



Lambeth Parking Surveys

VASSALL AREA REPORT

Report

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- Appendix C Duration of Stay by Street

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 Vassall Area

- 1.4 This report relates to the analysis of on-street parking within the Vassall Area, located to the north of the LBL. This area is currently not subject to any Controlled Parking Zone restrictions.
- 1.5 An increasing number of requests from residents and ward councillors has been made concerning parking pressure in this area. There is a perceived issue from residents that the area is used for commuter parking during the week, which leads to parking stresses.
- 1.6 In addition, a number of new residential developments are coming forward in the area that could potentially exacerbate local parking issues.
- 1.7 The Vassall area is located between five existing CPZ areas and it is a possibility that there may be a 'ripple' effect of residents from these areas parking in the Vassall Area to minimise or eliminate their use of permits.

CONTROLLED PARKING ZONES (CPZ)

- 1.8 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.
- 1.9 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.
- 1.10 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).

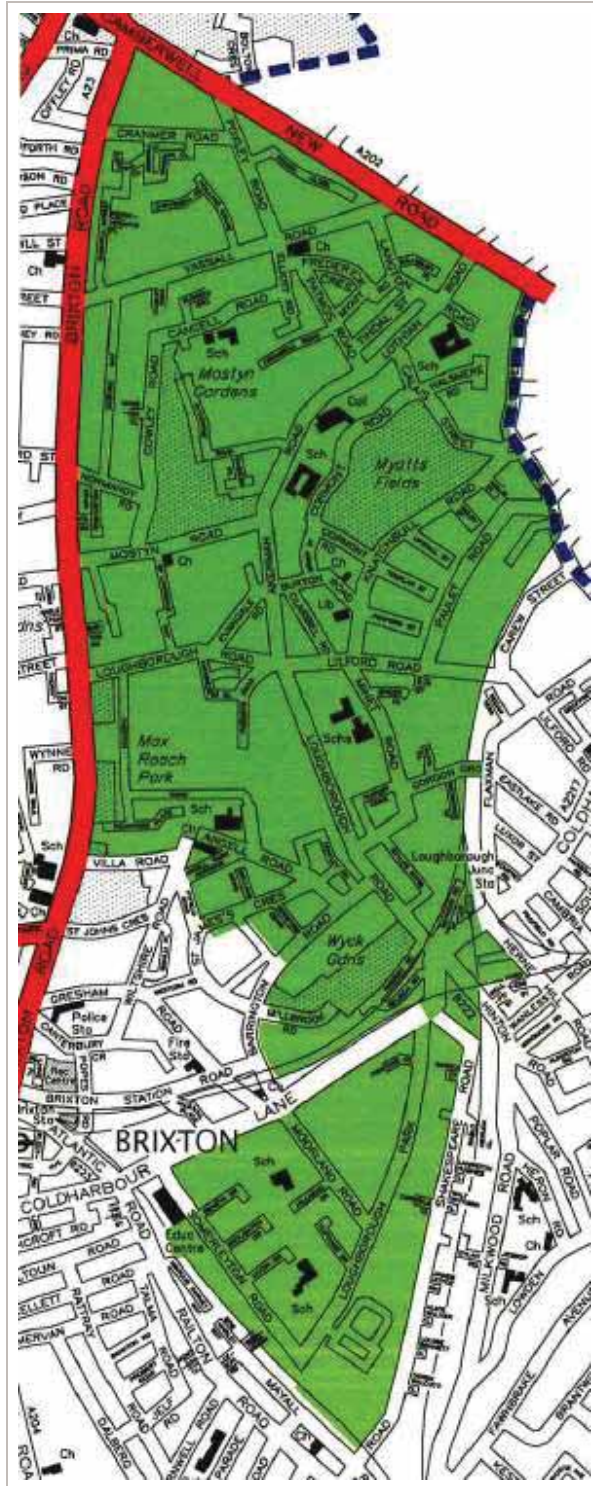
PARKING SURVEY OBJECTIVES

- 1.11 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 Vassall 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

- 1.12 The Vassall Area is situated in the north of LBL and encompasses all of Vassall Ward, along with parts of the Coldharbour Ward and the Oval Ward. It is bounded to the north by Camberwell New Road and to the west by Brixton Road. **Figure 1.1** provides an overview of the study area.

