



## Lambeth Parking Surveys

**BRIXTON HILL REPORT**

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Report

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### Report Record

Job No.	Report No.	Issue No.	Prepared	Verified	Approved	Status	Date
ST16403	2	4	KK/JBe	JB	JB	Final	04/10/2016

### Contents Amendments Record

Issue No.	Revision description	Approved	Status	Date
3	Minor edits	JB	Final	04/10/2016

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# 1 Introduction

## BACKGROUND

- 1.1 JMP Consultants Ltd (`JMP`) has been commissioned by Lambeth Council (the `Council`) to undertake a parking stress survey relating to on-street parking within the London Borough of Lambeth (`LBL`).
- 1.2 There are a total of 350km of roads within Lambeth, with approximately half subject to Controlled Parking Zones (`CPZ`) restrictions. A total of 27 CPZs are maintained by the Council. Each of these are scheduled for operational review, alongside analysis of parking pressures in other areas currently not subject to CPZ restrictions.
- 1.3 Parking Occupancy Surveys will form an important requirement of the parking review process. They will provide information on the level of parking supply, demand and identify areas of parking stress. The need for parking surveys will apply to both the CPZ and non-CPZ areas of the borough.

### The Brixton Hill Area

- 1.4 This report relates to the analysis of on-street parking within the Brixton Hill Area, located in the centre of the LBL. This area is currently not subject to any Controlled Parking Zone restrictions.
- 1.5 The Brixton Hill area abuts five different existing CPZ areas to the north, east and west, and it is a possibility that there may be a `ripple` effect of residents from these areas parking in the Brixton Hill Area to minimise or eliminate their use of permits.

## CONTROLLED PARKING ZONES (CPZ)

- 1.6 The densely populated nature of the LBL, with its competing land use demands, places pressure on kerbside parking provision, with many areas historically suffering from high levels of parking stress. This can lead to discontent amongst residents, businesses and other road users, as well as having a negative impact on the economic vitality of the area.
- 1.7 CPZs have been introduced in parts of the borough in order to ensure that local residents, businesses and their visitors are able to park easily and conveniently.
- 1.8 The Council wishes to fully understand the current capacity of parking provision across the borough and, in particular, highlight the areas in which parking stress is experienced. This process will help to inform future decisions on parking restrictions, both within and surrounding CPZs, along with identifying opportunities to consolidate existing Traffic Management Orders (TMOs).

## PARKING SURVEY OBJECTIVES

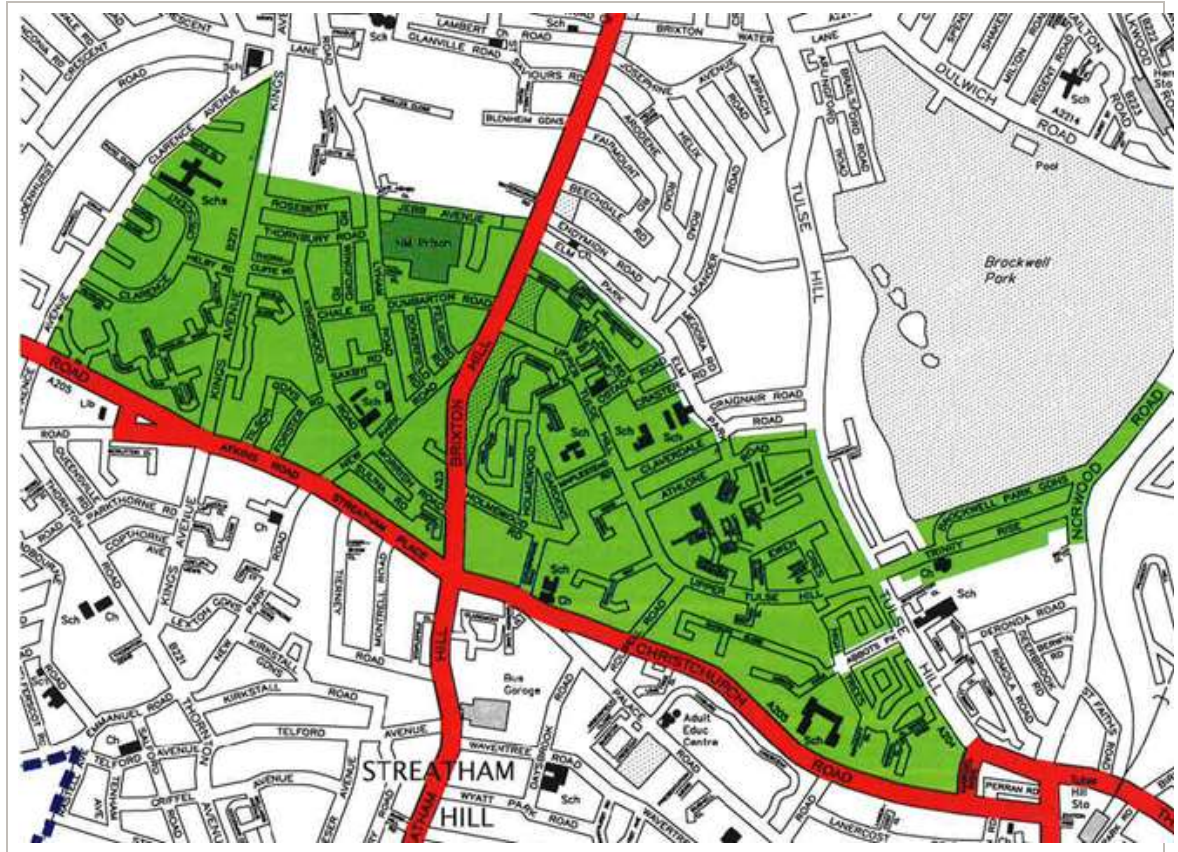
- 1.9 The objective of the parking stress surveys are to determine the level of parking stress on a street-by-street basis across the whole of the Brixton Hill Area during a typical weekday and Saturday. The aim is to provide an understanding of parking supply (including the different types of kerbside parking), demand (including length of stay) and user characteristics (resident / non-residents, short-stay / long-stay) throughout the survey periods.

## SITE LOCATION

- 1.10 The Brixton Hill Area is situated in the centre of LBL and encompasses roads within the Brixton Hill, Tulse Hill, Thurlow Park and Thornton Wards. It is bounded to the south by the A205 South Circular, whilst the A23 dissects the survey area down the centre.

1.11 Figure 1.1 provides an overview of the study area.

Figure 1.1 Location Plan of Brixton Hill Area



Source: Lambeth Council 2015

1.12 The far southeast of the Brixton Hill Area is in close proximity to Tulse Hill Rail Station; however the rest of the area is not served by any mainline or Underground rail services. There is, therefore, unlikely to be much demand from commuters to park to access rail services, with the exception of the southeast of the area. Some commuters, however, are thought to take advantage of the excellent bus services along the A23 and will travel from the area into Brixton.

1.13 The area currently has no Controlled Parking Zone in place, but surrounding areas to the north, east, and west are currently subjected to Controlled Parking Zones, these include:

- Clapham (L) - Monday to Friday, 10am to 3.30pm
- Brixton (E) – Monday to Friday, 8.30am to 6.30pm
- Brixton Hill (Q) – Monday to Friday, 8.30am to Noon
- Thornton (R) – Monday to Friday, 8.30am to 5.30pm
- Tulse Hill (H) Monday to Friday, 8.30am to 6.30pm, 12-2pm

1.14 The close proximity of other CPZs is thought likely to increase the pressures on parking within the Brixton Hill Area as it provides the only unrestricted parking provision to the north of the South Circular.



## 2 Existing Parking Restrictions

### KERBSIDE RESTRICTIONS WITHIN BRIXTON HILL AREA

- 2.1 Although a Controlled Parking Zone does not exist within the Brixton Hill Area, there are a number of both formal and informal waiting restrictions.
- 2.2 The following restrictions broadly cover those found on site:
- Double yellow lines (no waiting at any time);
  - Single yellow lines (no waiting between specified times);
  - Disabled parking;
  - Loading bays;
  - Doctors/Ambulance bay;
  - Car club bay;
  - Bus-stop clearways;
  - Bus Stops / Stands;
  - School Keep Clear markings;
  - Pedestrian crossing zig-zag markings;
  - Access protection markings (H-Bars); and
  - Double red lines (Transport for London Red Route Clearways).

### Waiting Restrictions

- 2.3 Double yellow lines are located throughout the study area at junctions and in other areas that are considered unsafe for parking. This can include narrow roads and pinch points in the carriageway.
- 2.4 Single yellow lines are also present in a number of locations, restricting waiting between certain times but generally allowing overnight parking to alleviate the parking stress for residents of the area.
- 2.5 Double red lines, designating Transport for London Red Route Clearways, are present on major strategic routes across the borough to prevent any vehicular obstructions (parking, loading, or stopping to drop-off – except taxis and Blue Badge holders) along these routes at any time.

### Parking Bays

- 2.6 A number of disabled (Blue Badge) parking spaces are provided in each area. The majority of the disabled bays identified within the study areas are situated outside residential properties or close to shops and commercial businesses where there is a demand for such facilities. These bays are reserved for anyone in possession of a Blue Badge and are in operation 24 hours a day, seven days a week.
- 2.7 In addition a number of Loading, Ambulance, Doctors, and Car Club parking bays are located across the areas providing designated parking for each specified use only.

### Other Controlled Areas

- 2.8 Bus-stop clearways, bus stops, bus stands, school keep clear markings, and pedestrian crossing zig-zag markings are located in specific parts of the study area, each restricting kerbside parking and loading within these locations.

### **Access Protection Markings (H-Bars)**

- 2.9 Access protection markings are provided across the study area and are used to discourage obstructive parking and to help maintain safe access to buildings and services.

### **UNRESTRICTED KERBSIDE SPACE IN BRIXTON HILL AREA**

- 2.10 In addition to the formal and informal kerbside restrictions, the unrestricted kerbside space is broadly formed of:

- Unrestricted parking area
- Dropped kerb
- Accesses

## 3 Survey Methodology

### METHODOLOGY

- 3.1 The following parking stress survey methodology was agreed with the Council in advance of surveys undertaken.
- 3.2 Surveys were carried out on Wednesday 15<sup>th</sup> June and Saturday 18<sup>th</sup> June 2016. These provide a representation of a weekday and a weekend day, which are likely to have different parking patterns and characteristics.

#### Pre-survey Audit

- 3.3 An initial audit was undertaken in order to establish baseline information on the different types of kerbside restrictions and the distances of all kerb side space located on the public highway, noting areas of restricted and non-restricted carriageway.
- 3.4 On the basis of this data, the carriageway was split into theoretical spaces for parking, either as unrestricted kerbside or fully, or partially, restricted kerbside e.g. single or double yellow lines. Each individual section of carriageway was measured and divided by 5 metres (assumed to be a typical vehicle length). The result were rounded down for all calculations e.g. if a length of restriction was only 4 metres then it was not classified as a place to park.

