

Sheet as supplied by the LBWF Council

Road Name	No. of Properties	No. of Responses	In Support	In support of 20mph, but want fewer or no road humps	Total in Support	Not In Support	Total in support of 20mph	% Not In Support	Response Rate	How 20mph Scheme is Recommended to be Progressed	Exisisting Road Hump Locations	Originally Proposed Road Hump and Cushion Locations	No. of Road Hump and Cushion Locations Reduced	No. of Newly Proposed Road Hump Locations
Abbotts Crescent	85	30	10	3	13	17	43%	57%	35%	AS ORIGINALLY PROPOSED		2	2	
Albert Avenue	48	8	3		3	5	38%	63%	17%	AS ORIGINALLY PROPOSED		2	2	
Alma Avenue	49	10	9		9	1	90%	10%	20%	AS ORIGINALLY PROPOSED		1	1	
Beaufort Close	52	6	4		4	2	67%	33%	12%	AS ORIGINALLY PROPOSED			0	
Betoyme Avenue	31	5	3		3	2	60%	40%	16%	AS ORIGINALLY PROPOSED		1	1	
Cavendish Road	132	15	9	1	10	5	67%	33%	11%	AS ORIGINALLY PROPOSED		3	3	
Chase Gardens	34	4	3		3	1	75%	25%	12%	AS ORIGINALLY PROPOSED			0	
Clivedon Road	41	9	4		4	5	44%	56%	22%	AS ORIGINALLY PROPOSED		1	1	
Edward Avenue	50	6	4		4	2	67%	33%	12%	AS ORIGINALLY PROPOSED		1	1	
Evanston Avenue	47	11	10		10	1	91%	9%	23%	AS ORIGINALLY PROPOSED		2	2	
Field Close	31	3	2		2	1	67%	33%	10%	AS ORIGINALLY PROPOSED			0	
Forest Mount	0	0			0	0			0%	AS ORIGINALLY PROPOSED		2	2	
Frances Road	67	6	3		3	3	50%	50%	9%	AS ORIGINALLY PROPOSED		2	2	
Frankland Road	84	15	10	2	12	3	80%	20%	18%	AS ORIGINALLY PROPOSED		3	3	
Henrys Avenue	47	19	12		12	7	63%	37%	40%	AS ORIGINALLY PROPOSED		4	4	
Hickman Avenue	16	0	0		0	0			0%	AS ORIGINALLY PROPOSED			0	
Jubilee Avenue	17	0	0		0	0			0%	AS ORIGINALLY PROPOSED			0	
Lena Kennedy Close	56	2	1		1	1	50%	50%	4%	AS ORIGINALLY PROPOSED			0	
Lichfield Road	24	6	5		5	1	83%	17%	25%	AS ORIGINALLY PROPOSED		2	2	
Long Leys	27	5	4		4	1	80%	20%	19%	AS ORIGINALLY PROPOSED			0	
Loxham Road	30	4	3		3	1	75%	25%	13%	AS ORIGINALLY PROPOSED		1	1	
Lyndhurst Road	53	7	6		6	1	86%	14%	13%	AS ORIGINALLY PROPOSED		1	1	
Lynton Road	37	9	3	1	4	5	44%	56%	24%	AS ORIGINALLY PROPOSED		1	1	
Malvern Avenue	47	17	6	2	8	9	47%	53%	36%	AS ORIGINALLY PROPOSED		2	2	
Marion Grove	12	7	2		2	5	29%	71%	58%	AS ORIGINALLY PROPOSED		1	1	
Montalt Road	224	24	9		9	15	38%	63%	11%	AS ORIGINALLY PROPOSED		4	4	
Nesta Road	32	11	1		1	10	9%	91%	34%	AS ORIGINALLY PROPOSED		4	4	
Newbury Road	60	1	1		1	0	100%	0%	2%	AS ORIGINALLY PROPOSED			0	
Nightingale Avenue	48	12	1	1	2	10	17%	83%	25%	AS ORIGINALLY PROPOSED		2	2	
Oakdale Gardens	26	1	1		1	0	100%	0%	4%	AS ORIGINALLY PROPOSED			0	
Palace View Road	26	7	4	1	5	2	71%	29%	27%	AS ORIGINALLY PROPOSED		1	1	
Preston Avenue	36	18	8	1	9	9	50%	50%	50%	AS ORIGINALLY PROPOSED		1	1	
Rolls Park Avenue	77	7	5		5	2	71%	29%	9%	AS ORIGINALLY PROPOSED			0	
Rowden Road	51	5	3		3	2	60%	40%	10%	AS ORIGINALLY PROPOSED			0	
Rushcroft Road	44	1	1		1	0	100%	0%	2%	AS ORIGINALLY PROPOSED		2	2	
Russell Road	79	6	5		5	1	83%	17%	8%	AS ORIGINALLY PROPOSED		0	0	
Selwyn Avenue	182	22	20		20	2	91%	9%	12%	AS ORIGINALLY PROPOSED	5	3	3	
Sheredan Road	28	9	3		3	6	33%	67%	32%	AS ORIGINALLY PROPOSED		1	1	
Sinclair Road	275	29	18	1	19	10	66%	34%	11%	AS ORIGINALLY PROPOSED		10	10	
Swanage Road	3	0	0		0	0			0%	AS ORIGINALLY PROPOSED		1	1	
Thurlow Close	54	4	3		3	1	75%	25%	7%	AS ORIGINALLY PROPOSED			0	
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Tudor Road	32	5	3		3	2	60%	40%	16%	AS ORIGINALLY PROPOSED		2	2	
Tufton Road	68	8	4		4	4	50%	50%	12%	AS ORIGINALLY PROPOSED		4	4	
Underwood Road	75	11	5	1	6	5	55%	45%	15%	AS ORIGINALLY PROPOSED		1	1	
Vincent Road	71	14	6		6	8	43%	57%	20%	AS ORIGINALLY PROPOSED		1	1	
Warboys Crescent	38	10	4		4	6	40%	60%	26%	AS ORIGINALLY PROPOSED		1	1	
Warwick Road	54	10	5	1	6	4	60%	40%	19%	AS ORIGINALLY PROPOSED		1	1	
Wickham Road	59	15	10	1	11	4	73%	27%	25%	AS ORIGINALLY PROPOSED		1	1	
Wood Lane	47	13	5		5	8	38%	62%	28%	AS ORIGINALLY PROPOSED		2	2	
Chingford Lane	104	6	5		5	1	83%	17%	6%	AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT			0	
Chingford Mount Road	437	3	1		1	2	33%	67%	1%	AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT			0	
Chingford Road	75	0			0	0			0%	AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT			0	
Hall Lane	307	13	8	1	9	4	69%	31%	4%	AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT			0	
Hatch Lane	67	6	2		2	4	33%	67%	9%	AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT			0	
New Road	107	8	4		4	4	50%	50%	7%	AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT			0	

