

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 15th June and Saturday 18th 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:

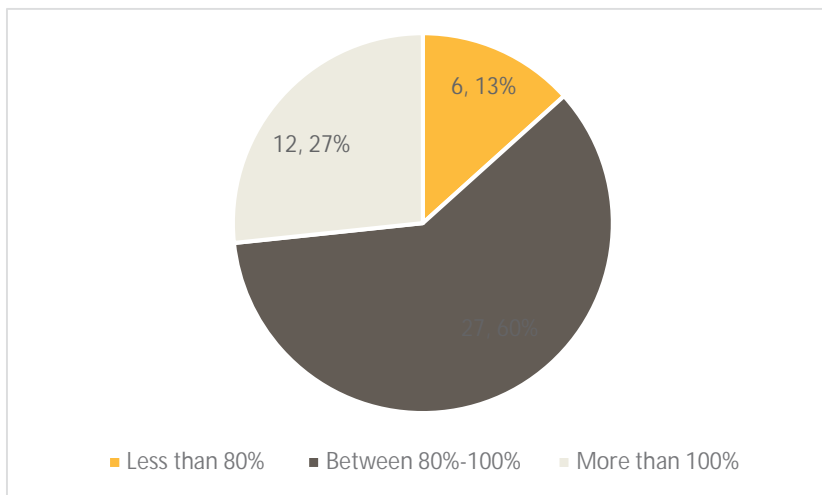
➤ Unrestricted parking area	=	2,607 defined spaces
➤ Dropped Kerb / Access	=	110 defined spaces
➤ Designated Parking Bay	=	108 defined spaces
➤ Single Yellow Line	=	105 defined spaces
➤ Double Yellow Line	=	365 defined spaces
➤ Double Red Line	=	77 defined spaces
➤ Other Formal Restriction	=	280 defined 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%
Total	4,286	100%	3,932	100%