#### Survey

- 3.5 Surveyors walked the study area undertaking a parking beat survey every two hours. This ensured that data was captured regularly across the day, including periods of high demand. It also enabled parking patterns, such as durations of stay, to be identified. The surveys were scheduled to incorporate the period from early morning (pre-6am) through to early evening (post-8pm). The two-hourly parking beats meant that exact start and end times varied across the study area.
- 3.6 The number of vehicles parked upon each designated parking section of restriction was noted during each beat, along with the vehicle registration mark to ascertain length of stay.
- 3.7 A snapshot photograph of parking was taken during the survey, at street level, within each street with a parking occupancy observed in excess of 80%. This was used to show the layout of parking and indicative demand for parking within the street.

#### Survey Monitoring

- 3.8 JMP staff attended the site during the survey in order to ensure that adequate resource was deployed; and to undertake spot check surveys on a number of roads in each area. This allowed for subsequent cross-referencing of the data in order to ensure that reliable results were obtained during the analysis.

### SURVEY OUTPUTS

- 3.9 The survey outputs permit an assessment of:
- The available supply of unrestricted parking spaces on each side of the carriageway in each section of road, along with the amount of restricted carriageway (e.g. single yellow line).
  - Occupancy levels on a street-by-street basis for each side of the carriageway, for every two hours.
  - Duration of stay of vehicles (to the nearest two hours).

## ASSESSMENT CRITERIA

- 3.10 Parking stress (or % occupancy) is a measure of demand for parking and is defined by the number of vehicles parked in relation to the on-street capacity. This is usually expressed as a percentage figure of the overall capacity. For example, 75% parking stress indicates that three-quarters of all available parking spaces on a road is taken up by parked vehicles.
- 3.11 If a road shows parking demand in excess of supply (occupancy >100%) this does not necessarily indicate that all kerb side space is occupied, as many streets have waiting restrictions. For example a road may have double yellow lines along its length which would be classified as having no parking capacity. However, a motorist with a Blue Badge can legally park on double yellow lines for up to 3 hours. Greater than 100% occupancy may also indicate the presence of small cars which need less space than 5 metres to park, meaning that additional cars can be accommodated.

# 4 Summary Results

## OVERVIEW

- 4.1 This section presents the key overall findings from the survey work in relation to the levels of parking supply, demand and utilisation, as well as the average duration of stay of vehicles.

## PARKING SUPPLY AND DEMAND

### Supply

- 4.2 The site audit identified the following volume of different designations of kerbside parking places across the whole of the Brixton Hill Area:

➤	Unrestricted parking area	=	2,607 defined spaces
➤	Dropped Kerb / Access	=	110 defined spaces
➤	Designated Parking Bay	=	108 defined spaces
➤	Single Yellow Line	=	105 defined spaces
➤	Double Yellow Line	=	365 defined spaces
➤	Double Red Line	=	77 defined spaces
➤	Other Formal Restriction	=	280 defined spaces
➤	Informal White Line Markings	=	33 defined spaces

- 4.3 This indicates that there are in the region of 2,717 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays).

- 4.4 This increases to a potential 2,822 defined spaces overnight, if single yellow line space were to be included.

### Demand and utilisation

- 4.5 An overall maximum parking demand was observed across the whole of the Brixton Hill Area of around 2,325 vehicles. This suggests that some spare parking capacity exists across the area as whole, in terms of the unrestricted parking and designated parking bays, but that parking stress is still relatively high, at around 85% during certain periods of the week.

- 4.6 Obviously this does not take into account the spatial distribution of demand against supply and the fact that some parking was observed beyond unrestricted parking and designated parking bays. This is examined within Section 5 of the report.

- 4.7 During the Wednesday survey, a total of 3,839 unique vehicle registration plates were recorded across the study area. Around 60% of these were recorded at the outset of the survey, representing overnight demand. A large proportion of this is likely to local residential demand from the area; however, it is also likely to encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).

- 4.8 During the course of the Wednesday an additional 1,521 plates were recorded (40% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential demand.

4.9 During the Saturday survey, a total of 3,447 unique vehicle registration plates were recorded across the study area. Again, around 60% of these were recorded at the outset of the survey, indicating overnight demand. During the course of the day an additional 1,328 plates were recorded (40% of total), indicating non-residential short-stay parking.

## DURATIONS OF STAY

### Overall Results

4.10 **Table 4.1** shows the overall duration of stay of those vehicles recorded during the Wednesday and the Saturday surveys. The data reflects the observed timeframes of the study, so if a vehicle arrived during the last parking beat then it is recorded as parking for 'Less than 2 hours' during the survey period.

**Table 4.1 Duration of Stay of Vehicles within the Study Area**

Length of Stay	No. of vehicles Wednesday	% of all vehicles counted Wednesday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	1,323	31%	1,066	27%
Between 12-16 hours	305	7%	158	4%
Between 6-12 hours	349	8%	472	12%
Between 4-8 hours	798	19%	894	23%
Between 2-4 hours	671	16%	597	15%
Less than 2 hours	840	20%	745	19%
<b>Total</b>	<b>4,286</b>	<b>100%</b>	<b>3,932</b>	<b>100%</b>

4.11 Just under a third of vehicles were parked for the full duration of the survey on the Wednesday, with slightly fewer (27%) on the Saturday. Around a fifth of parking demand was short-stay of less than two hours.

### All Day Parking

4.12 **Table 4.2** presents a summary breakdown of the proportion of vehicles in each street that were observed parking throughout the whole of the survey period (e.g. from first to last beat). The values are presented as a percentage of the total vehicles recoded within the first beat.

**Table 4.2 Summary of Percentage of Vehicles Parked All Day by Street**

Street	% of Vehicles Parked All Day (Wednesday)	% of Vehicles Parked All Day (Saturday)
ARCHBISHOP'S PLACE	74%	62%
ATHLONE ROAD	62%	45%
BRADING ROAD	60%	48%
BROCKWELL PARK GARDENS	75%	42%
CHALE ROAD	57%	52%
CLARENCE AVENUE	64%	38%
CLARENCE CRESCENT	35%	44%
CLAVERDALE ROAD	55%	45%
COTHERSTONE ROAD	73%	70%
CRASTER ROAD	73%	62%

Street	% of Vehicles Parked All Day (Wednesday)	% of Vehicles Parked All Day (Saturday)
DOVERFIELD ROAD	68%	64%
DUMBARTON ROAD	63%	56%
ELM PARK	77%	44%
FAIRVIEW PLACE	43%	36%
FELSBERG ROAD	66%	63%
FORSTER ROAD	47%	41%
HELBY ROAD	47%	44%
HIGH TREES	50%	39%
HILLWORTH ROAD	37%	29%
HOLMEWOOD GARDENS	51%	47%
HOLMEWOOD ROAD	38%	41%
KINGS AVENUE	55%	58%
KINGSWOOD ROAD	61%	54%
LYHAM ROAD	47%	47%
MACKIE ROAD	37%	43%
MAPLESTEAD ROAD	54%	61%
MERREDENE STREET	75%	65%
MORRISH ROAD	42%	43%
NEW PARK ROAD	22%	32%
OSTADE ROAD	68%	57%
ROSEBERY ROAD	70%	55%
ROUPELL ROAD	53%	35%
SAXBY ROAD	39%	58%
SOMERS PLACE	17%	80%
SOMERS ROAD	57%	88%
SULINA ROAD	61%	58%
THORNBURY ROAD	50%	61%
THORNCLIFFE ROAD	53%	58%
TILSON GARDENS	50%	61%
TRINITY RISE	52%	36%
TULSE HILL	60%	50%
UPPER TULSE HILL	37%	48%
WIMBART ROAD	50%	67%
WINGFORD ROAD	60%	34%

4.13 Overall 55% of vehicles parked overnight remained parked throughout the survey, with the equivalent figure of 49% on a Saturday.

## Duration of Stay by Arrival Time

- 4.14 In order to provide insight into parking patterns across the day an analysis of the correlation of duration of stay data against the arrival time of a vehicle has been conducted.
- 4.15 A total of 4,286 vehicles were recorded during the weekday survey, either at the start of the survey or arriving/returning during the survey. The following breakdown in duration of stay was observed by time of day:
- 2,425 (56%) were parked from the outset of the survey
    - 55% of these vehicles remained parked throughout the whole survey
    - 5% left within 2 hours (on average before 7am)
    - 7% left within 4 hours (on average before 9am)
    - 16% were parked between 4 and 8 hours but departed by lunchtime
    - 8% were parked between 8 and 12 hours but departed before late afternoon
    - 9% were parked between 12 and 16 hours but departed before the end of the survey
  - 35 vehicles arrived in the second beat between 6am and 8am
    - All had departed before the end of the survey
    - 97% parked for between 12 and 16 hours
    - 3% parked for between 8 and 12 hours
  - 187 vehicles arrived in the third beat between 8am and 10am
    - 22% remained parked throughout the remainder of the survey
    - 16% left within 2 hours (on average before 11am)
    - 11% left within 4 hours (on average before 1pm)
    - 30% were parked between 4 and 8 hours but departed before late afternoon
    - 21% were parked between 8 and 12 hours but departed before the end of the survey
  - 811 vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
    - 25% remained parked throughout the remainder of the survey
    - 32% left within 2 hours (on average before 1pm)
    - 20% left within 4 hours (on average before 3pm)
    - 20% were parked between 4 and 8 hours but departed before the end of the survey
    - 3% were parked between 8 and 12 hours but departed before the end of the survey
  - 828 vehicle arrived (or returned) at the end of the day between 4pm and 10pm
    - 82% remained parked throughout the remainder of the survey
    - 16% left within 2 hours (but all of them before the end of the survey)
    - 3% parked between 2 and 4 hours but departed before the end of the survey
- 4.16 A total of 4,085 vehicles were recorded during the Saturday survey, either at the start of the survey or arriving/returning during the survey. The following breakdown in duration of stay was observed by time of day:
- 2,208 (54%) were parked from the outset of the survey
    - 49% of these vehicles remained parked throughout the whole survey
    - 1% left within 2 hours (on average before 7am)
    - 10% left within 4 hours (on average before 9am)
    - 19% were parked between 4 and 8 hours but departed by lunchtime



- 16% were parked between 8 and 12 hours but departed before late afternoon
- 5% were parked between 12 and 16 hours but departed before the end of the survey
- No vehicles were recorded arriving in the second beat between 6am and 8am
- 200 vehicles arrived in the third beat between 8am and 10am
  - 27% remained parked throughout the remainder of the survey
  - 33% left within 2 hours (on average before 11am)
  - 11% left within 4 hours (on average before 1pm)
  - 24% were parked between 4 and 8 hours but departed before late afternoon
  - 6% were parked between 8 and 12 hours but departed before the end of the survey
- 900 vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
  - 37% remained parked throughout the remainder of the survey
  - 39% left within 2 hours (on average before 1pm)
  - 15% left within 4 hours (on average before 3pm)
  - 8% were parked between 4 and 8 hours but departed before the end of the survey
  - 1% were parked between 8 and 12 hours but departed before the end of the survey
- 777 vehicles arrived (or returned) at the end of the day between 4pm and 10pm
  - 76% remained parked throughout the remainder of the survey
  - 20% left within 2 hours (but all of them before the end of the survey)
  - 4% parked between 2 and 4 hours but departed before the end of the survey

## 5 Street Analysis

### OVERVIEW

- 5.1 This section provides a breakdown of maximum parking occupancies on a street-by-street basis across the borough.
- 5.2 It focuses, primarily, upon the unrestricted kerbside parking provision that is available so as to provide an underlying assessment of parking stress on weekdays and weekends. Additional information is then provided about other kerbside restrictions (e.g. yellow lines, etc.) and the associated levels of parking on these areas.
- 5.3 The primary focus of this section is on the maximum observed level of parking stress within each street. For comparison the minimum and average number of cars parked during the survey period are shown in **Appendix A** on a street-by-street basis.
- 5.4 Where parking is restricted, through either waiting restrictions or marked bay, the stress on these areas is shown in **Appendix B**.
- 5.5 A breakdown of durations of stay in individual streets is presented within **Appendix C**.
- 5.6 Photographs are provided of car parking on streets where occupancy levels in excess of 80% were observed, as required by the study brief.

