaces still available.
- 3.16.14 A total of 11 Permit Holder (Zone S1)/ Pay & Display bays were surveyed, with an operational time of 9:30am-4:30pm Monday to Friday and a maximum stay of 4 hours.

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3.16.15 Throughout the survey period 45-65 % of the bays were occupied, resulting in 4-5 spaces being available throughout the day.

3.16.16 The surveys indicated that east of Heythorp Road, 72% of vehicles stopped for 15 minutes or less; 15% stayed between 15-30 minutes and less than 5% stayed for 1 hour or more. Whilst 20% of vehicles stayed for 1 hour or more on the Saturday, there was still a high turnover of vehicles, with 64% staying for 15 minutes or less.

3.17 Elsenham Road

3.17.1 A total of 6 permit holder (Zone S1) bays were surveyed, which are operational Monday to Friday 1:30pm to 2:30 pm, and 2 Disabled bays.

3.17.2 The Disabled bays were not fully utilised throughout the day, only on 3 occasions were both bays in use. This suggests that there is scope to remove one disabled bay.

3.17.3 Three permit holder bays were utilised 100% of the time; however, 1-2 bays were available for the majority of the survey period.

3.17.4 On the weekday 40% of the vehicles surveyed stopped for 15 minutes or less with 60% stopping for 1 hour or more. On the Saturday 60% of vehicles stopped for 15 minutes or less and 30% for 1 hour or more.

3.18 Heythorpe Road

3.18.1 A total of 15 permit holder (Zone S1) bays were surveyed which operate Monday to Friday 1:30pm to 2:30 pm, and 2 Car Club bays.

3.18.2 There was an average occupancy of 80%, with between 2-4 spaces available throughout the day.

3.18.3 On the weekday, 47% of vehicles stopped for 15 minutes or less and 21% stopped between 15-60 minutes. Approximately 32 % stopped for 1 hour or more. On the Saturday, a high turnover of vehicles was still recorded, with 50% of vehicles stopping for 15 minutes or less.

3.19 Clonmore Road

3.19.1 A total of 19x permit holder (Zone S1) bays were surveyed with operational hours of Monday to Friday 1:30pm to 2:30 pm.

3.19.2 There was an average occupancy of 50-60% throughout the day, resulting in 7-8 spaces being generally available.

3.19.3 On the weekday, approximately 59% of vehicles stopped for 15 minutes or less with 41% stopping for 1 hour or more. On the Saturday turnover remained high, with 50% stopping for 15 minutes or less.

3.19.4 In summary; the surveys indicate that during the day there is significant capacity available and therefore it would be feasible to convert some to short stay pay and display bays to allow for displacement of vehicles from Replingham Road if it was required. Providing short stay pay and display bays would discourage commuter parking and prevent people using these bays for longer term parking allowing for a greater turnover of vehicles. The recommended time of operation of these bays would be 9:30am to 4:30pm, with a maximum stay of one hour.

3.19.5 Based on the site survey, it is estimated that approximately three existing parking spaces could be converted to either short stay pay and display or permit holder/ pay and display in Heythorp Street and three more in Clonmore Street.

3.19.6 As there is no-entry to Elsenham Street from Replingham Road; it is recommended not to have pay and display bays on this road. Motorists may contravene the no-entry restriction to access the bays on Elsenham Street.

4. LOADING ACTIVITY

4.1 Business Surveys

4.1.1 Door to door business surveys were carried out on the 2nd and 17th November 2017. The survey consisted of a series of questions to determine where and when businesses received their deliveries. The questions included:

- Do you have rear access for deliveries?
- Where do your delivery vehicles load/ unload?
- Do you have set delivery times, if so what times?
- What size vehicles normally do your deliveries? Van, Light Good Vehicle, Heavy Good vehicles > 7.5T

4.1.2 A total of 64 shops, restaurants and businesses were interviewed, the outcome of these interviews is detailed in Appendix C.

4.1.3 Loading and unloading activities were surveyed on the 9th November 2017 and 25th November 2017 for a 12-hour period from 07:00 to 19:00.

4.1.4 All of the loading activities were observed exclusively on Wimbledon Park Road, Replingham Road and Pirbright Road. On Pirbright Road the loading / unloading activities were for rubbish and for deliveries to the M&S Food Hall. In the other roads the activities were more varied.

4.1.5 In Replingham Road four instances of loading / unloading took place on a single yellow line, one in a pay and display bay and one in a shared use bay.

4.1.6 In Pirbright Road, the two deliveries to M&S took place on a single yellow line. The remaining twelve instances of loading / unloading refuse / rubbish, took place mainly in shared use bays.

4.1.7 The loading / unloading activities on Wimbledon Park Road were varied. There were ten instances of loading in a marked loading bay; six in a pay and display bay; and one on a single yellow line. Additionally, 11 instances occurred on a double yellow line; and three were at a bus stop. People carrying out loading / unloading activities tend to park as close as possible to their required location, which may explain the incidences of parking illegally. As such, providing additional loading bays may not alleviate the problem of parking on double yellow lines or at bus stops.

4.1.8 The survey indicated that few properties have off-road parking or rear access for deliveries, and the majority occurs on street. The deliveries occur at various times throughout the day, with each business having different requirements and many not having strict timeframes for deliveries.

4.1.9 The survey data indicates that loading should be retained on street. The parking and loading surveys suggest that loading activities did not significantly interfere with the operation of the short-term parking. In view of this it is not necessary to make any changes to the current loading arrangements.

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5. WAYFINDING**5.1 Background**

- 5.1.1 TfL have developed a wayfinding system called Legible London which aims to provide better and consistent information for pedestrians across the Capital. The Legible London System is designed to be inclusive of people with knowledge of the area and those without; and allow them to make better walking choices rather than follow signs blindly.
- 5.1.2 There is minimal wayfinding/ pedestrian route signage in the area and therefore following the principles of Legible London, a review of the area has been undertaken; identifying areas of interest, pedestrian routes and decision points within a mile radius of the scheme.

5.2 Existing Situation

- 5.2.1 A review of existing routes within a mile radius was undertaken, identifying the condition of potential routes and existing signage and is summarised below.
- 5.2.2 There is a finger post sign immediately outside Southfields Station which directs pedestrians to the All England Lawn Tennis Club, Museum and Wimbledon Park Underground, London Mosque and Replingham Shopping Centre.
- 5.2.3 Wimbledon Park Underground is signposted from the entrance to Wimbledon Park on Wimbledon Park Road, and the existing route directs pedestrians through the park. The route is well signed and easy to follow.
- 5.2.4 At the exit on Home Park Road is a Capital Ring pedestrian route sign, which does not include Wimbledon Park Underground as a destination
- 5.2.5 Whilst there is an existing cycle route between Southfields Underground Station and Wimbledon Common there are no signed pedestrian routes. The cycle route is signed from Southfields Station along Augustus Road – Inner Park Road – Wimbledon Park Side – Wimbledon Common. The signs were found to be generally in poor condition, incorrectly orientated in some locations. Furthermore they were not constant and some signs were found to be missing. Footpaths were in a reasonable condition and it was felt that this route would also be suitable for pedestrians.
- 5.2.6 There is no pedestrian signage between the Common and the Tennis Courts.
- 5.2.7 A Capital Ring pedestrian route is signed at the junction of Bathgate Road with Queensmere Road, directing pedestrians up Queensmere Road.
- 5.2.8 At the junction of Bathgate Road with Wimbledon Park Road / Church Road there is an existing finger post directing pedestrians (with a walking time in minutes) towards the Buddhapadipa Temple, Wimbledon Tennis, Wimbledon Town Centre and Wimbledon Village in the one direction, and Southfields Underground Station in the other.

5.3 Key areas of interest

- 5.3.1 The following trip attractors have been identified which fall within approximately one mile from Southfields Underground Station.
- Southfields Station
 - Wimbledon Park Underground Station
 - All England Tennis Club and Museum
 - Wimbledon Tennis Court
 - No 1 Court
 - Southfields Library
 - Wimbledon Common

- Wimbledon Park
- Windmill Museum
- Royal Hospital for Neuro-Disability
- The London Mosque
- The Buddhapadipa Temple
- Wimbledon Mosque
- Southfields Shopping Centre

- 5.3.2 A plan indicating proposed pedestrian routes and decision points where signage may be placed is attached in Appendix D.
- 5.3.3 It is proposed to provide a single Monolith or Minilith sign outside Southfields Underground Station. Consideration of the wider area is to be looked at separately should suitable funding become available.

APPENDIX 1 - Traffic survey analysis

6. EXISTING SIGNAGE

6.1 Existing signage review

- 6.1.1 A survey of existing signs throughout the study area has been undertaken to determine what condition they are in, whether they are correct in terms of the Traffic Signs Regulations and General Directions 2016 (TSRGD) and whether they are still required.
- 6.1.2 The survey determined that a number of the signs associated with the pay and display parking bays are not in accordance with the TSRGD and will require updating as part of the detailed design.
- 6.1.3 The majority of the signs identified are associated with Traffic Regulation Orders and need to be retained or updated to enable enforcement of parking restrictions, speed limits and prohibitive manoeuvres.
- 6.1.4 Cycle signage and direction signs to local amenities around the junction are poorly placed and can be rationalised to a single location to reduce sign clutter and improve visibility.
- 6.1.5 A table detailing the existing signage, its condition and proposed treatment along with a location plan is attached in Appendix E for reference.