Figure 1.1 Location Plan of Vassall Area



Source: Lambeth Council 2015

- 1.13 The area is densely residential with a high concentration of housing estates, including the Myatts Field, Cowley & Caldwell Gardens. Some of these have private roads and parking within them. These areas are maintained by Lambeth Housing Management and were not included in the survey beats as they fall under private ownership and have their own parking enforcement arrangements.
- 1.14 The north of the area is located in close proximity to Oval Underground Station and the southern area to Brixton Mainline Station. With the upcoming advent of the "24 hour tube" on the Northern and Victoria Lines, there is the potential that this could encourage further non-residential parking in the area.
- 1.15 Whilst not itself part of a CPZ, the Vassall Area abuts the following five CPZ areas to the south and east:
- Camberwell `A` 08.30-18.30;
 - Brixton `B` Mon-Sat 0830-1730 or 2030;
 - Brixton `B` Mon-Sat 0830-1730;
 - Herne Hill `N` Mon-Fri 12.00-14.00;
 - Poets Corner `P` (Herne Hill) Mon-Fri 08.30-17.30.
- 1.16 The close proximity of other CPZs is thought likely to increase the pressures on parking within the Vassall Area as it provides the only unrestricted parking provision.

2 Existing Parking Restrictions

KERBSIDE RESTRICTIONS WITHIN VASSALL AREA

- 2.1 Although a Controlled Parking Zone does not exist within the Vassall 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 VASSALL 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 Thursday 9th June and Saturday 11th 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 Vassall Area:

➤	Unrestricted parking area	=	2,405 defined spaces
➤	Dropped Kerb / Access	=	140 defined spaces
➤	Designated Parking Bay	=	103 defined spaces
➤	Single Yellow Line	=	268 defined spaces
➤	Double Yellow Line	=	759 defined spaces
➤	Double Red Line	=	66 defined spaces
➤	Other Formal Restriction	=	373 defined spaces
➤	Informal White Line Markings	=	31 defined spaces

- 4.3 This indicates that there are in the region of 2,508 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays).
- 4.4 This increases to a potential 2,776 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 Vassall Area of around 2,440 vehicles. This suggests that the equivalent of nearly all of the unrestricted parking and designated parking bays across the area were all occupied at least once during the survey period. This provides an initial indication that there are high levels of parking stress across the area.
- 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 Thursday survey, a total of 3,674 unique vehicle registration plates were recorded across the study area. Around 64% 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 Thursday an additional 1,298 plates were recorded (35% 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 3,291 unique vehicle registration plates were recorded across the study area. Around 61% of these were recorded at the outset of the survey, indicating overnight demand. During the course of the day an additional 1,274 plates were recorded (39% 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 Thursday 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 Thursday	% of all vehicles counted Thursday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	1,397	35%	1,075	30%
Between 12-16 hours	288	7%	167	5%
Between 6-12 hours	434	11%	458	13%
Between 4-8 hours	683	17%	770	21%
Between 2-4 hours	622	16%	513	14%
Less than 2 hours	542	14%	625	17%
Total	3,966	100%	3,608	100%

- 4.11 Over a third of vehicles were parked for the full duration of the survey on the Thursday, with slightly fewer (30%) on the Saturday. Around 15% 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 (Thursday)	% of Vehicles Parked All Day (Saturday)
AKERMAN ROAD	23%	33%
ANGEL PARK GARDENS	57%	36%
ANGELL ROAD	51%	32%
BARRINGTON ROAD	28%	24%
BELINDA ROAD	21%	34%
BRIEF STREET	50%	26%
BROUGHTON DRIVE	0%	0%
BURTON ROAD	37%	27%
CALAIS STEET	23%	30%

CANCELL ROAD	36%	49%
CLARIBEL ROAD	24%	38%
COLDHARBOUR LANE	0%	15%
CORMONT ROAD	35%	0%
COWLEY ROAD	26%	23%
CRANMER ROAD	17%	31%
ELAM STREET	43%	34%
ELLIOT ROAD	38%	41%
EVANDALE ROAD	25%	60%
FOXLEY ROAD	3%	28%
FREDERIC CRESCENT	31%	9%
GORDON GROVE	62%	60%
HALSHMERE ROAD	31%	54%
HOLLAND GROVE	33%	39%
INGLIS STREET	48%	14%
KNATCHBULL ROAD	42%	14%
LANGTON ROAD	45%	10%
LILFORD ROAD	42%	36%
LOTHIAN ROAD	24%	23%
LOUGHBOROUGH PARK	37%	40%
LOUGHBOROUGH ROAD	36%	26%
LOUGHBOROUGH ROAD PARADE	7%	26%
MILLBROOK ROAD	38%	0%
MINET ROAD	33%	46%
MOORLAND ROAD	38%	25%
MOSTYN ROAD	25%	33%
MYATT ROAD	14%	53%
NORMANDY ROAD	57%	38%
PATHOS ROAD	32%	46%
PAULET ROAD	50%	62%
PENFORD ROAD	45%	40%
RUSSEL GROVE	31%	17%
SOMERLEYTON ROAD	33%	45%
ST.JAMES CRESCENT	22%	33%
TEMPLAR STREET	39%	48%
TINDAL STREET	27%	30%
UPSTALL STREET	37%	19%
VASSAL ROAD	44%	28%
WELBY STREET	31%	50%