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Woodford New Road	4	2	1	1	2	0	100%	0%	50% AS ORIGINALLY PROPOSED - 30mph SPEED LIMIT	0
Ainslie Wood Road	135	8	5		5	3	63%	38%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 6% FEATURES IN ROAD	9
Aldriche Way	219	1	1		1	0	100%	0%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 1% FEATURES IN ROAD	6
Castle Avenue	142	2	2		2	0	100%	0%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 1% FEATURES IN ROAD	5
Church Avenue	33	7	4		4	3	57%	43%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 21% FEATURES IN ROAD	2
Crofton Grove	29	3	0	1	1	2	33%	67%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 10% FEATURES IN ROAD	0
Falmouth Avenue	13	11	5		5	6	45%	55%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 85% FEATURES IN ROAD	6
Gordon Avenue	59	6	4		4	2	67%	33%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 10% FEATURES IN ROAD	2
Haldan Road	42	1	1		1	0	100%	0%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 2% FEATURES IN ROAD	0
Handsworth Avenue	32	20	12	2	14	6	70%	30%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 63% FEATURES IN ROAD	8
Hartwell Drive	24	2	2		2	0	100%	0%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 8% FEATURES IN ROAD	2
Inks Green	71	5	4		4	1	80%	20%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 7% FEATURES IN ROAD	5
Ropers Avenue	83	6	4		4	2	67%	33%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 7% FEATURES IN ROAD	7
Wadham Road	86	2	1		1	1	50%	50%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 2% FEATURES IN ROAD	2
Winchester Road	258	19	18		18	1	95%	5%	AS ORIGINALLY PROPOSED - EXISTING TRAFFIC CALMING 7% FEATURES IN ROAD	0
Acorn Close	24	3	1		1	2	33%	67%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Ainslie Wood Crescent	13	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Alders Avenue	36	7	5		5	2	71%	29%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Appleby Close	32	4	1		1	3	25%	75%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Armstrong Avenue	64	5	2		2	3	40%	60%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Ascham Drive	8	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Avril Way	45	15	5	1	6	9	40%	60%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Bailey Close	56	2	2		2	0	100%	0%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Bellamy Road	23	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Beverley Mews	17	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Beverley Road	34	5	3	1	4	1	80%	20%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Broad Oak Close	47	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
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Brook Meadow Close	29	1	1		1	0	100%	0%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Brookfield Path	2	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Brookhouse Gardens	15	8	4		4	4	50%	50%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Burley Close	4	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Celebration Way	12	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Chadwick Avenue	24	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Conyers Close	15	1	1		1	0	100%	0%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Dorchester Gardens	12	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
East View	24	1	1		1	0	100%	0%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Empress Avenue	48	5	4		4	1	80%	20%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Finch Gardens	16	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Forest Glade	80	20	2		2	18	10%	90%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Forster Close	15	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Frinton Drive	21	6	1		1	5	17%	83%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Galeborough Avenue	25	10	5	1	6	4	60%	40%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Garden Close	6	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Gascoigne Gardens	41	11	6		6	5	55%	45%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Genever Close	17	1	1		1	0	100%	0%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Greenwood Drive	16	6	1		1	5	17%	83%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Grove Park Avenue	28	0			0	0			AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Hall Gardens	38	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Harman Avenue	20	1	0		0	1	0%	100%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0
Harman Close	8	2	1		1	1	50%	50%	AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0