QUALITY

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



APPENDIX 1 - Traffic survey analysis

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from London Borough of Wandsworth. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
1000004151	01	DRAFT	Naomi Barnes 18/1/18	Tim Mantle 30/1/18	Tim Mantle 30/1/18

G:\Project Centre\Project-BST\1000004151 - WBC Southfields Underground Station\3 Reports\1 Draft Reports\2017 11 30 Southfields LU Station.docx

Award Winning



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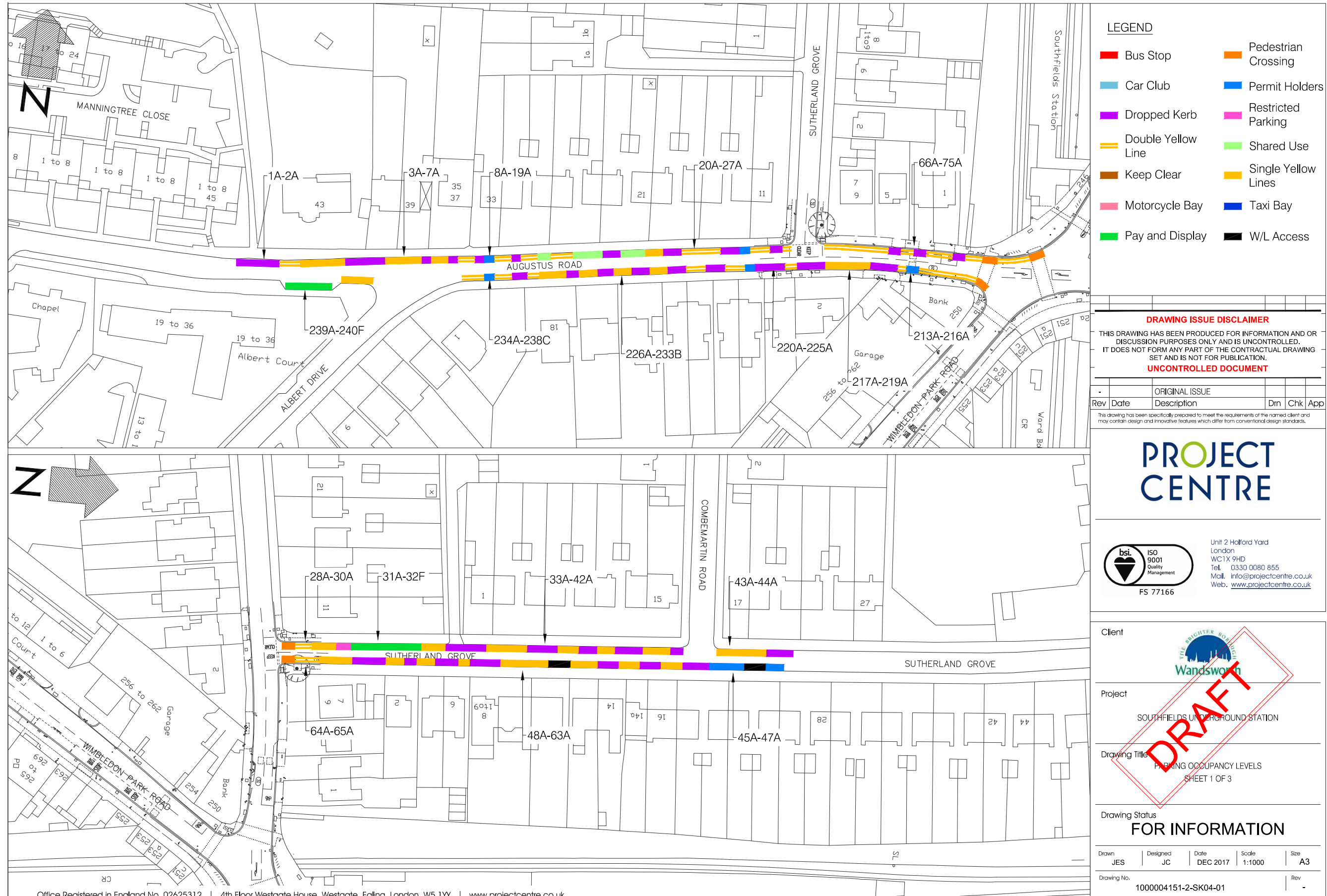
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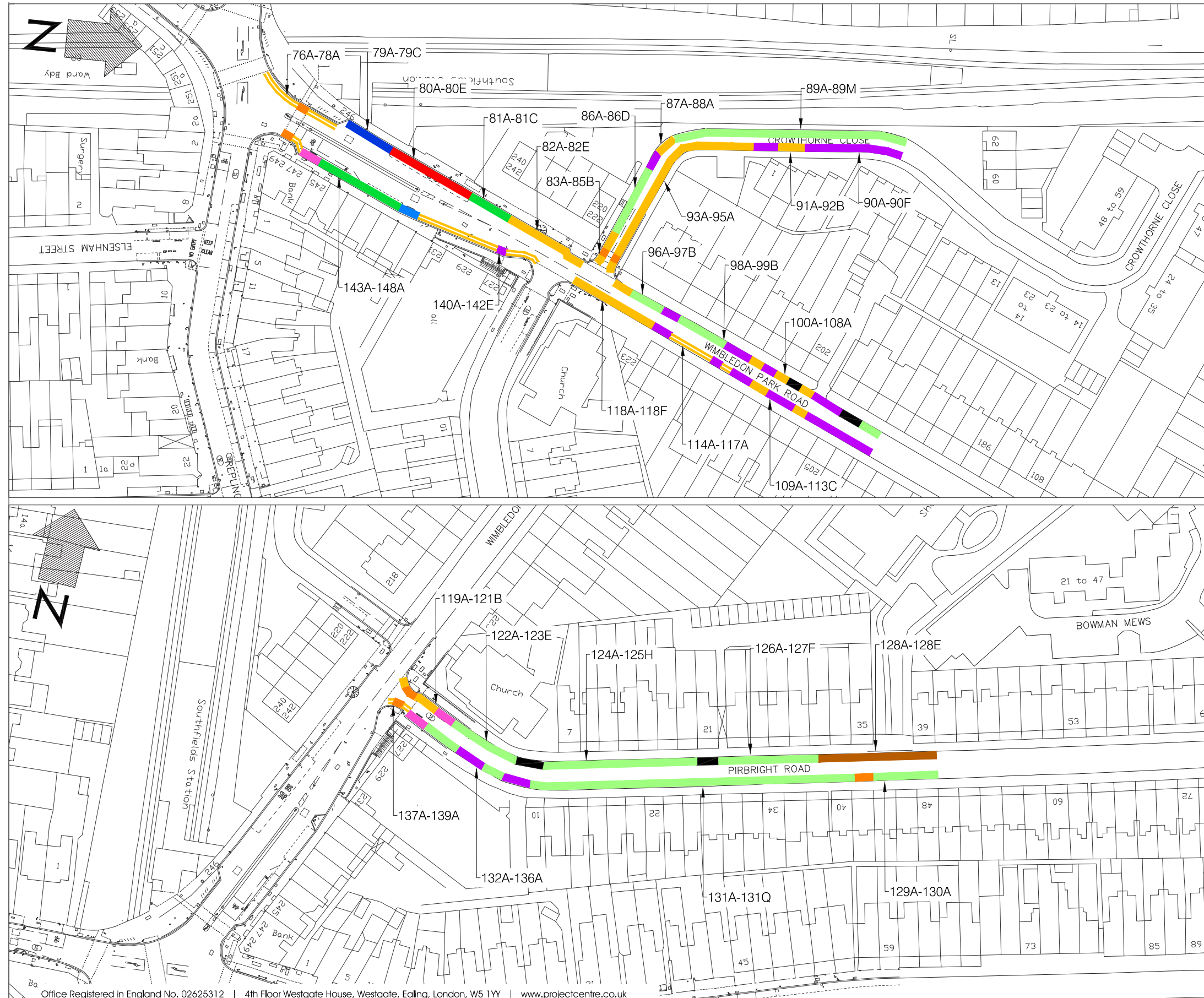
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APPENDIX A - Location of parking base



APPENDIX A - Location of parking base



LEGEND

Bus Stop	Pedestrian Crossing
Car Club	Permit Holders
Dropped Kerb	Restricted Parking
Double Yellow Line	Shared Use
Keep Clear	Single Yellow Lines
Motorcycle Bay	Taxi Bay
Pay and Display	W/L Access

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Rev	Date	Description	Drn	Chk	App
-	-	ORIGINAL ISSUE	-	-	-

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

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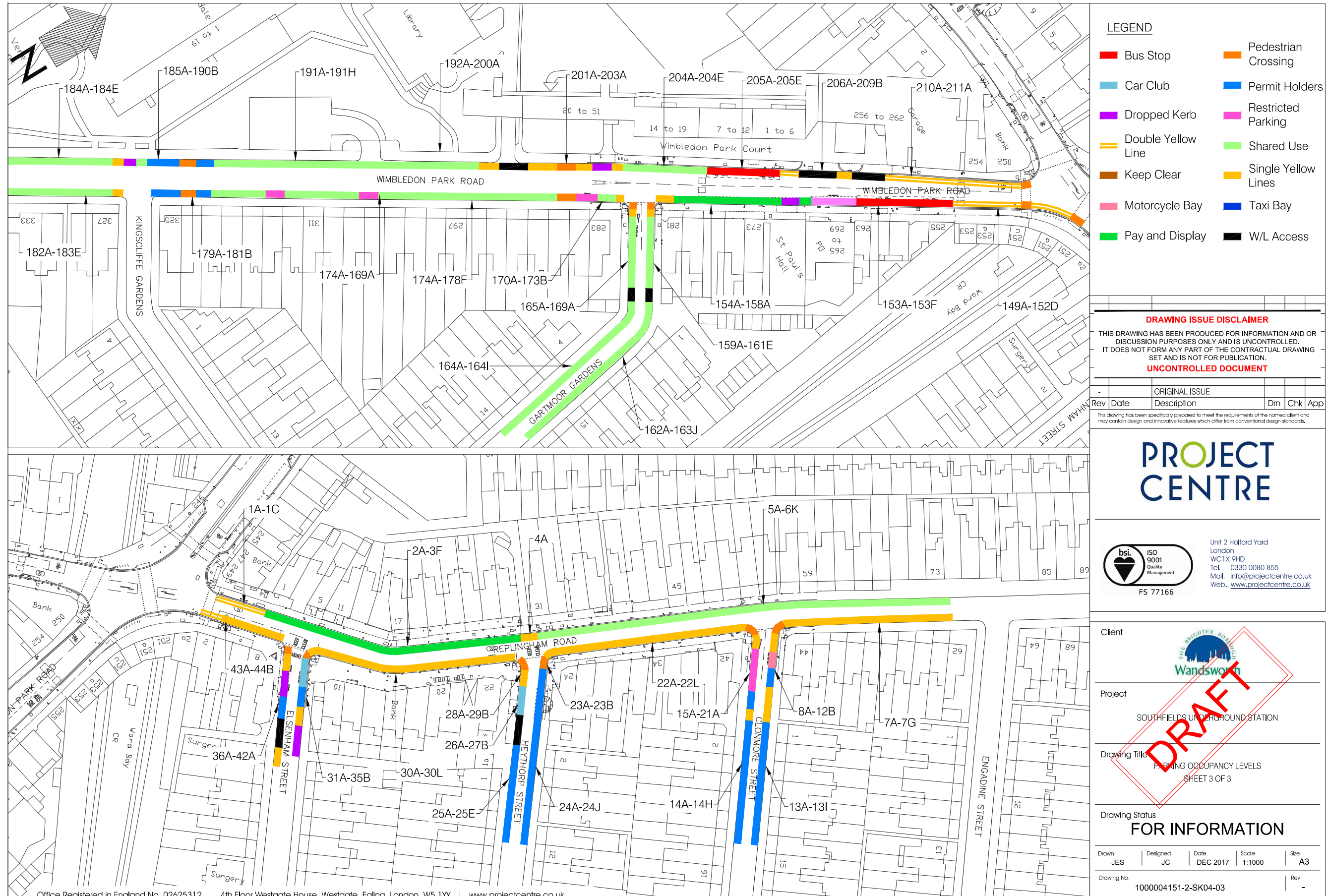
Project SOUTHFIELDS UNDERGROUND STATION