Duration of Stay by Arrival Time

- 4.13 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.
- 4.14 A total of 3,960 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:
- 2,380 (60%) were parked from the outset of the survey
 - 59% of these vehicles remained parked throughout the whole survey
 - 11% left within 4 hours (on average before 9am)
 - 9% were parked between 4 and 8 hours but departed by lunchtime
 - 12% 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
 - 247 (6%) vehicles arrived between 8am and 10am
 - 27% remained parked throughout the remainder of the survey
 - 9% left within 2 hours (on average before 11am)
 - 13% left within 4 hours (on average before 1pm)
 - 34% were parked between 4 and 8 hours but departed before late afternoon
 - 17% were parked between 8 and 12 hours but departed before the end of the survey
 - 569 (14%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
 - 28% remained parked throughout the remainder of the survey
 - 30% left within 2 hours (on average before 1pm)
 - 18% left within 4 hours (on average before 3pm)
 - 21% were parked between 4 and 8 hours but departed before late afternoon
 - 2% were parked between 8 and 12 hours but departed before the end of the survey
 - 764 (19%) vehicle arrived (or returned) at the end of the day between 4pm and 10pm
 - 77% remained parked throughout the remainder of the survey
 - 18% left within 2 hours (on average before 7pm)
 - 5% left within 4 hours (on average before 9pm)
- 4.15 A total of 3,611 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:
- 2,017 (56%) were parked from the outset of the survey
 - 53% of these vehicles remained parked throughout the whole survey
 - 8% left within 4 hours (on average before 9am)
 - 19% were parked between 4 and 8 hours but departed by lunchtime
 - 13% were parked between 8 and 12 hours but departed before late afternoon
 - 7% were parked between 12 and 16 hours but departed before the end of the survey
 - 120 (3%) vehicles arrived between 8am and 10am
 - 27% remained parked throughout the remainder of the survey
 - 17% left within 2 hours (on average before 11am)

- 28% left within 4 hours (on average before 1pm)
- 18% were parked between 4 and 8 hours but departed before late afternoon
- 12% were parked between 8 and 12 hours but departed before the end of the survey
- 766 (21%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
 - 37% remained parked throughout the remainder of the survey
 - 34% left within 2 hours (on average before 1pm)
 - 13% left within 4 hours (on average before 3pm)
 - 14% were parked between 4 and 8 hours but departed before early evening
 - 1% were parked between 8 and 12 hours but departed before the end of the survey
- 708 (20%) vehicles arrived (or returned) at the end of the day between 4pm and 10pm
 - 71% remained parked throughout the remainder of the survey
 - 22% left within 2 hours (on average before 7pm)
 - 7% left within 4 hours (on average before 9pm)

5 Street Analysis

INTRODUCTION

- 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 those streets where occupancy levels in excess of 80% were observed, as required by the study brief.

PARKING SUPPLY, DEMAND AND OCCUPANCY BY STREET

Akerman Road

- 5.7 Akerman Road is a two-way through road, and is approximately 600 metres in length. The road is a fairly busy north / south access route and is characterised by a mixture of Victorian housing on the eastern side, and modern flats on the west. There is currently a new housing development site on the western side of the road. This can be seen below in **Figure 5.1**. There is also a marked cycle route on Akerman Road.
- 5.8 Table 5.1 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.1 presents an observational photo of the street.

Table 5.1 Parking Stress – Akerman 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 (%)
Thursday	990	355	71	58	82%
Saturday				54	76%

Figure 5.1 Akerman Road



- 5.9 In addition to the areas of unrestricted parking on Akerman 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 69
 - Other formal restricted carriageway 57
- 5.10 During the site observations there were on average nine vehicles parked on double yellow lines on a weekday and eight on a Saturday. Between three and six vehicles were also observed on areas of restricted carriageway.