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Holly Crescent	18	8	0	1	1	7	13%	88%	44% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Hollywood Road	36	6	3		3	3	50%	50%	17% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Jacks Farm Way	224	4	1		1	3	25%	75%	2% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Kingsley Gardens	37	1	1		1	0	100%	0%	3% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Lavender Close	7	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Linnett Close	70	1	1		1	0	100%	0%	1% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Lodge Villas	13	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Louisa Oakes Close	38	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Mandeville Court	131	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Manor Way	45	9	5		5	4	56%	44%	20% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Mapperley Drive	6	3	0		0	3	0%	100%	50% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Mason Road	7	2	1		1	1	50%	50%	29% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Mead Crescent	42	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Merriam Close	2	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Minerva Road	16	1	1		1	0	100%	0%	6% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Montserrat Avenue	24	4	2		2	2	50%	50%	17% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Morley Avenue	28	6	5		5	1	83%	17%	21% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Nightingale Close	15	1	0		0	1	0%	100%	7% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
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Norbury Road	14	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Norton Close	32	3	3		3	0	100%	0%	9% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Oak Hill Close	21	6	1		1	5	17%	83%	29% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Oak Hill Crescent	91	22	9		9	13	41%	59%	24% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Oak Hill Gardens	51	3	2		2	1	67%	33%	6% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Oakfield	7	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Orchard Close	40	2	2		2	0	100%	0%	5% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Pewsey Close	4	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Russets Close	31	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Silverdale Road	28	4	2		2	2	50%	50%	14% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Soper Close	5	0	0		0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
St Leonards Avenue	23	4	1		1	3	25%	75%	17% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Station Approach	4	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Tamworth Avenue	9	1	0		0	1	0%	100%	11% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
The Bridle Path	74	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
The Close	11	2	0	1	1	1	50%	50%	18% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
The Hale	28	4	1		1	3	25%	75%	14% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
The Lawns	32	3	3		3	0	100%	0%	9% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
The Oaks	45	1	0	1	1	0	100%	0%	2% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Titley Close	68	0			0	0			0% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Village Close	18	1	1		1	0	100%	0%	6% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Wadham Avenue	86	8	4		4	4	50%	50%	9% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Wilton Place	50	1	1		1	0	100%	0%	2% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Wrigley Close	13	8	6		6	2	75%	25%	62% AS ORIGINALLY PROPOSED - NO TRAFFIC CALMING	0		
Ainslie Wood Gardens	89	10	4	2	6	4	60%	40%	11% HUMPS PROPOSED TO REMAIN	4	1	3
Balliol Avenue	62	23	4	1	5	18	22%	78%	MODIFICATION - REMOVE ONE ROAD HUMP - TWO HUMPS PROPOSED TO REMAIN	3	1	2
Beech Hall Crescent	54	21	7	1	8	13	38%	62%	MODIFICATION - REMOVE ONE ROAD HUMP - ONE HUMP PROPOSED TO REMAIN	2	1	1
Beech Hall Road	202	61	31	5	36	25	59%	41%	MODIFICATION - REMOVE ONE ROAD HUMP - SIX HUMPS PROPOSED TO REMAIN	7	1	6
Beechwood Drive	86	8	3	1	4	4	50%	50%	MODIFICATION - REMOVE ONE ROAD HUMP - TWO HUMPS PROPOSED TO REMAIN	3	1	2
Blackthorne Drive	52	18	5		5	13	28%	72%	MODIFICATION - REMOVE TWO ROAD HUMPS - NONE PROPOSED TO REMAIN	2	2	0
Coolgardie Avenue	140	54	22	1	23	31	43%	57%	MODIFICATION - REMOVE ONE ROAD HUMP - FIVE HUMPS PROPOSED TO REMAIN	6	1	5
Crealock Grove	24	7	2	1	3	4	43%	57%	MODIFICATION - REMOVE ONE ROAD HUMP - ONE HUMP PROPOSED TO REMAIN	2	1	1
Forest Drive	50	20	9	1	10	10	50%	50%	MODIFICATION - TWO ROAD HUMPS CONVERTED INTO TWO ROUNDELS - TWO HUMPS PROPOSED TO REMAIN	4	2	2
Keynsham Avenue	32	11	5	2	7	4	64%	36%	MODIFICATION - REMOVE ONE ROAD HUMPS - TWO HUMPS PROPOSED TO REMAIN	3	1	2