Drawing Title PARKING OCCUPANCY LEVELS SHEET 2 OF 3

Drawing Status **FOR INFORMATION**

Drawn JES	Designed JC	Date DEC 2017	Scale 1:1000	Size A3
Drawing No. 1000004151-2-SK04-02	Rev -			

APPENDIX A - Location of parking base



APPENDIX B - Parking Occupancy Tables - Weekdays

09_11_2017 Data	Wimbledon Park Road (N)					
	Eastside		Westside			
Property reference	241	247	Underground Station	240	218	214
Hours of operation	Mon-Fri 9:30-16:30 (Max Stay 1 hour)	24 hours	24 hours	Mon-Fri 9:30-16:30 (Max Stay 1 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)
Site	144&145-P&D (%)	146-DIS (%)	79-TAXI (%)	81-P&D (%)	97-SU (%)	99-SU (%)
07:00 - 07:15	60	100	100	33	0	100
07:15 - 07:30	60	100	33	67	50	100
07:30 - 07:45	80	100	100	100	50	100
07:45 - 08:00	100	100	67	100	50	100
08:00 - 08:15	100	100	33	100	50	100
08:15 - 08:30	100	100	33	67	50	100
08:30 - 08:45	80	100	0	100	50	100
08:45 - 09:00	100	100	0	100	50	100
09:00 - 09:15	100	100	67	100	50	100
09:15 - 09:30	100	100	67	100	50	100
09:30 - 09:45	100	100	100	100	50	100
09:45 - 10:00	100	100	67	100	50	100
10:00 - 10:15	100	100	33	100	50	100
10:15 - 10:30	100	100	67	67	50	100
10:30 - 10:45	100	100	67	33	50	100
10:45 - 11:00	100	100	33	67	50	100
11:00 - 11:15	100	100	0	33	50	100
11:15 - 11:30	100	100	33	33	50	100
11:30 - 11:45	100	100	100	33	50	100
11:45 - 12:00	100	100	33	67	50	100
12:00 - 12:15	100	100	67	67	50	100
12:15 - 12:30	80	100	33	100	50	100
12:30 - 12:45	80	100	33	67	50	100
12:45 - 13:00	80	100	67	67	50	100
13:00 - 13:15	100	100	33	100	50	100
13:15 - 13:30	100	100	100	67	50	100
13:30 - 13:45	60	100	33	100	50	100
13:45 - 14:00	60	100	100	100	50	100
14:00 - 14:15	20	100	67	100	50	100
14:15 - 14:30	20	100	0	100	50	100
14:30 - 14:45	20	100	67	100	50	100
14:45 - 15:00	20	100	33	67	50	100
15:00 - 15:15	20	100	0	100	50	100
15:15 - 15:30	20	100	33	100	50	100
15:30 - 15:45	20	100	100	100	50	100
15:45 - 16:00	40	100	67	100	100	100
16:00 - 16:15	80	100	67	100	100	100
16:15 - 16:30	60	100	33	100	100	100
16:30 - 16:45	60	100	100	100	50	100
16:45 - 17:00	60	100	0	100	50	100
17:00 - 17:15	40	100	33	67	50	100
17:15 - 17:30	40	100	100	67	50	100
17:30 - 17:45	80	100	67	67	50	100
17:45 - 18:00	100	0	33	100	50	100
18:00 - 18:15	100	0	67	67	50	100
18:15 - 18:30	100	100	0	100	50	100
18:30 - 18:45	80	100	67	67	50	100
18:45 - 19:00	80	100	100	67	50	100
Total Length (m)	25	6.5	14	12.7	8.9	11.5
Number of bays	5	1	3	3	2	2
Average occupation over day (%)	75	96	53	82	52	100

09_11_2017 Data	Wimbledon Park Road (S)				
	Eastside				
Property reference	Post office	Costa	283	289-319	333
Hours of operation	Mon-Sat 7:00-19:00	Mon-Fri 9:30-16:30 (Max Stay 1 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)
Site	154-LB (%)	155, 156 & 157-P&D (%)	171-SU (%)	74, 176 & 178-SU (%)	183-SU (%)
07:00 - 07:15	67	100	100	71	0
07:15 - 07:30	0	100	100	71	0
07:30 - 07:45	33	100	100	71	0
07:45 - 08:00	33	60	100	71	0
08:00 - 08:15	33	60	100	71	0
08:15 - 08:30	33	100	100	71	0
08:30 - 08:45	100	60	100	64	0
08:45 - 09:00	67	100	100	64	0
09:00 - 09:15	100	70	100	71	0
09:15 - 09:30	67	70	100	71	0
09:30 - 09:45	33	100	100	71	0
09:45 - 10:00	67	70	100	71	25
10:00 - 10:15	67	100	100	71	25
10:15 - 10:30	100	70	100	64	25
10:30 - 10:45	67	70	100	64	25
10:45 - 11:00	100	70	100	64	25
11:00 - 11:15	33	70	100	64	25
11:15 - 11:30	33	70	100	64	25
11:30 - 11:45	33	70	100	71	25
11:45 - 12:00	67	60	100	71	25
12:00 - 12:15	67	70	100	71	25
12:15 - 12:30	100	70	100	71	25
12:30 - 12:45	100	70	100	57	25
12:45 - 13:00	33	70	100	57	25
13:00 - 13:15	33	60	100	57	25
13:15 - 13:30	100	70	100	57	25
13:30 - 13:45	67	70	100	57	25
13:45 - 14:00	100	50	100	64	25
14:00 - 14:15	100	70	100	64	25
14:15 - 14:30	100	50	100	64	25
14:30 - 14:45	33	50	100	71	25
14:45 - 15:00	100	60	100	71	25
15:00 - 15:15	100	50	100	71	25
15:15 - 15:30	100	70	100	71	0
15:30 - 15:45	100	70	100	71	0
15:45 - 16:00	100	70	100	71	0
16:00 - 16:15	100	70	100	71	25
16:15 - 16:30	67	70	100	71	25
16:30 - 16:45	100	70	100	64	0
16:45 - 17:00	33	70	100	71	0
17:00 - 17:15	67	70	100	79	0
17:15 - 17:30	67	70	100	79	0
17:30 - 17:45	100	70	100	79	0
17:45 - 18:00	100	70	100	79	50
18:00 - 18:15	33	70	100	71	25
18:15 - 18:30	100	50	100	71	25
18:30 - 18:45	100	70	100	79	25
18:45 - 19:00	0	70	100	86	0
Total Length (m)	13.7	42	6	88	24
Number of bays	3	10	1	14	4
Average occupation over day (%)	69	71	100	69	15

APPENDIX B - Parking Occupancy Tables - Weekdays

09_11_2017 Data	Wimbledon Park Road (S)		
	Westside		
Property reference		Libary	Wimbledon Park Court
Hours of operation	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	
Site	187-SU (%)	191 & 195-SU (%)	204-SU (%)
07:00 - 07:15	0	50	60
07:15 - 07:30	0	60	80
07:30 - 07:45	0	70	80
07:45 - 08:00	0	50	80
08:00 - 08:15	100	20	80
08:15 - 08:30	0	40	80
08:30 - 08:45	0	20	80
08:45 - 09:00	0	20	80
09:00 - 09:15	0	10	80
09:15 - 09:30	0	30	80
09:30 - 09:45	0	40	80
09:45 - 10:00	0	30	80
10:00 - 10:15	0	50	80
10:15 - 10:30	0	20	80
10:30 - 10:45	0	10	80
10:45 - 11:00	0	10	80
11:00 - 11:15	0	10	60
11:15 - 11:30	0	10	60
11:30 - 11:45	0	10	60
11:45 - 12:00	0	10	80
12:00 - 12:15	0	20	60
12:15 - 12:30	0	20	100
12:30 - 12:45	0	20	80
12:45 - 13:00	0	30	60
13:00 - 13:15	0	20	100
13:15 - 13:30	0	10	100
13:30 - 13:45	100	20	80
13:45 - 14:00	0	10	80
14:00 - 14:15	0	10	60
14:15 - 14:30	0	10	100
14:30 - 14:45	0	10	60
14:45 - 15:00	0	10	80
15:00 - 15:15	0	10	80
15:15 - 15:30	0	40	60
15:30 - 15:45	0	20	60
15:45 - 16:00	0	20	60
16:00 - 16:15	0	60	80
16:15 - 16:30	0	40	80
16:30 - 16:45	0	30	100
16:45 - 17:00	0	30	80
17:00 - 17:15	0	30	60
17:15 - 17:30	0	20	60
17:30 - 17:45	0	30	80
17:45 - 18:00	0	20	60
18:00 - 18:15	0	30	80
18:15 - 18:30	0	40	80
18:30 - 18:45	0	20	60
18:45 - 19:00	0	40	60
Total Length (m)	6	54	25
Number of bays	1	10	5
Average occupation over day (%)	4	26	75

09_11_2017 Data	Augustus Road			
	Northside			Southside
Property reference	30	25	21	43
Hours of operation	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	no restriction
Site	15-SU (%)	17-SU (%)	19-SU (%)	240-no restriction (%)
07:00 - 07:15	100	100	0	67
07:15 - 07:30	100	100	0	67
07:30 - 07:45	0	0	0	67
07:45 - 08:00	0	0	0	67
08:00 - 08:15	0	0	0	67
08:15 - 08:30	0	0	0	67
08:30 - 08:45	0	0	0	67
08:45 - 09:00	0	0	0	67
09:00 - 09:15	100	0	0	67
09:15 - 09:30	100	50	0	67
09:30 - 09:45	100	50	0	67
09:45 - 10:00	100	100	0	67
10:00 - 10:15	100	50	0	67
10:15 - 10:30	100	50	0	67
10:30 - 10:45	100	50	0	67
10:45 - 11:00	100	50	0	67
11:00 - 11:15	100	50	0	67
11:15 - 11:30	100	50	0	67
11:30 - 11:45	100	50	0	67
11:45 - 12:00	100	50	0	67
12:00 - 12:15	100	100	0	67
12:15 - 12:30	100	100	0	67
12:30 - 12:45	100	50	0	67
12:45 - 13:00	100	50	0	67
13:00 - 13:15	100	50	0	67
13:15 - 13:30	100	50	0	67
13:30 - 13:45	100	50	0	67
13:45 - 14:00	100	50	0	67
14:00 - 14:15	100	50	0	67
14:15 - 14:30	100	50	0	67
14:30 - 14:45	100	50	0	67
14:45 - 15:00	100	50	0	67
15:00 - 15:15	100	50	0	67
15:15 - 15:30	100	50	0	67
15:30 - 15:45	100	50	0	67
15:45 - 16:00	100	50	0	67
16:00 - 16:15	100	100	0	67
16:15 - 16:30	100	50	0	67
16:30 - 16:45	100	50	100	67
16:45 - 17:00	100	100	100	67
17:00 - 17:15	100	100	0	67
17:15 - 17:30	100	100	0	67
17:30 - 17:45	100	100	0	67
17:45 - 18:00	100	100	0	67
18:00 - 18:15	100	100	100	67
18:15 - 18:30	100	100	100	67
18:30 - 18:45	100	50	100	67
18:45 - 19:00	100	100	100	67
Total Length (m)	5.3	9.2	5.7	31.5
Number of bays	1	2	1	6
Average occupation over day (%)	88	57	13	67