## PARKING SUPPLY, DEMAND AND OCCUPANCY BY STREET

### Archbishop's Place

- 5.7 Archbishop's Place is a two-way road with a dead end, approximately 135 metres in length. The street comprises of only semi-detached housing with access to front gardens.
- 5.8 **Table 5.1** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.1** presents an observational photo of the street.

**Table 5.1 Parking Stress – Archbishop's Place**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	265	250	50	47	94
Saturday				44	88

**Figure 5.1 Archbishops Place**



- 5.9 In addition to the areas of unrestricted parking on Archbishop's Place, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Designated parking bays (e.g. disabled, Doctor) 2
  - Other formal restricted carriageway 1
- 5.10 On Wednesday there was one vehicle parked on the restricted carriageway.
- 5.11 From the count surveys, it appears this street was heavily utilised with an average of 46 vehicles parked here on a weekday and 40 vehicles parked here on a Saturday.

## Athlone Road

- 5.12 Athlone Road is a two-way through road, approximately 343 metres in length. The street consists of semi-detached housing with some terraced housing present.
- 5.13 **Table 5.2** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.2** presents an observational photo of the street.

**Table 5.2 Parking Stress - Athlone Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	685	605	121	104	86
Saturday				98	81

**Figure 5.2 Athlone Road**



- 5.14 In addition to the areas of unrestricted parking on Athlone Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 1
  - Designated parking bays (e.g. disabled, Doctor) 5
  - Double Yellow Line 1
  - Other formal restricted carriageway 8
  - White line advisory markings 1
- 5.15 On average four of the five disabled bays were utilised on the Wednesday and Saturday. Additionally, on both Wednesday and Saturday; three vehicles were parked on a dropped kerb and one vehicle was parked on a restricted carriageway.

## Brading Road

- 5.16 Brading Road is a two-way through road, approximately 153 metres in length. The street mainly consists of terraced housing with access to other local roads.
- 5.17 **Table 5.3** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.3** presents an observational photo of the street.

**Table 5.3 Parking Stress – Brading Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	305	265	53	51	96
Saturday				41	77

**Figure 5.3 Brading Road**



- 5.18 In addition to the areas of unrestricted parking on Brading Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 1
  - Designated parking bays (e.g. disabled, Doctor) 1
  - Double Yellow Line 95
  - Other formal restricted carriageway 1
- 5.19 On average (weekday and Saturday) one vehicle was parked in the disabled bay and two vehicles were parked on the double yellow line. On average, and across all beat counts on the weekday, a total of 14 vehicles were parked on the restricted carriageway.

## Brockwell Park Gardens

5.20 Brockwell Park Gardens is a two-way through road, approximately 370 metres in length. The street is bounded by Brockwell Park and terraced housing.

5.21 **Table 5.4** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.4** presents an observational photo of the street.

**Table 5.4 Parking Stress – Brockwell Park Gardens**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	740	685	137	125	91
Saturday				114	83

**Figure 5.4 Brockwell Park Gardens**



5.22 In addition to the areas of unrestricted parking on Brockwell Park Gardens, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 1
- Designated parking bays (e.g. disabled, Doctor) 2
- Double Yellow Line 6
- White Line advisory markings 2

5.23 Two disabled bays are present in Brockwell Park Gardens. One of the bays was used during all count periods on Wednesday and on average there was two vehicles parked on the dropped kerb during both survey days.

## Chale Road

- 5.24 Chale Road is a two-way through road, approximately 106 metres in length. The street comprises of terraced housing with front end garages on one side of the street.
- 5.25 **Table 5.5** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.5** presents an observational photo of the street.

**Table 5.5 Parking Stress – Chale Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	215	110	22	27	123
Saturday				22	100

**Figure 5.5 Chale Road**



- 5.26 In addition to the areas of unrestricted parking on Chale Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- |   |                              |    |
|---|------------------------------|----|
| ➤ | Dropped Kerbs / Access       | 10 |
| ➤ | Single Yellow Line           | 3  |
| ➤ | Double Yellow Line           | 6  |
| ➤ | White Line advisory markings | 2  |
- 5.27 Generally around 1 or 2 vehicles were observed parking on the dropped kerbs on the weekday surveys, increasing to 3 or 4 on a Saturday but with a peak of 5.
- 5.28 One vehicle was recorded parked on the double yellow lines throughout Saturday, with a second appearing in the last beat. Occasional parking was observed on the single yellow lines across the whole of the survey period.

### Clarence Avenue (Section 71-89a)

5.29 Clarence Avenue (Section 71-89a) is a two-way dead end road, approximately 75 metres in length. The street comprises of terraced housing with front end garages.

5.30 **Table 5.6** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.6** presents an observational photo of the street.

**Table 5.6 Parking Stress - Clarence Avenue (Section 71-89a)**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	150	60	12	10	83
Saturday				8	67

**Figure 5.6 Clarence Avenue (Section 71-89a)**



5.31 In addition to the areas of unrestricted parking on Clarence Avenue (71-89a), there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 11
- Double Yellow Line 2
- Other formal restricted carriageway 5

5.32 During the weekday, on average there was one vehicle parked on the restricted carriageway and dropped kerb and a total number of 8 vehicles were present on the restricted carriageway between the 06.00am-16.00pm beat.



## Clarence Crescent

- 5.33 Clarence Crescent is a two-way loop road, approximately 543 metres in length. The street has a mix of land uses comprising of old terraced housing and new build housing. There is also access to two local schools.
- 5.34 **Table 5.7** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.7** presents an observational photo of the street.

**Table 5.7 Parking Stress – Clarence Crescent**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	1085	755	151	95	63
Saturday				76	50

**Figure 5.7 Clarence Crescent**



- 5.35 In addition to the areas of unrestricted parking on Clarence Crescent, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 1
  - Designated parking bays (e.g. disabled, Doctor) 3
  - Double Yellow Line 55
  - Other formal restricted carriageway 7
- 5.36 On average one out of three disabled bays were utilised on the weekday and Saturday. During all weekday beat counts one vehicle was parked on the dropped kerb during and a total of 11 vehicles were observed on the restricted carriageway.

### Claverdale Road

5.37 Claverdale Road is a two-way through road, approximately 200 metres in length. The street is bounded by terraced housing with access to two local schools.

5.38 **Table 5.8** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.8** presents an observational photo of the street.

**Table 5.8 Parking Stress – Claverdale Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	390	355	71	65	92
Saturday				55	77

**Figure 5.8 Claverdale Road**



5.39 In addition to the areas of unrestricted parking on Claverdale Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 5
- White Line advisory markings 2

5.40 During the weekday four out of the five disabled bays were utilised during 06:00am-10:00am and one vehicle was present on one of the advisory white lines however none were present after the 10.00am beat.

## Cotherstone Road

5.41 Cotherstone Road is a two-way through road, approximately 120 metres in length. The street is bounded by two primary schools and consists mainly of terraced housing.

5.42 **Table 5.9** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.9** presents an observational photo of the street.

**Table 5.9 Parking Stress – Cotherstone Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	225	105	21	21	100
Saturday				21	100

**Figure 5.9 Cotherstone Road**



5.43 In addition to the areas of unrestricted parking on Cotherstone Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

↗	Dropped Kerbs / Access	2
↗	Designated parking bays (e.g. disabled, Doctor)	8
↗	Double Yellow Line	2
↗	Double Red Line	2
↗	Other formal restricted carriageway	10

5.44 One disabled bay was fully utilised during the weekday and Saturday and an average of two vehicles were present on the restricted carriageway during both survey days.

## Craster Road

5.45 Craster Road is a two-way through road, approximately 145 metres in length. The street consists of terraced housing with access to other local roads and schools.

5.46 **Table 5.10** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.10** presents an observational photo of the street.

**Table 5.10 Parking Stress – Craster Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	250	235	47	49	104
Saturday				43	91

**Figure 5.10 Craster Road**



5.47 In addition to the areas of unrestricted parking on Craster Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 1
- Designated parking bays (e.g. disabled, Doctor) 2

5.48 One out of the two available disabled bays was utilised during both survey periods. On Wednesday both disabled bays were utilised throughout each beat however on Saturday utilisation varied.

## Doverfield Road

5.49 Doverfield Road is a two-way through road, approximately 173 metres in length. The street consists of terraced housing with access to on-street cycling parking.

5.50 **Table 5.11** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.11** presents an observational photo of the street.

**Table 5.11 Parking Stress - Doverfield Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	325	290	58	56	97
Saturday				47	78

**Figure 5.11 Doverfield Road**



5.51 In addition to the areas of unrestricted parking on Doverfield Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 3
- Double Yellow Line 4

5.52 On average, two out of the three disabled bays were utilised during both survey periods. No parking took place on the double yellow line on Wednesday however four vehicles were recorded during the Saturday beats.

## Dumbarton Road

5.53 Dumbarton Road is a two-way through road, approximately 225 metres in length. The street comprises of old housing estates and terraced housing.

5.54 **Table 5.12** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.12** presents an observational photo of the street.

**Table 5.12 Parking Stress - Dumbarton Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	430	320	64	60	94
Saturday				60	94

**Figure 5.12 Dumbarton Road**



5.55 In addition to the areas of unrestricted parking on Dumbarton Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 1
- Designated parking bays (e.g. disabled, Doctor) 1
- Single Yellow Line 8
- Double Yellow Line 8
- Double Red Line 4

5.56 On average (weekday and Saturday) there was one vehicle parked on the single yellow line.

5.57 On Wednesday vehicles were observed on other formal restricted parking areas; including the disabled bay.

## Elm Park

5.58 Elm Park is a two-way through road, approximately 50 metres in length. The street has different land uses including, housing, access to a local park and preschool.

5.59 **Table 5.13** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.13** presents an observational photo of the street.

**Table 5.13 Parking Stress – Elm Park**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	85	75	15	14	93
Saturday				15	100

**Figure 5.13 Elm Park**



5.60 In addition to the areas of unrestricted parking on Elm Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 1
- White Line advisory markings 1

5.61 One vehicle was present on the restricted carriageway during each beat on Wednesday and one vehicle was present in the early and late beats of the Saturday survey period.

## Fairview Place

5.62 Fairview Place is a two-way through road, approximately 95 metres in length. The street consists mainly of local authority estates and flats. At the top of the street, towards Upper Tulse Hill there is access to local convenience stores.