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Hale End Road	265	56	34	1	35	21	63%	38%	21%	MODIFICATION - ONE ROAD HUMP CONVERTED INTO ONE RAISED TABLE - EIGHT HUMPS PROPOSED IN TOTAL	9	1	8
Hollywood Way	84	35	17	2	19	16	54%	46%	42%	MODIFICATION - REMOVE ONE ROAD HUMP - THREE HUMPS PROPOSED TO REMAIN	4	3	1
Larkshall Crescent	69	7	3		3	4	43%	57%	10%	MODIFICATION - REMOVE ONE ROAD HUMP - TWO HUMPS PROPOSED TO REMAIN	3	1	2
Lower Hall Lane	30	1	0	1	1	0	100%	0%	3%	MODIFICATION - REMOVE ONE ROAD HUMP - ONE HUMP PROPOSED TO REMAIN	2	1	1
Marlborough Road xxxxxxx Page Break	103	11	6		6	5	55%	45%	11%	MODIFICATION - REMOVE TWO ROAD HUMPS - ONE ROAD HUMP CONVERTED INTO ONE ROUNDDEL - TWO HUMPS PROPOSED TO REMAIN	5	3	2
Normanshire Drive	182	20	16		16	4	80%	20%	11%	MODIFICATION - REMOVE ONE ROAD HUMP - FIVE HUMPS PROPOSED TO REMAIN	6	1	5
Oak Hill	113	21	13	2	15	6	71%	29%	19%	MODIFICATION - REMOVE ONE ROAD HUMP - TEN HUMPS PROPOSED TO REMAIN	11	1	10
Richmond Avenue	92	23	9	2	11	12	48%	52%	25%	MODIFICATION - TWO ROAD HUMPS CONVERTED INTO TWO ROUNDELS - TWO HUMPS PROPOSED TO REMAIN	4	2	2
Sky Peals Road	96	24	7	4	11	13	46%	54%	25%	MODIFICATION - REMOVE ONE ROAD HUMP - THREE HUMPS PROPOSED TO REMAIN	4	1	3
Studley Avenue	44	17	3	2	5	12	29%	71%	39%	MODIFICATION - REMOVE ONE ROAD HUMP - TWO HUMPS PROPOSED TO REMAIN	3	1	2
Sunnydene Avenue	40	16	4	1	5	11	31%	69%	40%	MODIFICATION - REMOVE ONE ROAD HUMP - ONE HUMP PROPOSED TO REMAIN	2	1	1
The Bramblings	93	25	7	1	8	17	32%	68%	27%	MODIFICATION - REMOVE THREE ROAD HUMPS - NONE PROPOSED TO REMAIN	3	3	0
The Charter Road	66	26	11	3	14	12	54%	46%	39%	MODIFICATION - ONE ROAD HUMP CONVERTED INTO ONE ROUNDEL - FIVE HUMPS PROPOSED TO REMAIN	6	1	5
Waterhall Avenue	58	28	7		7	21	25%	75%	48%	MODIFICATION - REMOVE ONE ROAD HUMP - TWO HUMPS PROPOSED TO REMAIN	3	1	2
Hampton Road	199	36	22	1	23	13	64%	36%	18%	MODIFICATION - REMOVE ONE ROAD HUMP - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - SIX HUMPS PROPOSED IN TOTAL	7	1	6
Higham Station Avenue	219	28	19	1	20	8	71%	29%	13%	MODIFICATION - REMOVE ONE ROAD HUMP - FIVE SPEED CUSHIONS CONVERTED INTO FIVE ROAD HUMPS - SIX HUMPS PROPOSED IN TOTAL	7	2	5
Royston Avenue	86	12	8	1	9	3	75%	25%	14%	MODIFICATION - REMOVE ONE ROAD HUMP - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - FOUR HUMPS PROPOSED IN TOTAL	5	1	4
The Avenue	264	64	33	5	38	26	59%	41%	24%	MODIFICATION - REMOVE ONE ROAD HUMP - THREE SPEED CUSHIONS CONVERTED INTO THREE ROAD HUMPS - THIRTEEN HUMPS PROPOSED IN TOTAL	14	1	13
Bourne Gardens	47	6	2		2	4	33%	67%	13%	MODIFICATION - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - ONE HUMP PROPOSED IN TOTAL	1		1
Burnham Road	143	19	13		13	6	68%	32%	13%	MODIFICATION - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - FIVE HUMPS PROPOSED IN TOTAL	5		5
Coningsby Gardens	75	15	8		8	7	53%	47%	20%	MODIFICATION - THREE SPEED CUSHIONS CONVERTED INTO THREE ROAD HUMPS - THREE HUMPS PROPOSED IN TOTAL	3		3
Cranston Gardens	61	17	12	2	14	3	82%	18%	28%	MODIFICATION - TWO SPEED CUSHIONS CONVERTED INTO TWO ROAD HUMPS - TWO HUMPS PROPOSED IN TOTAL	2		2
Larkshall Road	220	25	13	1	14	11	56%	44%	11%	MODIFICATION - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - EIGHT HUMPS PROPOSED IN TOTAL	8		8
Larkswood Road	163	24	14	2	16	8	67%	33%	15%	MODIFICATION - FOUR SPEED CUSHIONS CONVERTED INTO FOUR ROAD HUMPS - FOUR HUMPS PROPOSED IN TOTAL	4		4
Nelson Road	143	21	11	1	12	9	57%	43%	15%	MODIFICATION - SEVEN SPEED CUSHIONS CONVERTED INTO SEVEN ROAD HUMPS - SEVEN HUMPS PROPOSED IN TOTAL	7	1	6