APPENDIX B - Parking Occupancy Tables - Weekdays

09_11_2017 Data	Sutherland Grove			
	Eastside		Westside	
Property reference	20	24	1	1
Hours of operation	Mon-Fri 13:30-14:30	Mon-Fri 13:30-14:30	24 hours	Mon-Fri 9:30-16:30 (Max Stay 1 hour)
Site	45-PH (%)	47-PH (%)	31-DIS (%)	32-P&D (%)
07:00 - 07:15	0	100	0	50
07:15 - 07:30	0	100	0	50
07:30 - 07:45	0	100	0	67
07:45 - 08:00	0	100	0	83
08:00 - 08:15	0	100	0	83
08:15 - 08:30	0	100	0	100
08:30 - 08:45	0	100	0	100
08:45 - 09:00	0	100	0	83
09:00 - 09:15	0	100	0	83
09:15 - 09:30	0	100	0	67
09:30 - 09:45	0	100	0	67
09:45 - 10:00	0	100	0	50
10:00 - 10:15	0	100	0	67
10:15 - 10:30	0	100	0	50
10:30 - 10:45	0	100	0	67
10:45 - 11:00	0	100	0	50
11:00 - 11:15	0	100	0	83
11:15 - 11:30	0	100	0	100
11:30 - 11:45	0	100	0	100
11:45 - 12:00	0	100	0	100
12:00 - 12:15	0	100	0	100
12:15 - 12:30	0	100	0	100
12:30 - 12:45	0	100	0	100
12:45 - 13:00	0	100	0	83
13:00 - 13:15	0	100	0	33
13:15 - 13:30	0	100	0	67
13:30 - 13:45	0	100	0	83
13:45 - 14:00	0	100	0	33
14:00 - 14:15	0	100	100	67
14:15 - 14:30	0	100	100	33
14:30 - 14:45	0	100	0	33
14:45 - 15:00	0	100	0	50
15:00 - 15:15	0	100	0	83
15:15 - 15:30	0	100	0	50
15:30 - 15:45	0	100	0	83
15:45 - 16:00	0	100	0	67
16:00 - 16:15	0	100	0	50
16:15 - 16:30	0	100	0	50
16:30 - 16:45	0	100	0	67
16:45 - 17:00	0	100	100	67
17:00 - 17:15	0	100	100	83
17:15 - 17:30	0	100	100	100
17:30 - 17:45	0	100	100	83
17:45 - 18:00	0	100	0	100
18:00 - 18:15	0	100	0	83
18:15 - 18:30	0	100	100	100
18:30 - 18:45	0	100	0	100
18:45 - 19:00	0	100	0	100
Total Length (m)	5	9.4	6	27.1
Number of bays	1	2	1	6
Average occupation over day (%)	0	100	13	73

09_11_2017 Data	Crowthorne Close	
	Westside	
Property reference	Side of 222 Wimbledon Park Road	1A
Hours of operation	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)
Site	86-SU (%)	89-SU (%)
07:00 - 07:15	75	38
07:15 - 07:30	75	46
07:30 - 07:45	75	31
07:45 - 08:00	50	31
08:00 - 08:15	50	31
08:15 - 08:30	100	31
08:30 - 08:45	75	46
08:45 - 09:00	100	54
09:00 - 09:15	75	69
09:15 - 09:30	75	69
09:30 - 09:45	100	54
09:45 - 10:00	75	54
10:00 - 10:15	75	62
10:15 - 10:30	75	69
10:30 - 10:45	100	62
10:45 - 11:00	75	62
11:00 - 11:15	100	62
11:15 - 11:30	100	69
11:30 - 11:45	75	54
11:45 - 12:00	100	46
12:00 - 12:15	100	62
12:15 - 12:30	100	46
12:30 - 12:45	100	62
12:45 - 13:00	100	69
13:00 - 13:15	50	69
13:15 - 13:30	75	77
13:30 - 13:45	75	69
13:45 - 14:00	75	69
14:00 - 14:15	75	69
14:15 - 14:30	75	77
14:30 - 14:45	100	77
14:45 - 15:00	100	77
15:00 - 15:15	100	77
15:15 - 15:30	100	69
15:30 - 15:45	100	69
15:45 - 16:00	100	77
16:00 - 16:15	100	69
16:15 - 16:30	100	85
16:30 - 16:45	100	77
16:45 - 17:00	100	77
17:00 - 17:15	100	62
17:15 - 17:30	100	62
17:30 - 17:45	100	85
17:45 - 18:00	100	85
18:00 - 18:15	100	92
18:15 - 18:30	100	77
18:30 - 18:45	100	69
18:45 - 19:00	100	77
Total Length (m)	18.9	62
Number of bays	4	13
Average occupation over day (%)	89	64

APPENDIX B - Parking Occupancy Tables - Weekdays

09_11_2017 Data	Pirbright Road							
Property reference	Northside				Southside			
	Side of Church	Side of Church	7 to 21	23 to 31	10 to 40	Side of M&S	Side of M&S	Side of M&S
Hours of operation	24 Hours	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)	24 Hours
Site	122-DIS (%)	123-SU (%)	125-SU (%)	127-SU (%)	131-SU (%)	133-SU (%)	135-SU (%)	136-DIS (%)
07:00 - 07:15	100	80	100	83	94	100	100	0
07:15 - 07:30	100	100	75	83	76	100	100	0
07:30 - 07:45	100	80	88	83	71	100	100	0
07:45 - 08:00	100	100	88	83	71	100	100	100
08:00 - 08:15	100	80	88	83	76	100	100	0
08:15 - 08:30	100	100	88	83	82	100	100	0
08:30 - 08:45	100	100	88	83	82	100	100	0
08:45 - 09:00	100	100	88	83	82	100	100	100
09:00 - 09:15	100	100	88	83	76	100	100	0
09:15 - 09:30	100	60	88	83	65	100	100	0
09:30 - 09:45	100	100	75	83	71	100	100	100
09:45 - 10:00	100	100	75	83	65	100	100	100
10:00 - 10:15	100	100	75	83	76	100	67	100
10:15 - 10:30	100	100	75	83	88	100	67	100
10:30 - 10:45	100	100	75	83	82	100	100	100
10:45 - 11:00	100	80	75	83	76	100	67	100
11:00 - 11:15	100	80	75	83	76	100	67	100
11:15 - 11:30	100	80	75	83	76	100	67	100
11:30 - 11:45	100	80	88	83	88	100	100	100
11:45 - 12:00	100	80	75	83	82	100	100	100
12:00 - 12:15	100	60	88	83	76	100	67	100
12:15 - 12:30	100	60	75	83	76	100	67	100
12:30 - 12:45	100	80	75	67	82	100	67	100
12:45 - 13:00	100	100	75	67	88	100	67	100
13:00 - 13:15	100	100	75	67	88	100	67	100
13:15 - 13:30	100	100	75	83	94	100	67	100
13:30 - 13:45	100	100	88	83	88	100	67	100
13:45 - 14:00	100	100	75	83	76	100	100	100
14:00 - 14:15	100	100	88	83	88	100	100	0
14:15 - 14:30	100	100	88	83	82	100	67	100
14:30 - 14:45	100	80	88	83	94	100	100	100
14:45 - 15:00	100	60	88	83	76	100	100	0
15:00 - 15:15	100	80	88	83	82	100	100	0
15:15 - 15:30	100	100	88	83	82	100	67	0
15:30 - 15:45	100	100	88	83	88	100	67	0
15:45 - 16:00	100	100	88	83	76	100	67	100
16:00 - 16:15	100	100	75	83	76	100	67	0
16:15 - 16:30	100	80	88	83	82	100	67	0
16:30 - 16:45	100	120	88	83	94	100	100	0
16:45 - 17:00	100	100	88	83	94	100	100	100
17:00 - 17:15	100	100	88	83	94	100	100	0
17:15 - 17:30	100	80	88	83	88	100	100	0
17:30 - 17:45	100	100	88	83	88	100	100	100
17:45 - 18:00	100	10	88	83	88	100	100	100
18:00 - 18:15	100	100	88	83	100	100	100	100
18:15 - 18:30	0	100	88	83	100	100	100	100
18:30 - 18:45	0	100	88	100	94	100	100	0
18:45 - 19:00	0	100	88	67	106	100	100	0
Total Length (m)	5.6	25.8	41.2	28.7	86.3	6	14	5.9
Number of bays	1	5	8	6	17	1	3	1
Average occupation over day (%)	93.8	89.8	83.3	82.3	83.5	100.0	87.5	58.3

09_11_2017 Data	Gartmoor Gardens				
Property reference	Eastside		Westside		
	Side of 281 Wimbledon Park Road	1 to 19	14 to Side of 281 Wimbledon Park Road	Side of 281 Wimbledon Park Road	Side of 281 Wimbledon Park Road
Hours of operation	Unknown	Unknown	Unknown	Unknown	Unknown
Site	161-SU (%)	163-SU (%)	164-SU (%)	166-SU (%)	167-SU (%)
07:00 - 07:15	80	100	100	75	100
07:15 - 07:30	80	100	100	75	100
07:30 - 07:45	80	100	100	75	100
07:45 - 08:00	80	100	89	75	100
08:00 - 08:15	60	100	89	75	100
08:15 - 08:30	60	90	67	75	100
08:30 - 08:45	80	90	78	75	100
08:45 - 09:00	60	90	67	75	100
09:00 - 09:15	80	80	67	75	100
09:15 - 09:30	100	80	67	75	100
09:30 - 09:45	100	80	67	75	100
09:45 - 10:00	100	70	89	75	100
10:00 - 10:15	100	70	78	75	100
10:15 - 10:30	100	70	78	75	100
10:30 - 10:45	100	60	67	75	100
10:45 - 11:00	80	80	78	75	100
11:00 - 11:15	80	80	78	75	100
11:15 - 11:30	80	70	89	75	100
11:30 - 11:45	80	80	78	75	100
11:45 - 12:00	80	80	89	75	100
12:00 - 12:15	80	80	78	75	100
12:15 - 12:30	100	80	78	75	100
12:30 - 12:45	80	70	89	75	100
12:45 - 13:00	80	90	78	75	100
13:00 - 13:15	100	90	78	75	100
13:15 - 13:30	100	90	89	75	100
13:30 - 13:45	100	90	100	75	100
13:45 - 14:00	100	90	100	75	100
14:00 - 14:15	100	80	89	75	100
14:15 - 14:30	80	80	89	75	100
14:30 - 14:45	100	90	89	75	100
14:45 - 15:00	100	90	78	75	100
15:00 - 15:15	100	90	78	75	100
15:15 - 15:30	80	90	89	75	100
15:30 - 15:45	100	90	89	75	100
15:45 - 16:00	100	100	100	75	100
16:00 - 16:15	100	90	100	75	100
16:15 - 16:30	100	90	100	75	100
16:30 - 16:45	100	100	100	75	100
16:45 - 17:00	100	100	100	75	100
17:00 - 17:15	100	100	100	75	100
17:15 - 17:30	100	100	100	75	100
17:30 - 17:45	100	100	100	75	100
17:45 - 18:00	100	80	89	75	100
18:00 - 18:15	100	70	78	75	100
18:15 - 18:30	100	70	78	75	100
18:30 - 18:45	100	60	78	75	100
18:45 - 19:00	80	60	67	75	100
Total Length (m)	24.1	50	45.4	17.4	6
Number of bays	5	10	9	4	1
Average occupation over day (%)	90.4	85.0	85.2	75.0	100