5.63 **Table 5.14** presents the maximum level of parking stress observed during the Wednesday and Saturday survey.

**Table 5.14 Parking Stress – Fairview Place**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	175	130	26	16	62
Saturday				14	54

5.64 In addition to the areas of unrestricted parking on Fairview Place, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

↗	Dropped Kerbs / Access	3
↗	Double Yellow Line	3
↗	Other formal restricted carriageway	3

5.65 One average, during both survey days, one vehicle was present on a restricted area of parking.



## Felsberg Road

- 5.66 Felsberg Road is a two-way through road, approximately 120 metres in length. The street consists mainly of local authority estates and terraced housing.
- 5.67 **Table 5.15** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.14** presents an observational photo of the street.

**Table 5.15 Parking Stress – Felsberg Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	240	210	42	40	95
Saturday				42	100

**Figure 5.14 Felsberg Road**



- 5.68 In addition to the areas of unrestricted parking on Felsberg Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Double Yellow Line 4
  - White Line advisory markings 2
- 5.69 No vehicles were parked on the restricted areas on Wednesday however during each beat on Saturday, one vehicle was noted on a dropped kerb; however this was not noted as a formal/informal parking space.

## Forster Road

5.70 Forster Road is a two-way through road, approximately 160 metres in length. The street consists mainly of local authority housing.

5.71 **Table 5.16** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.15** presents an observational photo of the street.

**Table 5.16 Parking Stress – Forster Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	295	190	38	38	100
Saturday				37	97

**Figure 5.15 Forster Road**



5.72 In addition to the areas of unrestricted parking on Forster Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	4
➤ Designated parking bays (e.g. disabled, Doctor)	2
➤ Single Yellow Line	1
➤ Double Yellow Line	7
➤ Double Red Line	6
➤ Other formal restricted carriageway	1

5.73 On average, on Wednesday and Saturday, two vehicles were present on the dropped kerb, one vehicle was present on the double red line, two vehicles utilised the disabled bay and one vehicle was present on the single yellow line.

## Helby Road

5.74 Helby Road is a two-way through road, approximately 115 metres in length. The street consists of restricted access zones for development and a local children's centre.

5.75 **Table 5.17** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.16** presents an observational photo of the street.

**Table 5.17 Parking Stress – Helby Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	215	40	8	8	100
Saturday				6	75

**Figure 5.16 Helby Road**



5.76 In addition to the areas of unrestricted parking on Helby Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	4
➤ Single Yellow Line	10
➤ Double Yellow Line	15
➤ Other formal restricted carriageway	6

5.77 On average, four out of the five available spaces on the single yellow line were utilised on Wednesday and Saturday. Utilisation was highest on Saturday with an average of four vehicles per beat.

## High Trees

5.78 High Trees is an extensive network of roads providing access to residential developments.

5.79 **Table 5.18** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.17** presents an observational photo of the street.

**Table 5.18 Parking Stress – High Trees**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	655	590	118	98	83
Saturday				93	79

**Figure 5.17 High Trees**



5.80 In addition to the areas of unrestricted parking on High Trees, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 4
- Designated parking bays (e.g. disabled, Doctor) 2
- Single Yellow Line 6
- Double Red Line 1

5.81 One of the two disabled bays was occupied throughout the surveys. Vehicles were occasionally observed parked on the single yellow lines, more so on Saturdays, as well as the other restrictions.

## Hillworth Road

5.82 Hillworth Road is a 130 metre residential street with parking provision on both sides.

5.83 **Table 5.19** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.18** presents an observational photo of the street.

**Table 5.19 Parking Stress – Hillworth Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	215	185	37	36	97
Saturday				26	70

**Figure 5.18 Hillworth Road**



5.84 In addition to the areas of unrestricted parking on Hillworth Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	1
➤ Designated parking bays (e.g. disabled, Doctor)	2
➤ Double Yellow Line	2
➤ Other formal restricted carriageway	1

5.85 One of the two disabled bays was occupied throughout the surveys, occasionally both. One vehicle was observed parking on the restricted carriageway throughout the weekday survey.

## Holmewood Gardens

5.86 Holmewood Gardens is the name of the street surrounding the gardens of the same name. The street consists of restricted access zones for development and a local children’s centre.

5.87 **Table 5.20** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.19** presents an observational photo of the street.

**Table 5.20 Parking Stress – Holmewood Gardens**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	1,020	825	165	147	89
Saturday				123	75

**Figure 5.19 Holmewood Gardens**



5.88 In addition to the areas of unrestricted parking on Holmewood Gardens, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 5
- Designated parking bays (e.g. disabled, Doctor) 7
- Other formal restricted carriageway 27

5.89 During both survey days, on average, three out of the six disabled bays were utilised, one out of the four spaces on the dropped kerb was utilised and two vehicles parked on the restricted carriageway.

## Holmewood Road

5.90 Holmewood Road is a residential street with parking provision on both sides of the road.

5.91 **Table 5.21** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.20** presents an observational photo of the street.

**Table 5.21 Parking Stress - Holmewood Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	461	297	56	52	93
Saturday				51	91

**Figure 5.20 Holmewood Road**



5.92 In addition to the areas of unrestricted parking on Holmewood Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	1
➤ Designated parking bays (e.g. disabled, Doctor)	3
➤ Double Red Line	2
➤ Other formal restricted carriageway	2
➤ White line advisory markings	1

5.93 On average, two of the three disabled parking bays were occupied throughout the survey.

5.94 Generally, one or two vehicles were observed parking on the restricted carriageway.

## Kings Avenue

5.95 Kings Avenue is a distributor road with bus services, whilst also providing parking for residential dwellings.

5.96 **Table 5.22** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.21** presents an observational photo of the street.

**Table 5.22 Parking Stress – Kings Avenue**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	765	335	67	64	96
Saturday				51	76

**Figure 5.21 Kings Avenue**



5.97 In addition to the areas of unrestricted parking on Kings Avenue, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	3
➤ Single Yellow Line	2
➤ Double Yellow Line	34
➤ Double Red Line	16
➤ Other formal restricted carriageway	29
➤ White line advisory markings	2

5.98 Generally around two vehicles were observed parking across the restricted kerbside during the weekday, with only occasional parking on a Saturday.



## Kingswood Road

- 5.99 Kingswood Road is a major residential road with terraced housing on either side along with parking provision.
- 5.100 **Table 5.23** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.22** presents an observational photo of the street.

**Table 5.23 Parking Stress – Kingswood Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	835	700	140	136	97
Saturday				124	89

**Figure 5.22 Kingswood Road**



- 5.101 In addition to the areas of unrestricted parking on Kingswood Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Designated parking bays (e.g. disabled, Doctor) 2
  - Single Yellow Line 8
  - Double Yellow Line 11
  - Other formal restricted carriageway 6
- 5.102 Generally, one of the two disabled bays was occupied during the surveys.
- 5.103 Some parking occurred on the single yellow lines at the start and end of the day. Occasional parking on the double yellow lines was observed on a weekday.

## Lyham Road

- 5.104 Lyham Road is a narrow residential road with restrictions on parking provision to ensure two-way traffic movements.
- 5.105 **Table 5.24** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.23** presents an observational photo of the street.

**Table 5.24 Parking Stress – Lyham Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	640	420	84	84	100
Saturday				77	92

**Figure 5.23 Lyham Road**



- 5.106 In addition to the areas of unrestricted parking on Lyham Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Car Club 1
  - Dropped Kerbs / Access 6
  - Designated parking bays (e.g. disabled, Doctor) 4
  - Single Yellow Line 13
  - Double Yellow Line 10
  - Other formal restricted carriageway 8
  - White line advisory markings 3
- 5.107 The car club bay was occupied throughout the afternoon on the weekday but only for a single period during the Saturday. On average, two of the three disabled bays were occupied throughout the survey.
- 5.108 Occasional parking on single and double yellow lines was observed on the weekday but two vehicles were observed parking on single yellow lines throughout the Saturday and up to five vehicles on double yellow lines in the late afternoon and evening.

## Mackie Road

5.109 Mackie Road is a residential street with parking provision on both sides.

5.110 **Table 5.25** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.24** presents an observational photo of the street.

**Table 5.25 Parking Stress – Mackie Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	185	155	311	30	97
Saturday				27	87

**Figure 5.24 Mackie Road**



5.111 In addition to the areas of unrestricted parking on Mackie Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	2
➤ Designated parking bays (e.g. disabled, Doctor)	1
➤ Other formal restricted carriageway	1
➤ White line advisory markings	2

5.112 The disabled bay was only occupied for a limited period on the weekday and not at all on the Saturday.

5.113 On average, one vehicle was observed parked in the other restricted areas during the surveys,

## Maplestead Road

5.114 Maplestead Road is a residential street with parking provision on both sides of the road.

5.115 Table 5.26 presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.25** presents an observational photo of the street.

**Table 5.26 Parking Stress – Maplestead Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	235	215	43	40	93
Saturday				25	58

**Figure 5.25 Maplestead Road**



5.116 In addition to the areas of unrestricted parking on Maplestead Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 1
- Double Yellow Line 2
- Other formal restricted carriageway 1

5.117 One or two vehicles were observed parked on the dropped kerbs throughout the surveys.

## Merredene Street

5.118 Merredene Street is a residential street with parking provision on both sides of the road

5.119 **Table 5.27** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.26** presents an observational photo of the street.

**Table 5.27 Parking Stress – Merredene Street**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	160	140	28	25	89
Saturday				24	86

**Figure 5.26 Merredene Street**



5.120 In addition to the areas of unrestricted parking on Merredene Street, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 1
- Double Yellow Line 2
- Other formal restricted carriageway 1

5.121 The disabled bay was occupied through the surveys. Generally, one vehicle was observed parked on the restricted carriageway throughout the survey.

## Morrish Road

- 5.122 Morrish Road is a high density residential area with a mixture of new flats and older terrace buildings. Parking is provided on both sides of the road where there is sufficient width.
- 5.123 Table 5.28 presents the maximum level of parking stress observed during the Wednesday and Saturday survey. Figure 5.27 presents an observational photo of the street.

**Table 5.28 Parking Stress – Morrish Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	390	260	52	53	102
Saturday				47	90

**Figure 5.27 Morrish Road**



- 5.124 In addition to the areas of unrestricted parking on Morrish Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 4
  - Designated parking bays (e.g. disabled, Doctor) 2
  - Single Yellow Line 6
  - Double Yellow Line 7
  - Double Red Line 5
  - Other formal restricted carriageway 2
- 5.125 One of the two disabled bays was always occupied and sometimes both.
- 5.126 Generally, between seven or eight vehicles parked on the other restrictions during the weekday, with five or six on a Saturday.

## New Park Road

5.127 New Park Road is a residential street with parking provision on both sides of the road

5.128 Table 5.29 presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.28** presents an observational photo of the street.