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Richmond Crescent	88	32	9		9	23	28%	72%	36%	MODIFICATION - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - THREE HUMPS PROPOSED IN TOTAL	3	3		
Rolls Park Road	40	5	5		5	0	100%	0%	13%	MODIFICATION - THREE SPEED CUSHIONS CONVERTED INTO THREE ROAD HUMPS - SIX HUMPS PROPOSED IN TOTAL	6	6		
Waverley Avenue	94	21	16	1	17	4	81%	19%	22%	MODIFICATION - TWO SPEED CUSHIONS CONVERTED INTO TWO ROAD HUMPS - THREE HUMPS PROPOSED IN TOTAL	3	3		
Woodside Gardens	31	4	0		0	4	0%	100%	13%	MODIFICATION - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - ONE HUMP PROPOSED IN TOTAL	1	1		
York Road	120	18	10		10	8	56%	44%	15%	MODIFICATION - ONE SPEED CUSHION CONVERTED INTO ONE ROAD HUMP - FOUR HUMPS PROPOSED IN TOTAL	4	4		
Totals	11711	1707	852	76	928	779	54.36%	45.64%	14.58%		59	255	39	216

"Adjusted" figures

In Favour = 49.91%
 (Against = 50.09%)

TOTALS (Original)	11711	1707	852	76	928	779	54.36%	45.64%	14.58%
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59	255	39	216
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Road Name	No. of Properties	No. of Responses	In Support	In support of 20mph, but want fewer or no road humps	Total in Support	Not In Support	Total in support of 20mph	% Not In Support	Response Rate	How 20mph Scheme is Recommended to be Progressed	Exisxting Road Hump Locations	Originally Proposed Road Hump and Cushion Locations	No. of Road Hump and Cushion Locations Reduced	No. of Newly Proposed Road Hump Locations
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