APPENDIX B - Parking Occupancy Tables - Weekdays

28/11/2017 data	Replingham Road			
Property reference	1 to 15	19 to 29	31 to 45	47 to 73
Hours of operation	Mon-Fri 9:30-16:30 (Max Stay 1 hour)	Mon-Fri 9:30-16:30 (Max Stay 1 hour)	Mon-Fri 9:30-16:30 (Max Stay 1 hour)	Mon-Fri 9:30-16:30 (Max Stay 4 hour)
Site	2-P&D (%)	3-P&D (%)	5-P&D (%)	6-SU (%)
07:00 - 07:15	67	17	40	55
07:15 - 07:30	89	100	80	55
07:30 - 07:45	100	100	90	55
07:45 - 08:00	78	50	80	45
08:00 - 08:15	89	67	90	55
08:15 - 08:30	78	100	70	55
08:30 - 08:45	100	117	70	55
08:45 - 09:00	89	100	40	55
09:00 - 09:15	100	67	100	55
09:15 - 09:30	89	83	100	55
09:30 - 09:45	100	50	70	55
09:45 - 10:00	100	100	80	55
10:00 - 10:15	100	67	70	55
10:15 - 10:30	89	67	60	55
10:30 - 10:45	100	83	100	55
10:45 - 11:00	100	67	80	55
11:00 - 11:15	89	83	100	64
11:15 - 11:30	89	83	80	64
11:30 - 11:45	100	83	90	55
11:45 - 12:00	100	83	100	55
12:00 - 12:15	100	67	100	55
12:15 - 12:30	89	83	60	64
12:30 - 12:45	78	67	100	64
12:45 - 13:00	78	100	100	55
13:00 - 13:15	100	100	100	55
13:15 - 13:30	89	83	90	55
13:30 - 13:45	56	67	90	55
13:45 - 14:00	78	67	90	55
14:00 - 14:15	100	100	100	55
14:15 - 14:30	89	100	100	55
14:30 - 14:45	100	83	80	55
14:45 - 15:00	100	67	100	55
15:00 - 15:15	89	67	60	55
15:15 - 15:30	100	100	60	55
15:30 - 15:45	100	67	60	55
15:45 - 16:00	67	100	100	55
16:00 - 16:15	67	83	90	55
16:15 - 16:30	100	100	100	45
16:30 - 16:45	100	83	70	55
16:45 - 17:00	100	83	70	55
17:00 - 17:15	67	100	90	55
17:15 - 17:30	78	83	100	55
17:30 - 17:45	100	100	100	55
17:45 - 18:00	78	67	90	55
18:00 - 18:15	100	67	100	64
18:15 - 18:30	100	100	100	55
18:30 - 18:45	100	100	100	55
18:45 - 19:00	100	100	80	55
Total Length (m)	44	31.4	50.5	56.5
Number of bays	9	6	10	11
Average occupation over day (%)	90.5	82.3	84.8	55.1

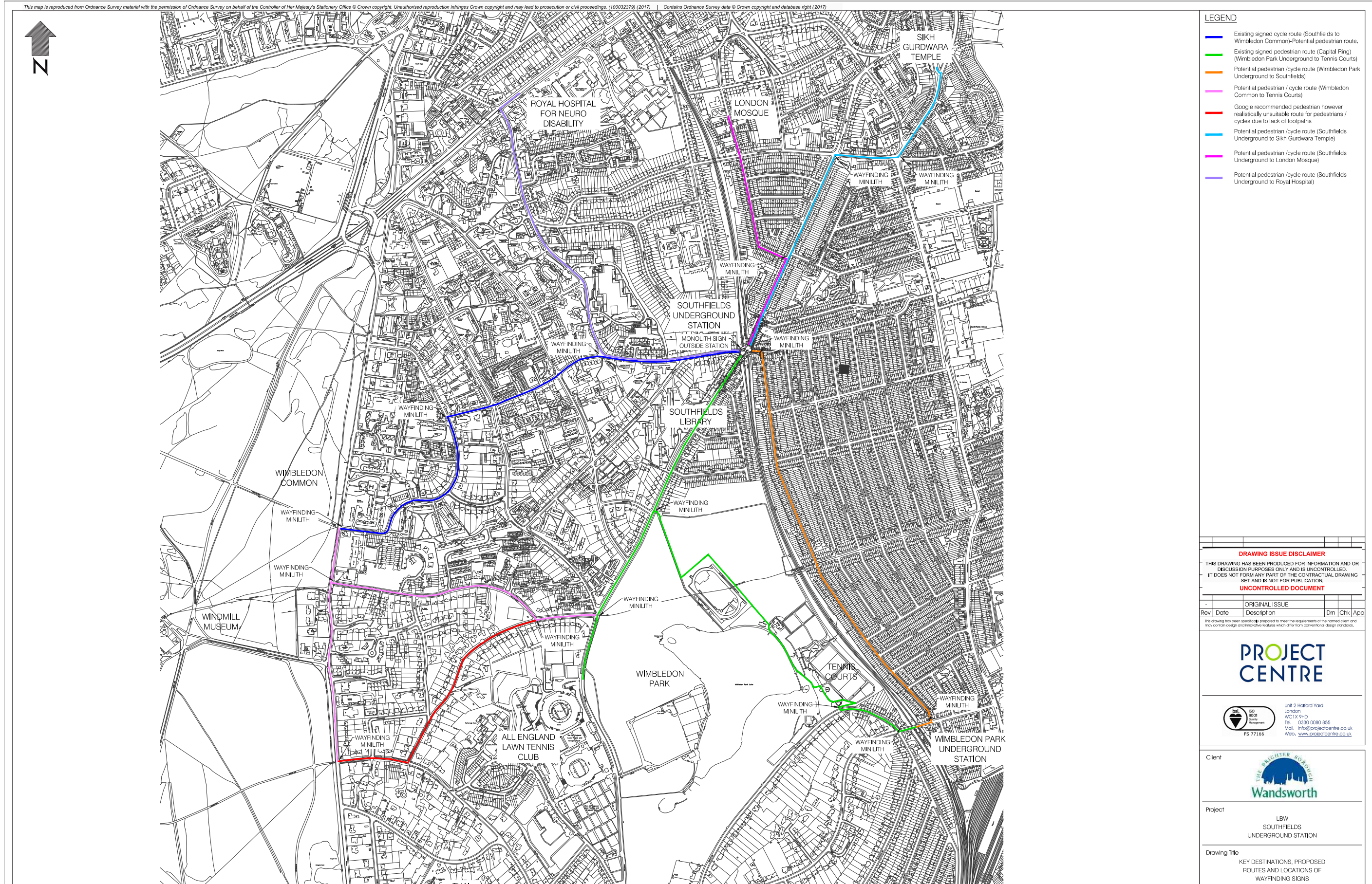
28/11/2017 data	Heythorp Street		
Property reference	Eastside	Westside	
Hours of operation	2	1	Side of Tesco
Site	Mon-Fri 13:30-14:30	Mon-Fri 13:30-14:30	24 Hour
	24-PH (%)	25-PH (%)	27-CC (%)
07:00 - 07:15	70	80	100
07:15 - 07:30	70	80	100
07:30 - 07:45	70	80	100
07:45 - 08:00	70	80	100
08:00 - 08:15	70	80	100
08:15 - 08:30	70	80	100
08:30 - 08:45	70	80	100
08:45 - 09:00	70	80	100
09:00 - 09:15	70	80	100
09:15 - 09:30	70	80	100
09:30 - 09:45	70	80	100
09:45 - 10:00	70	80	100
10:00 - 10:15	70	80	100
10:15 - 10:30	70	80	100
10:30 - 10:45	70	80	100
10:45 - 11:00	80	80	100
11:00 - 11:15	80	100	100
11:15 - 11:30	90	80	100
11:30 - 11:45	90	100	100
11:45 - 12:00	70	100	100
12:00 - 12:15	90	100	100
12:15 - 12:30	80	100	100
12:30 - 12:45	70	80	100
12:45 - 13:00	70	80	100
13:00 - 13:15	70	80	100
13:15 - 13:30	70	80	100
13:30 - 13:45	80	60	100
13:45 - 14:00	60	100	100
14:00 - 14:15	70	100	100
14:15 - 14:30	80	80	100
14:30 - 14:45	80	80	100
14:45 - 15:00	80	80	100
15:00 - 15:15	70	80	100
15:15 - 15:30	70	80	100
15:30 - 15:45	70	100	100
15:45 - 16:00	80	80	100
16:00 - 16:15	70	80	100
16:15 - 16:30	90	80	100
16:30 - 16:45	70	80	100
16:45 - 17:00	80	60	100
17:00 - 17:15	70	60	100
17:15 - 17:30	80	60	100
17:30 - 17:45	70	60	100
17:45 - 18:00	70	60	100
18:00 - 18:15	70	60	100
18:15 - 18:30	90	80	100
18:30 - 18:45	90	60	100
18:45 - 19:00	70	80	100
Total Length (m)	54.8	26.6	9.8
Number of bays	10	5	2
Average occupation over day (%)	74.4	80.0	100.0