**Table 5.29 Parking Stress – New Park Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	655	70	14	18	129
Saturday				15	107

**Figure 5.28 New Park Road**



5.129 In addition to the areas of unrestricted parking on New Park Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	3
➤ Designated parking bays (e.g. disabled, Doctor)	20
➤ Single Yellow Line	19
➤ Double Yellow Line	25
➤ Double Red Line	29
➤ Other formal restricted carriageway	21

5.130 The single disabled bay was generally occupied on a weekday but not the Saturday.

5.131 On average, ten vehicles were observed parked within a designated parking bay during the weekday, with 14 on a Saturday.

5.132 Up to three vehicles were observed parking on other restrictions during the weekday, increasing up to six on the Saturday.

## Ostade Road

5.133 Ostade Road is a residential street with parking provision on both sides of the road.

5.134 **Table 5.30** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.29** presents an observational photo of the street.

**Table 5.30 Parking Stress – Ostade Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	340	310	62	57	92
Saturday				52	84

**Figure 5.29 Ostade Road**



5.135 In addition to the areas of unrestricted parking on Ostade Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 3
- Double Yellow Line 2
- White line advisory markings 1

5.136 One of the three disabled bays was occupied during the morning of the weekday and Saturday survey.

5.137 Occasional parking on the double yellow lines was observed on the weekday.



## Rosebery Road

5.138 Rosebery Road is a residential street with parking provision on both sides of the road.

5.139 **Table 5.31** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.30** presents an observational photo of the street.

**Table 5.31 Parking Stress – Rosebery Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	435	350	70	71	101
Saturday				65	93

**Figure 5.30 Rosebery Road**



5.140 In addition to the areas of unrestricted parking on Rosebery Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

↗	Dropped Kerbs / Access	1
↗	Designated parking bays (e.g. disabled, Doctor)	4
↗	Double Yellow Line	10
↗	White line advisory markings	1

5.141 On average, three of the four disabled bays were generally occupied throughout the surveys.

5.142 Generally around four vehicles were parked on other restrictions across the weekday, with one or two on a Saturday.

## Roupell Road

5.143 Roupell Road is a relatively wide road with bus services running along it. It is generally residential in nature, with flats, as well as some open space. Parking is provided intermittently along the street.

5.144 **Table 5.32** presents the maximum level of parking stress observed during the Wednesday and Saturday survey.

**Table 5.32 Parking Stress – Roupell Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	270	205	41	16	39
Saturday				21	51

5.145 In addition to the areas of unrestricted parking on Roupell Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 1
- Double Red Line 5
- Other formal restricted carriageway 7

5.146 No parking was observed on any of these other areas.

## Saxby Road

- 5.147 Saxby Road is a narrow residential street with parking provision only on one side of the road in order to permit access to other road users.
- 5.148 **Table 5.33** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.31** presents an observational photo of the street.

**Table 5.33 Parking Stress – Saxby Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	380	120	24	25	104
Saturday				23	96

**Figure 5.31 Saxby Road**



- 5.149 In addition to the areas of unrestricted parking on Saxby Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 2
  - Designated parking bays (e.g. disabled, Doctor) 2
  - Double Yellow Line 14
  - Other formal restricted carriageway 34
- 5.150 One of the two disabled bays was occupied throughout the weekday, with two on occasions. Both were occupied throughout the Saturday.
- 5.151 Generally one other vehicle was parked on the other restriction throughout the surveys.

## Somers Place

- 5.152 Somers Place provides access to light industrial units, with off-street parking provision. Some limited parking is provided at the ends of the street but the majority of the road is either access to premises or single yellow lines
- 5.153 **Table 5.34** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.32** presents an observational photo of the street.

**Table 5.34 Parking Stress – Somers Place**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	155	30	6	7	117
Saturday				5	83

**Figure 5.32 Somers Place**



- 5.154 In addition to the areas of unrestricted parking on Somers Place, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 8
  - Single Yellow Line 13
  - Double Yellow Line 4
- 5.155 On average, four vehicles were observed parking on single yellow lines throughout the weekday but none on a Saturday.

## Somers Road

- 5.156 Somers Road is a very narrow street with double yellow lines along the majority of its length; however some unrestricted carriageway is provided where the road is wide enough. The road provides access to Council flats.
- 5.157 **Table 5.35** presents the maximum level of parking stress observed during the Wednesday and Saturday survey.

**Table 5.35 Parking Stress – Somers Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	345	120	24	13	54
Saturday				11	46

- 5.158 In addition to the areas of unrestricted parking on Somers Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Designated parking bays (e.g. disabled, Doctor) 1
  - Double Yellow Line 43
  - Double Red Line 1
- 5.159 The disabled bay was occasionally occupied on the weekday, but not on the Saturday.
- 5.160 One vehicle was observed parking on a dropped kerb throughout the Saturday.

## Sulina Road

5.161 Sulina Road is a residential street with parking provision on both sides of the road.

5.162 **Table 5.36** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.33** presents an observational photo of the street.

**Table 5.36 Parking Stress – Sulina Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	380	320	64	54	84
Saturday				52	81

**Figure 5.33 Sulina Road**



5.163 In addition to the areas of unrestricted parking on Sulina Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 6
- Designated parking bays (e.g. disabled, Doctor) 1
- Double Yellow Line 4
- White line advisory markings 1

5.164 A vehicle was parked on the disabled bay for a short period on the Saturday but not at all on the weekday.

5.165 Generally one vehicle was observed parked on an access or dropped kerb throughout the surveys.

## Thornbury Road

5.166 Thornbury Road is a residential street with parking provision on both sides of the road.

5.167 **Table 5.37** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.34** presents an observational photo of the street.

**Table 5.37 Parking Stress – Thornbury Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	395	330	66	69	105
Saturday				65	98

**Figure 5.34 Thornbury Road**



5.168 In addition to the areas of unrestricted parking on Thornbury Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 4
- Double Yellow Line 9

5.169 One of the four disabled bays was occupied late on the weekday, but none were occupied on the Saturday.

5.170 Generally, one vehicle was observed parking on the double yellow line on the weekday and two on the Saturday.

## Thornclyffe Road

5.171 Thornclyffe Road is a residential street with parking provision on both sides of the road.

5.172 **Table 5.38** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.35** presents an observational photo of the street.

**Table 5.38 Parking Stress – Thornclyffe Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	205	165	33	34	103
Saturday				30	91

**Figure 5.35 Thornclyffe Road**



5.173 In addition to the areas of unrestricted parking on Thornclyffe Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Dropped Kerbs / Access 1
- Double Yellow Line 7

5.174 Generally two or three vehicles were observed parked on the restrictions during the weekday and one or two on the Saturday.



## Tilson Gardens

5.175 Tilson Gardens is a narrow residential street with parking provision only on one side of the road to permit access for other road users.

5.176 **Table 5.39** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.36** presents an observational photo of the street.

**Table 5.39 Parking Stress – Tilson Gardens**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	410	135	27	29	107
Saturday				29	107

**Figure 5.36 Tilson Gardens**



5.177 In addition to the areas of unrestricted parking on Tilson Gardens, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

➤ Dropped Kerbs / Access	4
➤ Designated parking bays (e.g. disabled, Doctor)	2
➤ Double Yellow Line	17
➤ Double Red Line	6
➤ Other formal restricted carriageway	26

5.178 On average, two vehicles were observed parking in the designated parking bays during the surveys.

5.179 On average, one vehicle was observed parking on the other restrictions.

## Trinity Rise

- 5.180 Trinity Rise is a residential street with parking provision on both sides of the road, despite being relatively narrow in places.
- 5.181 **Table 5.40** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.37** presents an observational photo of the street.

**Table 5.40 Parking Stress – Trinity Rise**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	705	510	102	99	97
Saturday				104	102

**Figure 5.37 Trinity Rise**



- 5.182 In addition to the areas of unrestricted parking on Trinity Rise, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- |   |   |    |
|---|---|----|
| ➤ | Dropped Kerbs / Access                          | 2  |
| ➤ | Designated parking bays (e.g. disabled, Doctor) | 7  |
| ➤ | Double Yellow Line                              | 14 |
| ➤ | Other formal restricted carriageway             | 2  |
| ➤ | White line advisory markings                    | 11 |
- 5.183 On average, four of the seven disabled bays were occupied during the weekday and three on the Saturday.
- 5.184 Generally between two and four vehicles were observed parking on the other restriction during the weekday and five or six on the Saturday.

## Tulse Hill

- 5.185 Only a limited section of Tulse Hill was included within the Brixton Hill Area, between Upper Tulse Hill and Abbots Park. It is a main local distributor road and is relatively narrow and so parking provision is limited.
- 5.186 **Table 5.41** presents the maximum level of parking stress observed during the Wednesday and Saturday survey.

**Table 5.41 Parking Stress – Tulse Hill**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	150	60	12	6	50
Saturday				6	50

- 5.187 In addition to the areas of unrestricted parking on Tulse Hill, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 2
  - Double Yellow Line 13
  - Other formal restricted carriageway 3
- 5.188 Only a single occurrence of a vehicle parked on the other restriction was observed throughout the surveys.

## Upper Tulse Hill

5.189 Upper Tulse Hill is a major two-way road which runs on an east / west axis and connects A204 Tulse Hill to the east with A23 Brixton Hill to the west. Upper Tulse Hill is served by the 201 bus route, with five bus and the road also has a marked cycle route. The road bisects the St Martins Estate to the south, and is characterised by local authority housing and a shopping parade. There is an Army Centre with a private car park, and also has a single yellow line outside. The rest of Upper Tulse Hill has unrestricted car parking. Holy Trinity Primary School is located to the north and has School Keep Clear Markings and pinch-points on the carriageway.

5.190 **Table 5.42** presents the maximum level of parking stress observed during the Wednesday and Saturday survey.

**Table 5.42 Parking Stress – Upper Tulse Hill**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	1695	1160	232	149	64
Saturday				112	48

5.191 In addition to the areas of unrestricted parking on Upper Tulse Hill, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

↗ Car Club	2
↗ Dropped Kerbs / Access	12
↗ Designated parking bays (e.g. disabled, Doctor)	2
↗ Single Yellow Line	16
↗ Double Yellow Line	20
↗ Other formal restricted carriageway	56
↗ White line advisory markings	1

5.192 Both car club bays were occupied throughout the survey, with only a single occurrence of a vehicle departing for two hours or less on the Saturday.

5.193 Between three and seven vehicles were observed parking on the other restrictions during the day on the weekday, increasing to eleven in the evening. Generally between four and five vehicles were observed on the Saturday.

## Wimbart Road

- 5.194 Wimbart Road is a two-way through road approximately 60 metres in length. The road runs on an east / west axis and connects Brading Road to the east with Upper Tulse Hill to the west. Wimbart Road is characterised by Victorian terraced housing, and has parking on both sides of the road. The whole road has unrestricted parking.
- 5.195 **Table 5.43** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.38** presents an observational photo of the street.

**Table 5.43 Parking Stress – Wimbart Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	135	130	26	25	96
Saturday				21	81

**Figure 5.38 Wimbart Road**



- 5.196 In addition to the areas of unrestricted parking on Wimbart Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Other formal restricted carriageway 1
- 5.197 Despite limited roadspace, three vehicles were observed parked on restricted carriageway during the weekday as there were two short sections of white line (less than 4 metres) that were used to park vehicles on.