- 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

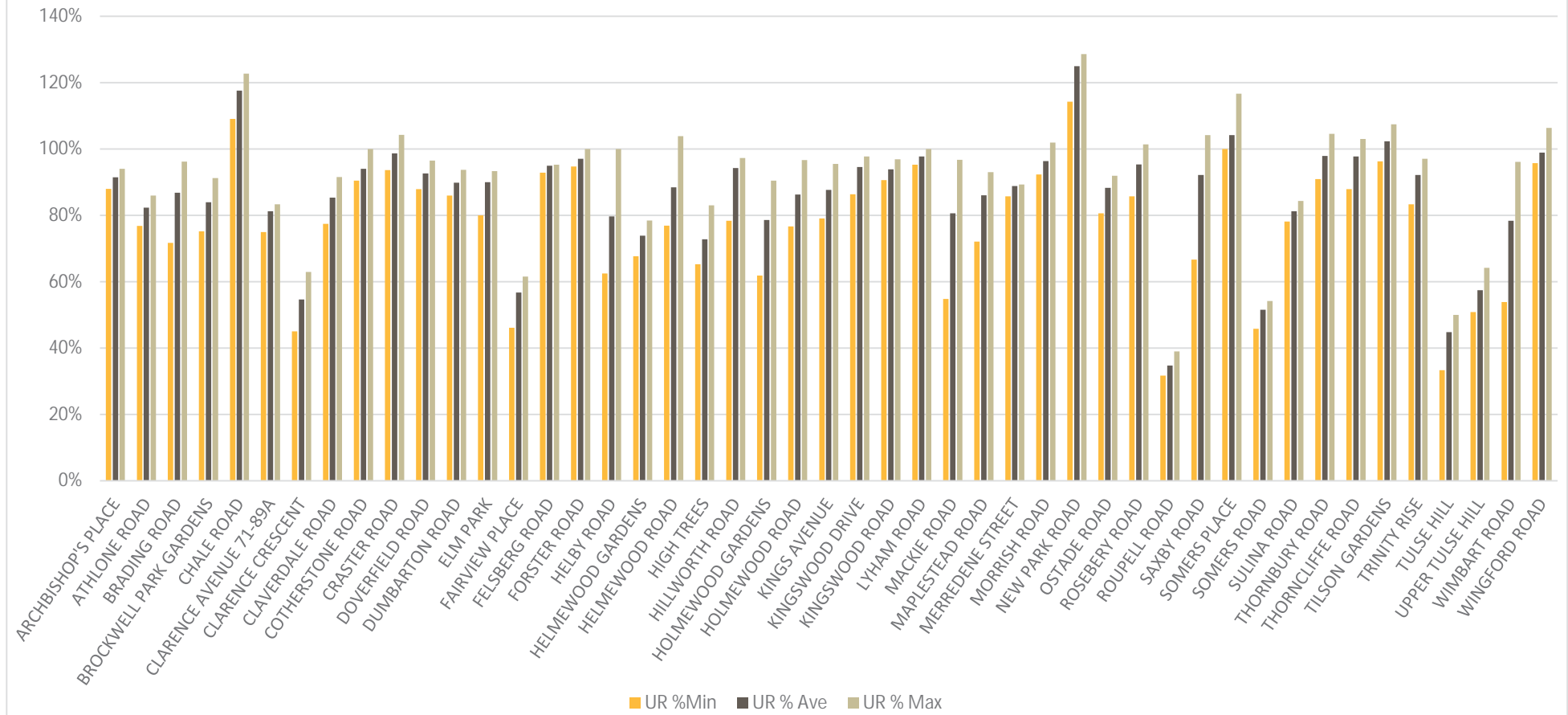
Appendix A

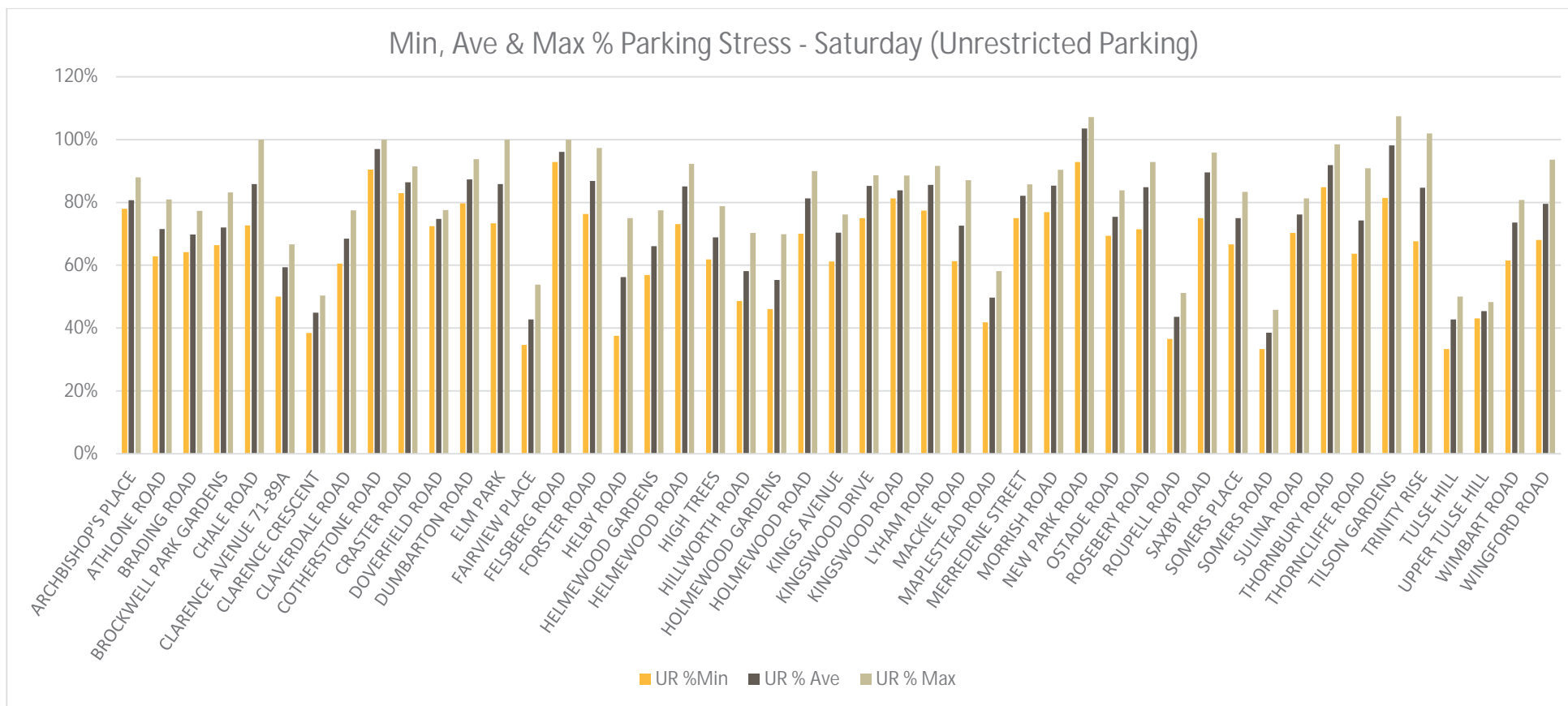
PARKING STRESS LEVELS ACROSS UNRESTRICTED KERBSIDE

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%
ROSEBERY 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%