APPENDIX B - Parking Occupancy Tables - Weekdays

28/11/2017 data	Elsenham Street				
Property reference	Eastside		Westside		
	Side of Southfields Food and Wine	Side of Southfields Food and Wine	Side of 8A Replingham Road	Side of 8B Replingham Road	Side of 8B Replingham Road
Hours of operation	24 Hour	Mon-Fri 13:30-14:30	Mon-Fri 13:30-14:30	24 Hour	24 Hour
Site	32-CC (%)	33-PH (%)	38-PH (%)	39-DIS (%)	40-DIS (%)
07:00 - 07:15	0	100	100	0	100
07:15 - 07:30	0	100	100	0	0
07:30 - 07:45	0	100	100	100	100
07:45 - 08:00	100	100	100	0	0
08:00 - 08:15	100	100	100	0	0
08:15 - 08:30	0	100	100	0	0
08:30 - 08:45	50	100	100	0	100
08:45 - 09:00	0	100	100	0	0
09:00 - 09:15	50	100	100	0	0
09:15 - 09:30	0	100	100	0	0
09:30 - 09:45	0	100	100	0	100
09:45 - 10:00	0	100	100	100	100
10:00 - 10:15	50	100	100	100	0
10:15 - 10:30	50	100	100	100	0
10:30 - 10:45	50	100	100	100	0
10:45 - 11:00	50	100	100	100	0
11:00 - 11:15	50	100	100	100	0
11:15 - 11:30	100	100	100	100	0
11:30 - 11:45	50	100	100	100	0
11:45 - 12:00	50	100	100	0	100
12:00 - 12:15	100	100	100	0	100
12:15 - 12:30	50	100	100	0	0
12:30 - 12:45	100	100	100	0	100
12:45 - 13:00	100	100	100	0	100
13:00 - 13:15	100	100	100	0	100
13:15 - 13:30	50	100	100	0	0
13:30 - 13:45	50	100	100	0	0
13:45 - 14:00	0	100	100	0	0
14:00 - 14:15	50	100	100	0	0
14:15 - 14:30	50	100	100	0	0
14:30 - 14:45	0	100	100	0	0
14:45 - 15:00	0	100	100	0	100
15:00 - 15:15	100	100	100	0	100
15:15 - 15:30	50	100	100	0	0
15:30 - 15:45	50	100	100	0	100
15:45 - 16:00	100	100	100	100	0
16:00 - 16:15	0	100	100	100	0
16:15 - 16:30	0	100	100	100	100
16:30 - 16:45	0	100	100	0	0
16:45 - 17:00	0	100	100	0	0
17:00 - 17:15	0	100	100	0	0
17:15 - 17:30	50	100	100	0	0
17:30 - 17:45	100	100	100	0	0
17:45 - 18:00	0	100	100	0	0
18:00 - 18:15	0	100	100	0	100
18:15 - 18:30	100	100	100	0	0
18:30 - 18:45	0	100	100	0	0
18:45 - 19:00	0	100	100	0	0
Total Length (m)	8	5.4	9.2	6	5.1
Number of bays	2	1	2	1	1
Average occupation over day (%)	40.6	100.0	100.0	25.0	31.3

28/11/2017 data	Clonmore Street							
Property reference	Eastside				Westside			
	Side of 44 Replingham Rd	Side of 44 Replingham Rd	1	2	Side of 42 Replingham Rd	Side of 42 Replingham Rd	Side of 42 Replingham Rd	Side of 42 Replingham Rd
Hours of operation	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Site	10-MCY (%)	11-PH (%)	13-PH (%)	14-PH (%)	16-PH (%)	17-RP (%)	18-RP (%)	19-RP (%)
07:00 - 07:15	75	100	11	0	100	0	0	0
07:15 - 07:30	75	100	11	0	100	0	0	0
07:30 - 07:45	50	100	22	13	100	0	0	0
07:45 - 08:00	50	100	22	13	100	0	0	0
08:00 - 08:15	25	100	11	13	100	0	0	0
08:15 - 08:30	25	100	11	13	100	0	0	0
08:30 - 08:45	25	100	11	13	100	0	0	0
08:45 - 09:00	25	100	22	13	100	0	0	0
09:00 - 09:15	25	100	11	13	100	0	0	0
09:15 - 09:30	25	100	11	13	100	0	0	0
09:30 - 09:45	50	100	11	13	100	0	0	0
09:45 - 10:00	50	100	11	13	100	0	0	0
10:00 - 10:15	50	100	11	13	100	0	0	0
10:15 - 10:30	50	100	11	13	100	0	0	0
10:30 - 10:45	50	100	11	13	100	0	0	0
10:45 - 11:00	50	100	22	13	100	0	0	0
11:00 - 11:15	50	100	11	13	100	0	0	0
11:15 - 11:30	50	100	22	13	100	0	100	0
11:30 - 11:45	50	100	11	0	100	0	0	0
11:45 - 12:00	50	100	11	0	100	0	0	100
12:00 - 12:15	50	100	22	0	100	0	0	100
12:15 - 12:30	50	100	11	0	100	0	0	0
12:30 - 12:45	50	100	11	0	100	0	0	0
12:45 - 13:00	25	100	11	0	100	0	100	0
13:00 - 13:15	25	100	11	0	100	0	100	0
13:15 - 13:30	25	100	11	0	100	0	0	0
13:30 - 13:45	25	100	11	0	100	0	0	0
13:45 - 14:00	25	100	11	0	100	0	0	0
14:00 - 14:15	25	100	11	13	100	0	0	0
14:15 - 14:30	25	100	11	0	100	0	100	0
14:30 - 14:45	25	100	11	0	100	0	0	0
14:45 - 15:00	25	100	11	0	100	0	0	0
15:00 - 15:15	25	100	22	0	100	0	0	0
15:15 - 15:30	25	100	11	0	100	0	0	0
15:30 - 15:45	25	100	33	0	100	0	0	0
15:45 - 16:00	25	100	33	0	100	0	0	0
16:00 - 16:15	25	100	11	0	100	0	0	100
16:15 - 16:30	25	100	11	0	100	0	0	100
16:30 - 16:45	25	100	11	0	100	0	0	0
16:45 - 17:00	25	100	11	0	100	0	0	0
17:00 - 17:15	25	100	11	0	100	0	0	0
17:15 - 17:30	25	100	11	0	100	0	0	0
17:30 - 17:45	25	100	11	0	100	0	0	0
17:45 - 18:00	25	100	11	0	100	0	0	0
18:00 - 18:15	50	100	0	0	100	0	0	0
18:15 - 18:30	50	100	0	0	100	0	0	0
18:30 - 18:45	50	100	0	0	100	0	0	0
18:45 - 19:00	50	100	11	0	100	0	0	100
Total Length (m)	4.8	5.4	43.7	39.6	5.4	5.4	5.4	5.1
Number of bays	4	1	9	8	1	1	1	1
Average occupation over day (%)	37.0	100	13.0	4.4	100.0	0.0	8.3	10.4

APPENDIX C - Wayfinding Routes



APPENDIX D - Southfields Business Survey

Southfields Underground Business Surveys November 2017- Appendix A

Road Name	No.	Business name	Type of Business	Rear Access	On Street	Other	Delivery Times	Vehicle Type	
Wimbledon Park Road	244	Kinleigh Folkard & Hayward (KFH)	Estate Agents	No	Yes	Outside M&S	All the time before 7pm	LGV	
Wimbledon Park Road	223	The Gallery	Closed						
Wimbledon Park Road	225	Everyday Church	Church	No	No	No	unpredictable	Royal mail	
Wimbledon Park Road	227	M&S	Supermarket	No	Yes	No	6:30-7:00 am 7:00 - 9:00 pm	LGV	
Wimbledon Park Road	229	the Gym	Gym	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road	231	the Beauty Room	Health, Hair, Salon	No	No	side road	All the time before 7pm	Van	
Wimbledon Park Road	233	Chanteroy	Delicatessen	Yes	Yes	No	7:00 - 11:00 am 9:00pm +	Van - Small Van in Evenings	
Wimbledon Park Road	235	Dry Cleaners	Dry Cleaners	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road	237	Coral	Betting Agents	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road	241	Winkworth	Estate Agents	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road	243	Decorative Antiques	Antiques/Home Store	No	Yes	No	"Extremely Random"	VW Transporter	
Wimbledon Park Road	245	Barnard Marcus	Estate Agents	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road	247	CAFE NERO	Cafe	No	Yes	Replingham Road	6:00 - 8:00 am 8:00 - 9:00 pm	Van - Bigger Van in Evenings	
Wimbledon Park Road		Andrews	Estate Agents	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road		Kinleigh Folkard & Hayward (KFH)	Estate Agents	No	Yes	Yes	All the time before 7pm	LGV	
Wimbledon Park Road	253	Trieste	Food/Drink	No	Yes	Yes	Morning and Afternoon	Vans	
Wimbledon Park Road	255	Fish and Chips	Food/Drink	No	Loading Bay	No	After 10:30 Everyday	Vans - Thursday big Lorry	
Wimbledon Park Road	257	Townends	Estate Agents	n/a	n/a	n/a	n/a	n/a	

Southfields Underground Business Surveys November 2017- Appendix A

Wimbledon Park Road	259	Best One	Newsagents	Yes	No	Yes	Various Mornings/ Afternoons	Vans	
Wimbledon Park Road		Fara	Charity Shop	Yes	Yes	No	All the time before 7pm	NK	
Wimbledon Park Road		H&J Barbers	Hairdresser	Yes	Loading Bay	No	NK	NK	
Wimbledon Park Road	265	Post Office	Post Office	No	Loading Bay	No	Once a month	Van	
Wimbledon Park Road	267	Costa	Food/Drink	No	Loading Bay	No	Mid-Afternoon Evening	LGV	
Wimbledon Park Road	273	Fara Kids	Charity Shop	Yes	Yes	No	All the time before 7pm	NK	
Wimbledon Park Road	275	Le Parlour	Health, Hair, Salon	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road		Franco Manco	Food/Drink	Yes	No	No	Morning and Afternoon	Vans - Once a week a big Lorry	
Wimbledon Park Road		Haart	Estate Agents	n/a	n/a	n/a	n/a	n/a	
Wimbledon Park Road		Southfields Library	Library	Closed (On Thursday)					
Wimbledon Park Road		PWD Sport	Sport Shop	NK	NK	NK	Once a week	Van	
Wimbledon Park Road		Sainsburys	Supermarket	No	Yes	No	7am and 3pm	LGV	
Replingham Road		Wine Rack	Wine	Closed (At time of Visit)					
Replingham Road		Sikelia	Deli & Cafe	Yes	No	No	Once a week Early Morning (3-4)	Van	
Replingham Road	5	John Walker	Convenience Store	No	Yes	No	Afternoon	Van & Sometimes a Truck	
Replingham Road	11	Starbucks	Cafe	No	Yes	No	Twice a week after 9pm	Van and LGV	
Replingham Road	13	Wellbeing Pharmacy	Pharmacy	No	Yes	No	10-12 am 3-4 pm	Van and HGV	
Replingham Road	15	Wheeler & Kirk Opticians	Opticians	No	Yes	No	Between 9am and 6pm	Van	
Replingham Road	17	Momo & co	Coming Soon						