## Wingford Road

5.199 Wingford Road is a two-way through road approximately 125 metres in length. The road runs on a north / south axis and connects Thornbury Road to the north with Chale Road to the south. Wingford Road is characterised by Victorian terraced housing, and has parking on both sides of the road. The majority of the road has unrestricted parking; however there are double yellow lines on the corners.

5.200 **Table 5.44** presents the maximum level of parking stress observed during the Wednesday and Saturday survey. **Figure 5.39** presents an observational photo of the street.

**Table 5.44 Parking Stress – Wingford Road**

Day	Total length of Kerb Space (M)	Length of unrestricted parking (M)	Number of parking spaces	Maximum No. of cars parked on unrestricted length of road	Max unrestricted Parking Stress (%)
Wednesday	265	235	47	50	106
Saturday				44	94

**Figure 5.39 Wingford Road**



5.201 In addition to the areas of unrestricted parking on Wingford Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Designated parking bays (e.g. disabled, Doctor) 3
- Double Yellow Line 3

5.202 On average, two vehicles were observed parked on the three disabled bays on the weekend, but none on the weekday.

5.203 One other vehicle was generally observed parking partially on the double yellow lines during the weekday.

# 6 Summary

## OVERVIEW

- 6.1 JMP has been commissioned by Lambeth Council to undertake a series of parking stress surveys relating to on-street parking within the London Borough of Lambeth. This report focusses upon parking within the Brixton Hill Area to the north of the borough. This area is not currently subject to Controlled Parking Zone restrictions.

### Parking Survey Specification

- 6.2 The objective of the parking stress surveys are to determine the level of parking stress on street-by-street basis across the whole of the Brixton Hill Area during a typical weekday and Saturday. The aim is to provide an understanding of parking supply (including the different types of kerbside parking), demand (including length of stay) and user characteristics (resident / non-residents, short-stay / long-stay) throughout the survey periods.
- 6.3 An initial audit was undertaken in order to establish baseline information on the different types and lengths of kerbside restrictions.
- 6.4 Surveys were carried out on Wednesday 15<sup>th</sup> June and Saturday 18<sup>th</sup> June 2016, as representations of an average weekday and weekend day. Surveyors then walked the area undertaking a parking beat every two hours. The number of vehicles parked upon each designated parking section of restriction was noted during each beat, along with the vehicle registration mark to ascertain length of stay. A snapshot photograph of parking was taken during the survey, at street level, within each street with a parking occupancy observed in excess of 80%.

## KEY RESULTS

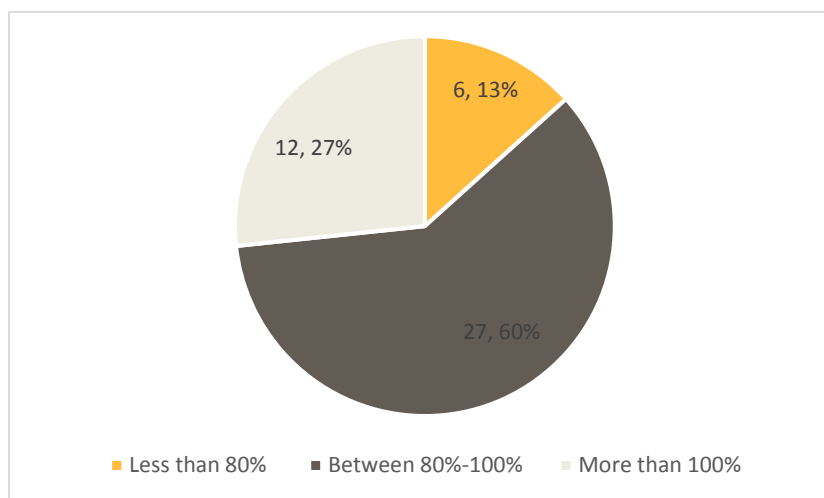
### Supply

- 6.5 The site audit identified the following total number of different designations of kerbside parking places across the whole of the Brixton Hill Area:
- |                                |   |                      |
|--------------------------------|---|----------------------|
| ➤ Unrestricted parking area    | = | 2,607 defined spaces |
| ➤ Dropped Kerb / Access        | = | 110 defined spaces   |
| ➤ Designated Parking Bay       | = | 108 defined spaces   |
| ➤ Single Yellow Line           | = | 105 defined spaces   |
| ➤ Double Yellow Line           | = | 365 defined spaces   |
| ➤ Double Red Line              | = | 77 defined spaces    |
| ➤ Other Formal Restriction     | = | 280 defined spaces   |
| ➤ Informal White Line Markings | = | 33 defined spaces    |
- 6.6 This indicates that there are in the region of 2,717 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays).
- 6.7 This increases to a potential 2,822 defined spaces overnight, if single yellow line space were to be included.

## Parking Stress

- 6.8 Parking stress (or % occupancy) is a measure of demand for parking against the available supply. It is defined by the number of vehicles parked in relation to the unrestricted on-street capacity. This is expressed as a percentage figure of the overall capacity.
- 6.9 Across the Brixton Hill Area as a whole, the level of parking stress appears relatively high, with maximum observed parking demand of around 85% of the total unrestricted parking and designated parking bays.
- 6.10 The breakdown of parking stress levels, by individual street, was identified and this is reflected in Figure 6.1 below.

**Figure 6.1 Parking Stress Levels – Proportion of Streets by Category**



- 6.11 This data consists of the following breakdown in streets:
- A total of **six** roads had parking stresses of less than 80%, and these were:
    - Clarence Crescent, Fairview Place, Roupell Road, Somers Road, Tulse Hill, Upper Tulse Hill
  - A total of **twenty-seven** roads had parking stresses of between 80% and 100%, and these were
    - Archbishop's Place, Athlone Road, Brading Road, Brockwell Park Gardens, Clarence Avenue, Claverdale Road, Cotherstone Road, Doverfield Road, Dumbarton Road, Elm Park, Felsberg Road, Forster Road, Helby Road, High Trees, Hillworth Road, Holmewood Gardens, Holmewood Drive, Kings Avenue, Kingswood Road, Lyham Road, Mackie Road, Maplestead Road, Merredene Street, Ostade Road, Sulina Road, Wimbart Road
  - A total of **twelve** roads had parking stresses of over 100%, and these were:
    - Chale Road, Craster Road, Morrish Road, New Park Road, Rosebery Road, Saxby Road, Somers Place, Thornbury Road, Thorncliffe Road, Tilson Gardens, Trinity Rise, Wingford Road



## Parking Demand

- 6.12 During the Wednesday survey, a total of 3,839 unique vehicle registration plates were recorded across the study area. Around 60% of these were recorded at the outset of the survey, representing overnight demand. A large proportion of this is likely to local residential demand from the area; however, it is also likely to encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).
- 6.13 During the course of the day 1,521 additional plates were recorded (around 40% of total), indicating non-residential short-stay parking.
- 6.14 During the Saturday survey, a total of 3,447 unique vehicle registration plates were recorded across the study area. Again, around 60% of these were recorded at the outset of the survey, indicating overnight demand. During the course of the day 1,328 additional plates were recorded (around 40% of total), indicating non-residential short-stay parking.

## Duration of Stay

- 6.15 **Table 6.1** provides a breakdown of overall duration of stay of vehicles across the observed survey periods on Wednesday and Saturday.

**Table 6.1 Duration of Stay of Vehicles within the Study Area**

Length of Stay	No. of vehicles Wednesday	% of all vehicles counted Wednesday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	1,323	31%	1,066	27%
Between 12-16 hours	305	7%	158	4%
Between 6-12 hours	349	8%	472	12%
Between 4-8 hours	798	19%	894	23%
Between 2-4 hours	671	16%	597	15%
Less than 2 hours	840	20%	745	19%
<b>Total</b>	<b>4,286</b>	<b>100%</b>	<b>3,932</b>	<b>100%</b>

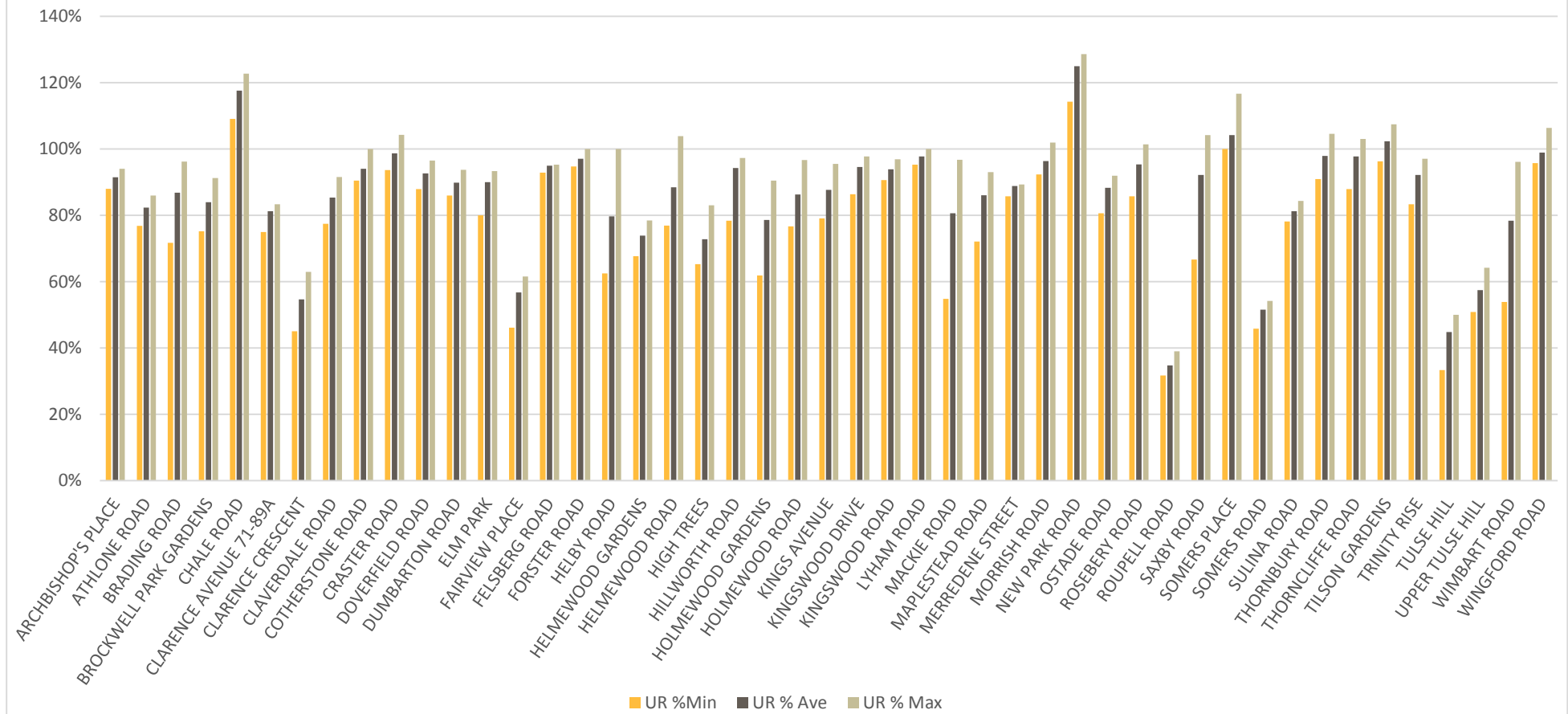
- 6.16 Just under a third of vehicles were parked for the full duration of the survey on the Wednesday, with slightly fewer (27%) on the Saturday. Around a fifth of parking demand was short-stay of less than two hours.
- 6.17 Further analysis indicates the proportion of vehicles that were observed parking throughout the whole of the survey period (e.g. from first to last beat). Overall 55% of vehicles parked overnight remained parked throughout the survey, with the equivalent figure of 49% on a Saturday.
- 6.18 In order to provide insight into parking patterns across the day an analysis of the correlation of duration of stay data against the arrival time of a vehicle has been conducted. The following key insights were obtained from the Wednesday data [*Saturday figures in brackets*]:
- Vehicles arriving between 6am and 8am generally parked for between 12 and 16 hours
  - Of the vehicles arriving (or returning) during the middle period of the day, 32% [39%] left within 2 hours, and a further 20% [15%] within 4 hours
  - Of the vehicles arriving (or returning) towards the end of the day, 82% [76%] remained parked throughout the remainder of the survey