APPENDIX D - Southfields Business Survey

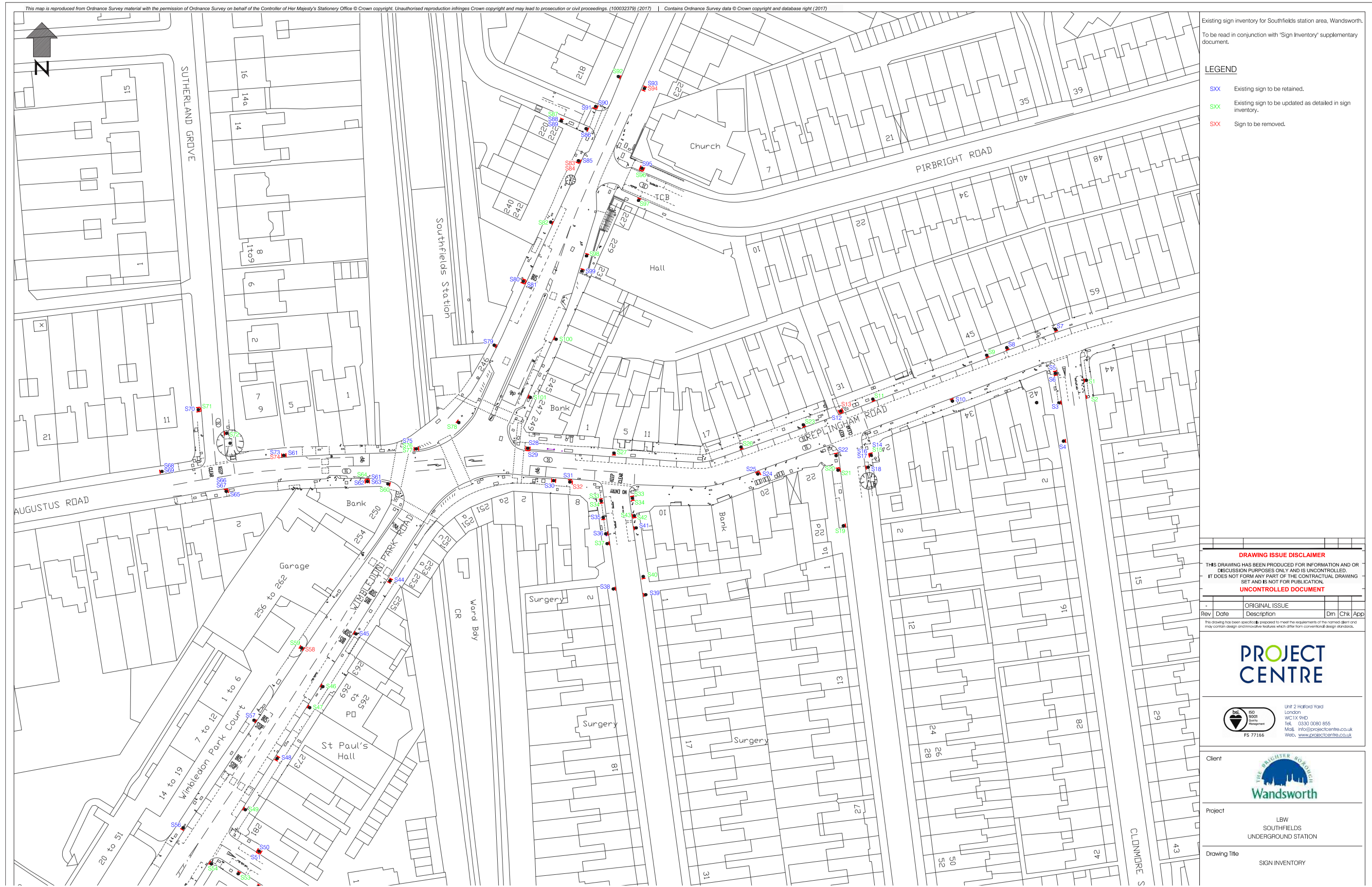
Southfields Underground Business Surveys November 2017- Appendix A

Replingham Road	19	Fishers Village Fruiterers	Grocery 'Fresh Produce'	No	Yes	No	7-11am	Transit Van
Replingham Road	21	John D Wood and Co	Letting Agents	Yes (not in use)	Yes	No	Once a week, Before 3pm	Transit Van
Replingham Road	25	Fullers Library	Newsagents	Yes	No	No	Anytime on Saturday	Small Van
Replingham Road	27	The Villager Hair Salon	Salon	Closed (At time of Visit)				
Replingham Road	29	Cook	Food	Closed (At time of Visit)				
Replingham Road	31	Boots	Pharmacy	No	Yes	No	Before 10:30am	HGV and Small Van
Replingham Road	35	Vision in the Village	Opticians	No	Yes	No	Royal Mail	
Replingham Road	37	Southfields Footcare	Foot Care	No	Yes	No	Clinical waste pick up - opening hours	Royal Mail
Replingham Road	41	Chalk	Nik Naks - Cards etc.	No	Yes	No	Throughout the day	Big Van & small Lorry
Replingham Road	42	The Olive Garden	Food	Closed (At time of Visit)				
Replingham Road	40	Yellow Printshop	Printshop	No	Yes	Yes	All day	HVG
Replingham Road	38	Bosa Kitchen	Restaurant	Closed (At time of Visit)				
Replingham Road	36	Thai Girder	Restaurant	Closed (At time of Visit)				
Replingham Road	34	Blooms	Florist	No	Yes	No	Before 11am	HGV and Big Van
Replingham Road	32	Hillside Carpets	Carpenter	No	Yes	No	8:30 - 3pm	HGV
Replingham Road	30	Bournes	General Store (Tools & Electrics)	No	Yes	No	Before 4pm	LGV
Replingham Road	28	The Village Cobbler	Cobbler	Yes (not in use)	Yes	No	Once a week (2pm onwards)	Little Van
Replingham Road	26	Cakes by Robin	Cakery	Yes (not in use)	Yes	No	Before 10am (Cake delivery throughout)	LGV (Delivery in little van)
Replingham Road	24	Tesco Express	Supermarket	No	Yes	No	6am	Lorry

Southfields Underground Business Surveys November 2017- Appendix A

Replingham Road	22	The Old Fields	Pub	Yes	Yes	No	7-11am	LGV
Replingham Road	20	Barclays Bank	Bank	n/a	n/a	n/a	n/a	n/a
Replingham Road	4	Oxfam	Charity Shop	Yes (used for collections)	Yes	Elsenham Street	once a month between 10am and 5pm	Big Van & small Lorry
Replingham Road	6	Cooks Pharmacy	Pharmacy	Closed (At time of Visit)				
Replingham Road	8	Greggs	Food	No	Yes	No	6pm onwards	LGV
Replingham Road	10&12	Southfields Food & Wine	Newsagents	No	Yes	No	6-7am	LGV
Replingham Road	14	The Village Butcher	Butcher	No	Yes	No	12 Midday	Van

APPENDIX E - Sign Inventory Location Plan



Existing sign inventory for Southfields station area, Wandsworth.
To be read in conjunction with "Sign Inventory" supplementary document.

- LEGEND**
- SXX Existing sign to be retained.
 - SXX Existing sign to be updated as detailed in sign inventory.
 - SXX Sign to be removed.

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Rev	Date	Description	Dim	Chk	App















The drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.
















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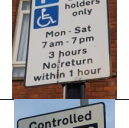






Client	
Project	LBW SOUTHFIELDS UNDERGROUND STATION
Drawing Title	SIGN INVENTORY


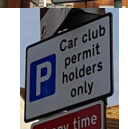












APPENDIX E - Sign Inventory

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S1	Clonmore Street	J/W Replingham Road – LC 1 LHS		Damaged		Replace as existing
S2	Clonmore Street	Post at rear of 44 Replingham Road		Damaged		Replace as existing
S3	Clonmore Street	Post adjacent Olive Garden restaurant				
S4	Clonmore Street	Post at rear of Olive Garden restaurant				
S5	Clonmore Street J/W Replingham Road	Post at junction with Replingham Road, adjacent Olive Garden restaurant			Back to back with S6	
S6	Clonmore Street J/W Replingham Road	Post at junction with Replingham Road, adjacent Olive Garden restaurant			Back to back with S5	
S7	Replingham Road	Lamp column (8) between No. 53 & 55				
S8	Replingham Road	Post between No. 47 & 49				
S9	Replingham Road	Post between No. 45 & 47		Main sign slightly faded, supplementary plate heavily faded	Outdated sign. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.
S10	Replingham Road	Lamp column (7) outside No. 32 (Hillside Carpets)				
S11	Replingham Road	Post outside No. 33 (Boots)		Supplementary plate faded	Outdated sign, no parking "P" symbol, sign facing wrong way. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.
S12	Replingham Road	Lamp column outside No. 31 (Boots)				
S13	Replingham Road	Lamp column outside No. 31 (Boots)		Minor damage	Public Telephones no longer important locations for signing. Telephone boxes are generally being removed.	Remove sign to reduce street clutter.
S14	Heythorp Street J/W Replingham Road	Lamp column in footpath adjacent No. 24 Replingham Road (Douglas & Gordon Estate Agents)				







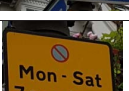

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S15	Heythorp Street J/W Replingham Road	Lamp column in footpath adjacent No. 24 Replingham Road (Douglas & Gordon Estate Agents)			Illuminated	Replace sign with new plate, modernise illumination
S16	Heythorp Street J/W Replingham Road	Lamp column in footpath adjacent No. 24 Replingham Road (Douglas & Gordon Estate Agents)				
S17	Heythorp Street J/W Replingham Road	Lamp column in footpath adjacent No. 24 Replingham Road (Douglas & Gordon Estate Agents)				
S18	Heythorp Street	Post where building widens / footpath narrows, adjacent No. 24 Replingham Road				
S19	Heythorp Street	Post at rear of No. 22 Replingham Road (Tesco)			"At any time" redundant	Remove sub plate
S20	Heythorp Street J/W Replingham Road	Wide based post adjacent No. 22 Replingham Road (Tesco), slightly in to Heythorp Street			Illuminated	Replace sign with new plate, modernise illumination
S21	Heythorp Street J/W Replingham Road	Wide based post adjacent No. 22 Replingham Road (Tesco), slightly in to Heythorp Street		Faded		Replace with new sign as existing.
S22	Heythorp Street J/W Replingham Road	Post in footpath by crossing point outside Tesco entrance				
S23	Replingham Road	Post outside No. 27 (Hair Republic)			Outdated sign, facing wrong way. Sub plate is redundant.	Replace with modern sign facing right direction, provide text to standard. Remove sub plate.
S24	Replingham Road	Lamp column (5) outside No. 20 (The Old Fields Pub)				
S25	Replingham Road	Lamp column (5) outside No. 20 (The Old Fields Pub)				
S26	Replingham Road	Post between No. 19 & 21		Minor damage to text, supplementary plate faded	Outdated sign. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.
S27	Replingham Road	Lamp column (3) between No. 3 & 5		Supplementary plate heavily faded	Sub plate is redundant.	Remove sub plate





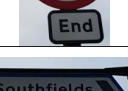
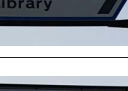