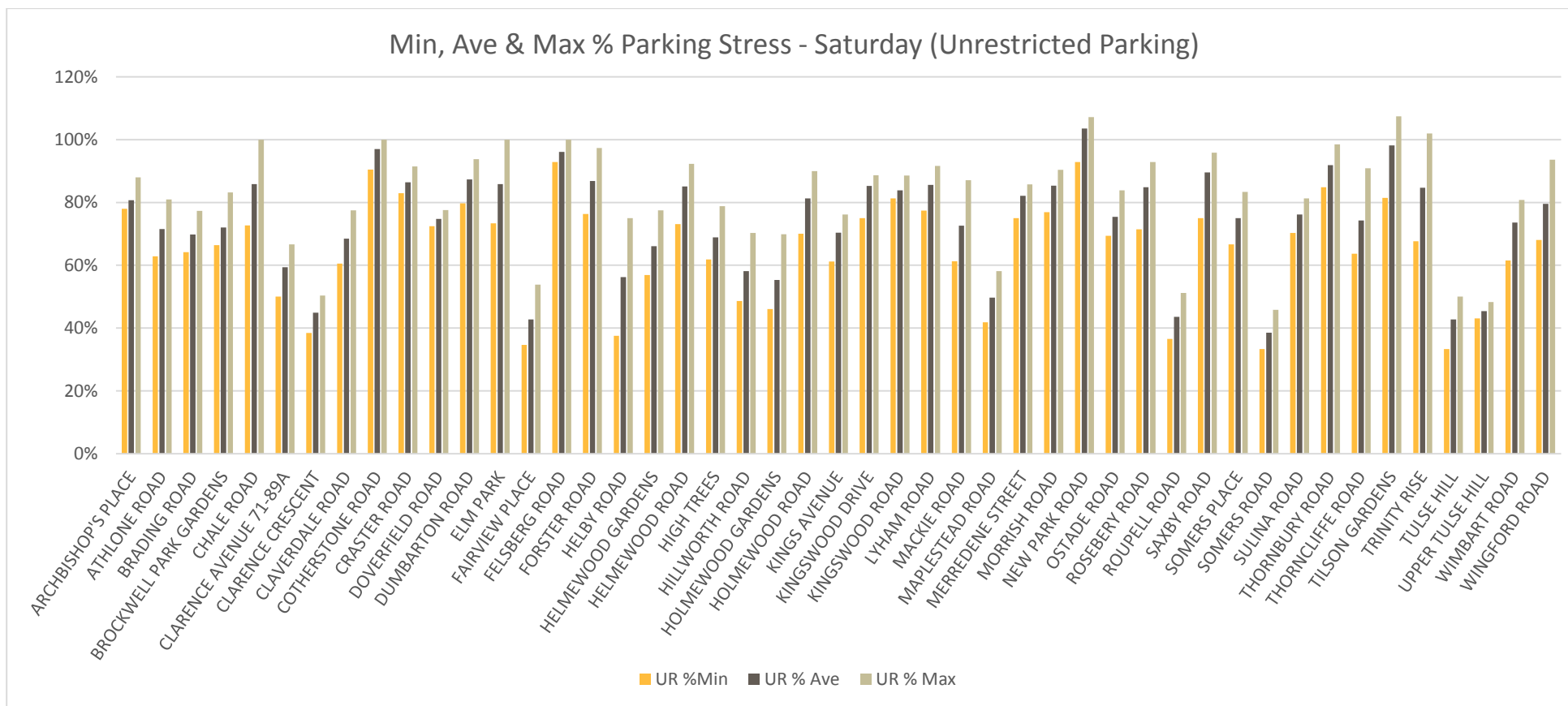
# Appendix A

## **PARKING STRESS LEVELS ACROSS UNRESTRICTED KERBSIDE**

**Wednesday and Saturday Data**

Min. Ave & Max % Parking Stress - Wednesday (Unrestricted Parking)





# Appendix B

## ANALYSIS OF AREAS OF RESTRICTED KERBSIDE

Wednesday and Saturday Data

PARKING PRESSURES ACROSS RESTRICTED KERBSIDE			WEDNESDAY						SATURDAY					
		Capacity	Min	%Min	Ave	% Ave	Max	% Max	Min	%Min	Ave	% Ave	Max	% Max
ATHLONE ROAD	DISABLED BAY	5	3	60%	4	80%	5	100%	3	60%	4	80%	5	100%
	DROPPED KERB	1	2	200%	3	275%	4	400%	2	200%	3	275%	4	400%
	RESTRICTED CARRIAGEWAY	8	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%
	WHITE LINE/DROPPED KERB	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
BRADING ROAD	DOUBLE YELLOW	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
	RESTRICTED CARRIAGEWAY	2	1	50%	2	75%	2	100%	1	50%	2	75%	2	100%
BROCKWELL PARK GARDENS	DISABLED BAY	2	1	50%	2	75%	2	100%	1	50%	2	75%	2	100%
	DROPPED KERB	1	1	100%	2	213%	3	300%	1	100%	2	213%	3	300%
CHALE ROAD	DOUBLE YELLOW	6	1	17%	1	19%	2	33%	1	17%	1	19%	2	33%
	DROPPED KERB	10	2	20%	3	33%	5	50%	2	20%	3	33%	5	50%
	SINGLE YELLOW/DROPPED KERB	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
CLARENCE CRESCENT	ACCESS	0	1		1		1		1		1		1	
	DISABLED BAY	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
	DOUBLE YELLOW	54	1	2%	1	2%	2	4%	1	2%	1	2%	2	4%
	DOUBLE YELLOW/DROPPED KERB	0	1		1		1		1		1		1	
	RESTRICTED CARRIAGEWAY	4	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%
CLAVERDALE ROAD	DISABLED BAY	5	2	40%	3	60%	4	80%	2	40%	3	60%	4	80%
	WHITE LINE/DROPPED KERB	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
COTHERSTONE ROAD	KEEP CLEAR/DROPPED KERB	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	PARKING BAY	8	1	13%	1	18%	2	25%	1	13%	1	18%	2	25%
	RESTRICTED CARRIAGEWAY	8	1	13%	2	23%	2	25%	1	13%	2	23%	2	25%
CRASTER ROAD	DISABLED BAY	2	1	50%	1	69%	2	100%	1	50%	1	69%	2	100%
DOVERFIELD ROAD	DISABLED BAY	3	2	67%	2	79%	3	100%	2	67%	2	79%	3	100%
	DOUBLE YELLOW	4	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%
DUMBARTON ROAD	SINGLE YELLOW	8	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%
ELM PARK	RESTRICTED CARRIAGEWAY	0	1		1		1		1		1		1	
FAIRVIEW PLACE	DROPPED KERB	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
FELSBERG ROAD	DROPPED KERB	0	1		1		1		1		1		1	
FORSTER ROAD	ACCESS	4	1	25%	2	50%	3	75%	1	25%	2	50%	3	75%
	DOUBLE RED	4	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%
	PARKING BAY	2	1	50%	2	81%	2	100%	1	50%	2	81%	2	100%
	SINGLE YELLOW	1	1	100%	1	120%	2	200%	1	100%	1	120%	2	200%
HELBY ROAD	SINGLE YELLOW	10	4	40%	4	43%	5	50%	4	40%	4	43%	5	50%
HELMWOOD GARDENS	DISABLED BAY	6	2	33%	3	48%	4	67%	2	33%	3	48%	4	67%
	DROPPED KERB	4	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%
	RESTRICTED CARRIAGEWAY	18	2	11%	2	11%	2	11%	2	11%	2	11%	2	11%
HELMWOOD ROAD	DISABLED BAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	RESTRICTED CARRIAGEWAY	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
HIGH TREES	DISABLED BAY	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	DROPPED KERB	1	1	100%	2	150%	2	200%	1	100%	2	150%	2	200%
	RESTRICTED CARRIAGEWAY	0	1		1		1		1		1		1	
	SINGLE YELLOW	6	1	17%	2	29%	3	50%	1	17%	2	29%	3	50%
HILWORTH ROAD	DISABLED BAY	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	RESTRICTED CARRIAGEWAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
HOLMEWOOD ROAD	DISABLED BAY	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	WHITE LINE/DROPPED KERB	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
KINGS AVENUE	WHITE LINE/DROPPED KERB	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
KINGSWOOD DRIVE	DISABLED BAY	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	SINGLE YELLOW	4	1	25%	1	30%	2	50%	1	25%	1	30%	2	50%
KINGSWOOD ROAD	ACCESS	0	1		1		1		1		1		1	
	DOUBLE YELLOW	9	2	22%	3	29%	3	33%	2	22%	3	29%	3	33%
	DROPPED KERB	0	1		1		1		1		1		1	
	KEEP CLEAR	6	2	33%	3	56%	4	67%	2	33%	3	56%	4	67%
	SINGLE YELLOW	4	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%
LYHAM ROAD	CAR CLUB	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	DISABLED BAY	3	2	67%	2	67%	2	67%	2	67%	2	67%	2	67%
	DOUBLE YELLOW	10	3	30%	4	40%	5	50%	3	30%	4	40%	5	50%
	SINGLE YELLOW	13	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%
	WHITE LINE/DROPPED KERB	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
MACKIE ROAD	DROPPED KERB	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	RESTRICTED CARRIAGEWAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	WHITE LINE/DROPPED KERB	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
MAPLESTEAD ROAD	DROPPED KERB	1	2	200%	2	200%	2	200%	2	200%	2	200%	2	200%
	RESTRICTED CARRIAGEWAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	WHITE LINE/DROPPED KERB	0	1		1		1		1		1		1	
MERREDENE STREET	DISABLED BAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	RESTRICTED CARRIAGEWAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
MORRISH ROAD	DISABLED BAY	2	1	50%	1	69%	2	100%	1	50%	1	69%	2	100%