APPENDIX E - Sign Inventory

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S28	Replingham Road J/W Wimbledon Park Road	Lamp column (1) immediately adjacent pedestrian crossing in Replingham Road			Back to back signs	
S29	Replingham Road	Lamp column (1) immediately adjacent pedestrian crossing in Replingham Road				
S30	Replingham Road	Post between No. 4 & 6 (Oxfam and Cooks Pharmacy) at end of guard rail			Back to back signs	
S31	Replingham Road	Lamp column (2) between No. 6 & 8 (Cooks Pharmacy and Greggs)				
S32	Replingham Road	Lamp column (2) between No. 6 & 8 (Cooks Pharmacy and Greggs)		illuminated. Not required for humps in a 20mph Zone.		Remove as not required.
S33	Replingham Road J/W Elsenham Street	Wide based post just in to Elsenham Street where kerb drops (next to Greggs)			illuminated Back to back with S34. Sign is repeated on opposite side of junction	Replace sign with new plate, modernise illumination
S34	Replingham Road J/W Elsenham Street	Wide based post just in to Elsenham Street where kerb drops (next to Greggs)			illuminated Back to back with S33. Sign is repeated on opposite side of junction	Replace signs with new plates, modernise illumination
S35	Elsenham Street	Post outside No. 8b (Replingham Road)				
S36	Elsenham Street	Post at rear of No. 8b (Replingham Road)				
S37	Elsenham Street	Post outside No. 8a (Replingham Road)			Parking "P" symbol heavily faded	Replace sign with new as existing
S38	Elsenham Street	Post outside No. 2				
S39	Elsenham Street	Post outside No. 1				
S40	Elsenham Street	Lamp column outside No. 1b			Facing wrong direction	Adjust sign to face the correct direction
S41	Elsenham Street	Post adjacent middle of No. 10 Replingham Road (Southfields Food & Wine)				





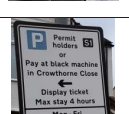




Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S42	Elsenham Street	Lamp column (1) adjacent front of No. 10 Replingham Road (Southfields Food & Wine)			Facing wrong direction	Adjust sign to face the correct direction
S43	Elsenham Street	Lamp column (1) adjacent front of No. 10 Replingham Road (Southfields Food & Wine)			"At any time" sub-plate is redundant	Remove sub-plate. Replace sign with new (as S19) including Car Club symbol.
S44	Wimbledon Park Road (South of Junction)	Lamp column (43) between No. 253 & 255, end of guard rail before bus stop			Back to back signs	
S45	Wimbledon Park Road (South of Junction)	Bus stop flag between No. 259 & 261 (Best One and Fara)				
S46	Wimbledon Park Road (South of Junction)	Post outside No. 265 (Post Office (265-269))			Facing wrong way	Adjust sign to face the correct direction
S47	Wimbledon Park Road (South of Junction)	Post between No. 269 & 271 (Post Office and Costa)		Supplementary plate faded	Outdated sign. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.
S48	Wimbledon Park Road (South of Junction)	Lamp column (45) between No. 273 & 275 (Fara Kids and Le Parlour)			Back to back signs	
S49	Wimbledon Park Road (South of Junction)	Post between No. 279 & 281 (Haart Estate Agents and The Savanna)		Supplementary plate heavily faded	Outdated sign. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.
S50	Gartmoor Gardens	Lamp column outside No. 281a (Wimbledon Park Road)			Back to back signs	
S51	Gartmoor Gardens	Lamp column outside No. 281a (Wimbledon Park Road)				
S52	Gartmoor Gardens	Post by gate at rear of No. 283 (Wimbledon Park Road)				
S53	Gartmoor Gardens	Post opposite No. 281a (Wimbledon Park Road)		Supplementary plate heavily faded	"At any time" sub plate is redundant.	Remove sub plate. Replace sign with new (as S19) including Car Club symbol.
S54	Wimbledon Park Road (South of Junction)	Junction by Gartmoor Gardens, on boundary of No. 283		Damaged	Sign missing for matching SYL on opposite side of junction	Clean or replace sign. Install new sign on opposite side of junction at edge of footway.
S55	Wimbledon Park Road (South of Junction)	Post between No. 283 & 285				


APPENDIX E - Sign Inventory

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S56	Wimbledon Park Road (South of Junction)	Lamp column opposite Gartmoor Gardens				
S57	Wimbledon Park Road (South of Junction)	Bus stop flag opposite No. 273 (Fara Kids)				
S58	Wimbledon Park Road (South of Junction)	Lamp column (44) opposite No. 265 (Post Office)			Needs to be removed. DYL markings on carriageway below	To be removed as redundant.
S59	Wimbledon Park Road (South of Junction)	Lamp column (44) opposite No. 265 (Post Office)			Facing wrong way	Adjust sign to face the correct direction
S60	Augustus Road J/W Wimbledon Park Road (South of Junction)	Augustus Road immediately adjacent pedestrian crossing, next to Natwest (No. 250 Wimbledon Park Road)			Non-standard text on sign	Replace sign; use Bus symbol instead of "No Public Service Vehicles"
S61	Augustus Road	Lamp column (1) opposite No. 1 and next to Natwest			Back to back with S62	
S62	Augustus Road	Lamp column (1) opposite No. 1 and next to Natwest			Back to back with S61	
S63	Augustus Road	Lamp column (1) opposite No. 1 and next to Natwest				
S64	Augustus Road	Lamp column (1) opposite No. 1 and next to Natwest			Not necessary if Legible London signing provided so can be removed.	Relocate to more visible location. Can be removed if Legible London introduced.
S65	Augustus Road	Lamp column (3) opposite Sutherland Grove entrance				
S66	Augustus Road	Lamp column (3) opposite Sutherland Grove entrance				
S67	Augustus Road	Lamp column (3) opposite Sutherland Grove entrance				
S68	Augustus Road	Wide based post between No. 11 & 13			"No U Turn" signs only for eastbound vehicles. None for westbound vehicles.	Review local regulation orders.
S69	Augustus Road	Wide based post between No. 11 & 13				
S70	Sutherland Grove	Post adjacent middle of property No. 11 Augustus Road			Back to back signs	
S71	Sutherland Grove	Post adjacent middle of property No. 11 Augustus Road			Disabled bay in use here?	Remove sign to new post alongside pay and display bay. Provide new parking sign for Disabled bay.

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S72	Sutherland Grove	Post opposite Lamp column (1)		Faded	Needs moving - currently within DYL extents not SYL. No sign for SYL on opposite side of road (removed?)	Replace with new sign as existing
S73	Augustus Road	Lamp column (2) between No. 5 & 9			Back to back with S61	
S74	Augustus Road	Lamp column (2) between No. 5 & 9			Illuminated. Not required in 20mph Zone.	Remove as not required.
S75	Augustus Road J/W Wimbledon Park Road (North of Junction)	Lamp column (41) next to pedestrian crossing			"No U Turn" signs only for eastbound vehicles. None for westbound vehicles.	Review local regulation orders.
S76	Augustus Road J/W Wimbledon Park Road (North of Junction)	Lamp column (41) next to pedestrian crossing			Back to back signs. Not necessary if Legible London signing provided so can be removed.	Relocate to more visible location. Can be removed if Legible London introduced.
S77	Augustus Road J/W Wimbledon Park Road (North of Junction)	Lamp column (41) next to pedestrian crossing			Back to back signs	Adjust height on pole so this sign is fully visible from both directions.
S78	Augustus Road J/W Wimbledon Park Road (North of Junction)	Fingerpost outside Underground entrance, next to crossing to Replingham Road		Some lettering fading		Refresh paint and retain as existing
S79	Wimbledon Park Road (North of Junction)	Lamp column (39) at rear of station building				
S80	Wimbledon Park Road (North of Junction)	Lamp column (38) outside No. 244 (KFH Estate Agent)			Back to back signs	
S81	Wimbledon Park Road (North of Junction)	Lamp column (38) outside No. 244 (KFH Estate Agent)				
S82	Wimbledon Park Road (North of Junction)	Post opposite M&S Foodhall entrance		Supplementary plate heavily faded	Outdated sign. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.
S83	Wimbledon Park Road (North of Junction)	Lamp column (36) outside No. 226			Illuminated. Not required in 20mph Zone.	Remove sign and illumination as not required.
S84	Wimbledon Park Road (North of Junction)	Lamp column (36) outside No. 226			Sign not to standard. May have limited effectiveness in reducing speeds.	Remove sign as non-standard
S85	Wimbledon Park Road (North of Junction)	Lamp column (36) outside No. 226				

APPENDIX E - Sign Inventory

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S86	Crowthorne Close J/W Wimbledon Park Road (North of Junction)	Post on south side of junction			Post slightly obstructing footpath	
S87	Crowthorne Close	Lamp column (1) adjacent No. 220 Wimbledon Park Road			Three signs on lighting column	Move sign and place on separate post adjacent to parking, at back of footway.
S88	Crowthorne Close	Lamp column (1) adjacent No. 220 Wimbledon Park Road			Three signs on lighting column	
S89	Crowthorne Close	Lamp column (1) adjacent No. 220 Wimbledon Park Road			Three signs on lighting column	
S90	Crowthorne Close J/W Wimbledon Park Road (North of Junction)	Post on north side of junction, adjacent property wall of No. 218 Wimbledon Park Road			Post slightly obstructing footpath	
S91	Crowthorne Close J/W Wimbledon Park Road (North of Junction)	Post on north side of junction, adjacent property wall of No. 218 Wimbledon Park Road			Post slightly obstructing footpath	
S92	Wimbledon Park Road (North of Junction)	Post between No. 216 & 218			Outdated sign. Mounting height too low	Replace with modern sign, provide text to standard. Correct mounting height
S93	Wimbledon Park Road (North of Junction)	Lamp column (35) between Church and No. 223			Back to back signs	
S94	Wimbledon Park Road (North of Junction)	Lamp column (35) between Church and No. 223			Sign not to standard. May have limited effectiveness in reducing speeds.	Remove sign as non-standard
S95	Pirbright Road	Lamp column (1) by church access ramp			Back to back signs	
S96	Pirbright Road	Lamp column (1) by church access ramp			No sign for disabled bay slightly further down the road Church side. Still in use?	Provide new sign for disabled parking bay at back of footway.
S97	Pirbright Road	Post adjacent M&S Foodhall			Yellow sub plate – (“Warning illegally parked vehicles may be towed away”) not to standard.	Patch over yellow “Warning” sub plate.
S98	Wimbledon Park Road (North of Junction)	Post outside M&S Foodhall, near No. 231 (The Gym)			Non-standard text on sign, also hard to read.	Replace sign; use Bus symbol instead of “No Public Service Vehicles”
S99	Wimbledon Park Road (North of Junction)	Lamp column (37) outside No. 231 (The Gym)				
S100	Wimbledon Park Road (North of Junction)	Post between No. 239 & 241 (Lily and Winkworth Estate Agents)		Supplementary plate heavily faded	Outdated sign, facing wrong way. Sub plate is redundant.	Replace with modern sign, provide text to standard. Remove sub plate.

Sign Ref:	Road Name	Location	Photo	Condition	Any Other Comments	Actions
S101	Wimbledon Park Road (North of Junction)	Post outside No. 247 (Café Nero)			Outdated sign	Replace with modern sign, provide to standard with blue & white wheelchair badge.