PARKING PRESSURES ACROSS RESTRICTED KERBSIDE			WEDNESDAY						SATURDAY					
		Capacity	Min	%Min	Ave	% Ave	Max	% Max	Min	%Min	Ave	% Ave	Max	% Max
	DOUBLE YELLOW	7	1	14%	1	14%	1	14%	1	14%	1	14%	1	14%
	RESTRICTED CARRIAGEWAY	2	1	50%	2	94%	2	100%	1	50%	2	94%	2	100%
	SINGLE YELLOW	4	4	100%	4	107%	5	125%	4	100%	4	107%	5	125%
	SINGLE YELLOW/WHITE LINE/ACCESS	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
NEW PARK ROAD	DOUBLE YELLOW	23	1	4%	1	5%	2	9%	1	4%	1	5%	2	9%
	DOUBLE YELLOW/ACCESS	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	DROPPED KERB	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	KEEP CLEAR	3	1	33%	1	42%	2	67%	1	33%	1	42%	2	67%
	PARKING BAY	19	12	63%	14	71%	16	84%	12	63%	14	71%	16	84%
	SINGLE YELLOW	18	1	6%	3	15%	4	22%	1	6%	3	15%	4	22%
	SINGLE YELLOW/ACCESS	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	SINGLE YELLOW/DROPPED KERB	0	1		1		1		1		1		1	
	SUSPENDED	18	1	6%	1	7%	2	11%	1	6%	1	7%	2	11%
OSTADE ROAD	DISABLED BAY	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
ROSEBERRY ROAD	DISABLED BAY	4	1	25%	3	72%	4	100%	1	25%	3	72%	4	100%
	DROPPED KERB	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	WHITE LINE/DROPPED KERB	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
SAXBY ROAD	DISABLED BAY	2	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
	DOUBLE YELLOW	14	1	7%	1	9%	2	14%	1	7%	1	9%	2	14%
SOMERS ROAD	DOUBLE YELLOW/DROPPED KERB	0	1		1		1		1		1		1	
SULINA ROAD	DISABLED BAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
	DROPPED KERB	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
THORNBURY ROAD	DOUBLE YELLOW	9	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%
	DROPPED KERB	0	1		1		2		1		1		2	
THORNCLIFFE ROAD	DOUBLE YELLOW	7	1	14%	1	14%	1	14%	1	14%	1	14%	1	14%
	DROPPED KERB	0	1		1		1		1		1		1	
TILSON GARDENS	DOUBLE YELLOW	17	1	6%	1	7%	2	12%	1	6%	1	7%	2	12%
	PARKING BAY	2	1	50%	2	93%	2	100%	1	50%	2	93%	2	100%
TRINITY RISE	DISABLED BAY	7	1	14%	3	38%	4	57%	1	14%	3	38%	4	57%
	DROPPED KERB	2	1	50%	1	57%	2	100%	1	50%	1	57%	2	100%
	KEEP CLEAR	2	1	50%	2	114%	3	150%	1	50%	2	114%	3	150%
	RESTRICTED CARRIAGEWAY	2	1	50%	1	50%	1	50%	1	50%	1	50%	1	50%
	WHITE LINE	0	1		1		1		1		1		1	
	WHITE LINE/DROPPED KERB	11	1	9%	2	15%	2	18%	1	9%	2	15%	2	18%
TULSE HILL	DOUBLE YELLOW/DROPPED KERB	0	1		1		1		1		1		1	
UPPER TULSE HILL	ACCESS	9	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%
	BUS STOP	9	1	11%	1	11%	1	11%	1	11%	1	11%	1	11%
	CAR CLUB	2	1	50%	2	94%	2	100%	1	50%	2	94%	2	100%
	DOUBLE YELLOW	19	2	11%	2	11%	2	11%	2	11%	2	11%	2	11%
	DROPPED KERB	3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
	KEEP CLEAR	10	1	10%	2	17%	3	30%	1	10%	2	17%	3	30%
	RESTRICTED CARRIAGEWAY	36	1	3%	2	4%	2	6%	1	3%	2	4%	2	6%
WINGFORD ROAD	DISABLED BAY	3	1	33%	2	79%	3	100%	1	33%	2	79%	3	100%

# Appendix C

## DURATION OF STAY BY STREET

Wednesday and Saturday Data



**Weekday**

Street	Over 16 hours	12 to 16 hours	8 to 12 hours	4 to 8 hours	2 to 4 hours	Less than 2 hours
ARCHBISHOP'S PLACE	57%	5%	6%	25%	9%	3%
ATHLONE ROAD	39%	11%	9%	20%	7%	19%
BRADING ROAD	38%	7%	5%	27%	14%	13%
BROCKWELL PARK GARDENS	47%	6%	9%	24%	12%	10%
CHALE ROAD	30%	2%	5%	26%	14%	25%
CLARENCE AVENUE	47%	27%	0%	7%	20%	0%
CLARENCE CRESCENT	17%	9%	15%	36%	14%	21%
CLAVERDALE ROAD	39%	7%	8%	24%	4%	20%
COTHERSTONE ROAD	46%	11%	9%	17%	3%	20%
CRASTER ROAD	56%	9%	3%	12%	18%	6%
DOVERFIELD ROAD	41%	2%	3%	25%	14%	17%
DUMBARTON ROAD	40%	3%	6%	29%	17%	9%
ELM PARK	50%	10%	15%	5%	0%	20%
FAIRVIEW PLACE	24%	20%	16%	0%	20%	20%
FELSBERG ROAD	38%	4%	1%	25%	13%	21%
FORSTER ROAD	26%	10%	6%	29%	21%	12%
HELBY ROAD	24%	3%	28%	31%	17%	14%
HELMEWOOD GARDENS	35%	8%	7%	20%	15%	20%
HELMEWOOD ROAD	27%	10%	8%	20%	10%	31%
HIGH TREES	30%	2%	7%	30%	20%	17%
HILLWORTH ROAD	24%	21%	4%	24%	3%	29%
HOLMEWOOD GARDENS	27%	20%	3%	21%	8%	23%
HOLMEWOOD ROAD	16%	11%	8%	25%	17%	30%
KINGS AVENUE	29%	9%	14%	23%	18%	17%
KINGSWOOD DRIVE	30%	5%	9%	21%	14%	26%
KINGSWOOD ROAD	37%	5%	8%	18%	16%	22%
LYHAM ROAD	24%	3%	7%	34%	14%	22%
MACKIE ROAD	24%	17%	13%	30%	9%	15%
MAPLESTEAD ROAD	34%	15%	11%	18%	8%	18%
MERREDENE STREET	53%	8%	3%	18%	20%	3%
MORRISH ROAD	20%	7%	12%	23%	22%	23%
NEW PARK ROAD	6%	2%	4%	14%	24%	53%
OSTADE ROAD	45%	5%	6%	19%	24%	6%
ROSEBERY ROAD	42%	7%	9%	19%	11%	16%
ROUPELL ROAD	31%	3%	10%	14%	24%	24%
SAXBY ROAD	16%	2%	15%	25%	36%	13%
SOMERS PLACE	9%	14%	9%	36%	27%	14%
SOMERS ROAD	40%	10%	15%	20%	15%	10%
SULINA ROAD	34%	1%	7%	25%	20%	17%
THORNBURY ROAD	26%	7%	10%	24%	22%	20%
THORNCLIFFE ROAD	28%	6%	7%	25%	12%	26%
TILSON GARDENS	28%	9%	7%	28%	19%	17%
TRINITY RISE	30%	3%	9%	29%	18%	19%
TULSE HILL	30%	0%	0%	40%	30%	0%
UPPER TULSE HILL	17%	7%	9%	29%	17%	27%
WIMBART ROAD	32%	17%	7%	15%	15%	22%
WINGFORD ROAD	36%	10%	2%	16%	23%	14%

### Saturday

Street	Over 16 hours	12 to 16 hours	8 to 12 hours	4 to 8 hours	2 to 4 hours	Less than 2 hours
ARCHBISHOP'S PLACE	47%	0%	19%	35%	10%	2%
ATHLONE ROAD	26%	4%	14%	28%	24%	15%
BRADING ROAD	30%	0%	19%	39%	12%	12%
BROCKWELL PARK GARDENS	18%	2%	9%	29%	17%	29%
CHALE ROAD	33%	2%	17%	28%	13%	15%
CLARENCE AVENUE	23%	8%	23%	38%	15%	8%
CLARENCE CRESCENT	22%	8%	12%	32%	24%	11%
CLAVERDALE ROAD	29%	8%	13%	40%	10%	13%
COTHERSTONE ROAD	43%	3%	16%	16%	19%	14%
CRASTER ROAD	46%	2%	17%	32%	5%	5%
DOVERFIELD ROAD	40%	0%	20%	49%	1%	4%
DUMBARTON ROAD	36%	2%	12%	38%	11%	9%
ELM PARK	28%	4%	8%	44%	8%	12%
FAIRVIEW PLACE	18%	0%	7%	25%	29%	21%
FELSBERG ROAD	43%	2%	18%	42%	3%	2%
FORSTER ROAD	20%	5%	11%	27%	11%	31%
HELBY ROAD	22%	6%	6%	39%	17%	17%
HELMEWOOD GARDENS	35%	5%	11%	27%	17%	11%
HELMEWOOD ROAD	44%	3%	10%	33%	8%	13%
HIGH TREES	19%	1%	13%	27%	17%	30%
HILLWORTH ROAD	15%	4%	17%	40%	19%	13%
HOLMEWOOD GARDENS	25%	6%	16%	24%	25%	12%
HOLMEWOOD ROAD	25%	6%	10%	27%	29%	4%
KINGS AVENUE	31%	10%	11%	24%	17%	15%
KINGSWOOD DRIVE	19%	8%	11%	18%	19%	32%
KINGSWOOD ROAD	34%	6%	12%	27%	11%	18%
LYHAM ROAD	28%	4%	21%	40%	10%	8%
MACKIE ROAD	26%	6%	11%	26%	34%	4%
MAPLESTEAD ROAD	41%	2%	12%	22%	12%	17%
MERREDENE STREET	41%	0%	10%	39%	7%	7%
MORRISH ROAD	18%	4%	9%	28%	16%	31%
NEW PARK ROAD	9%	4%	3%	15%	19%	53%
OSTADE ROAD	40%	0%	16%	41%	11%	3%
ROSEBERY ROAD	29%	7%	9%	37%	15%	10%
ROUPELL ROAD	17%	7%	12%	34%	10%	32%
SAXBY ROAD	32%	2%	11%	17%	9%	30%
SOMERS PLACE	67%	0%	0%	17%	17%	0%
SOMERS ROAD	50%	0%	7%	36%	0%	14%
SULINA ROAD	33%	11%	8%	34%	8%	15%
THORNBURY ROAD	34%	6%	12%	26%	17%	15%
THORNCLIFFE ROAD	41%	2%	9%	27%	16%	11%
TILSON GARDENS	38%	2%	4%	40%	4%	16%
TRINITY RISE	15%	3%	10%	29%	18%	33%
TULSE HILL	23%	0%	8%	15%	15%	38%
UPPER TULSE HILL	24%	2%	12%	28%	16%	24%
WIMBART ROAD	52%	4%	15%	33%	7%	4%
WINGFORD ROAD	19%	11%	10%	29%	15%	25%