Angell Park Gardens

- 5.11 Angell Park Gardens is a two-way through road, approximately 140 metres in length. It has a houses on the southern side and a church and gardens on the north side.
- 5.12 Table 5.2 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.2 presents an observational photo of the street.

Table 5.2 Parking Stress – Angell 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 (%)
Thursday	180	95	19	27	142%
Saturday				28	147%

Figure 5.2 Angell Park Gardens



- 5.13 The high level of parking occupancy indicates that some vehicles were parked across both unrestricted kerbside and available dropped kerbs and white line markings.
- 5.14 In addition to the areas of unrestricted parking on Angel 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 | 8 |
| ➤ Single Yellow Line | 4 |
| ➤ White line advisory markings | 5 |
- 5.15 In addition to some partial parking across dropped kerbs and white line advisory markings, single vehicles were observed parking on the single yellow line on both survey days during hours of restriction.

Angell Road

- 5.16 Angell Road is a two-way through road, approximately 200 metres in length. It has a mix of housing types including local authority flats and new build housing; along with a school.
- 5.17 Table 5.3 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.3 presents an observational photo of the street.

Table 5.3 Parking Stress – Angell 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 (%)
Thursday	530	385	77	80	104%
Saturday				71	92%

Figure 5.3 Angell Road



- 5.18 In addition to the areas of unrestricted parking on Angell Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- | | |
|---|----|
| ➤ Dropped Kerbs / Access | 7 |
| ➤ Designated parking bays (e.g. disabled, Doctor) | 1 |
| ➤ Double Yellow Line | 1 |
| ➤ Other formal restricted carriageway | 14 |
| ➤ White line advisory markings | 6 |
- 5.19 A school 'Keep Clear' is currently in place on Angell Road. From the count surveys, it appears that this was heavily abused with on average nine vehicles parked here on a weekday. An average of two vehicles were also parked across dropped kerbs throughout the weekday surveys. The one disabled bay was parked in during a high proportion of the survey period.

Barrington Road

- 5.20 Barrington Road is a two-way through road, approximately 500 metres in length. It has mixture of housing types including tower blocks and low rise estates. One of these estates is currently in the process of being demolished and rebuilt.
- 5.21 Table 5.4 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.4 presents an observational photo of the street.

Table 5.4 Parking Stress – Barrington 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 (%)
Thursday	340	250	50	56	112%
Saturday				54	108%

Figure 5.4 Barrington Road



- 5.22 In addition to the areas of unrestricted parking on Barrington Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- | | | |
|---|---|----|
| ➤ | Dropped Kerbs / Access | 9 |
| ➤ | Designated parking bays (e.g. disabled, Doctor) | 2 |
| ➤ | Double Yellow Line | 77 |
- 5.23 Two disabled spaces are available on Barrington Road and these were both during parts of the survey. Some limited parking on double yellow lines and across accesses was observed.

Belinda Road

- 5.24 Belinda Road is a no-through gated road, located off Coldharbour Lane, and is approximately 130 metres in length. The road is formed of commercial properties only, including railway arches.
- 5.25 Table 5.5 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.5 presents an observational photo of the street.

Table 5.5 Parking Stress – Belinda 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 (%)
Thursday	205	30	6	5	83%
Saturday				7	117%

Figure 5.5 Belinda Road



- 5.26 In addition to the areas of unrestricted parking on Belinda 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
 - Double Yellow Line 29
- 5.27 On average, and across all beat counts, a total of 15 vehicles were parked on double yellow lines; and three of these were across the access which should only accommodate one vehicle.

Brief Street

- 5.28 Brief Street is a two-way through road, approximately 100 metres in length. It has older housing comprising of both houses and flats.
- 5.29 Table 5.6 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.6 presents an observational photo of the street.

Table 5.6 Parking Stress – Brief 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 (%)
Thursday	155	140	28	27	96%
Saturday				21	75%

Figure 5.6 Brief Street



- 5.30 In addition to the areas of unrestricted parking on Brief 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 1
 - Other formal restricted carriageway 1
- 5.31 A disabled bay within Brief Street accommodates one vehicle and this was permanently used during all count periods. Some parking across dropped kerbs and on restricted carriageway was observed, particularly on weekdays.

Burton Road

5.32 Burton Road is a two-way road and is characterised by large Victorian houses.

5.33 Table 5.7 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.7 presents an observational photo of the street.

Table 5.7 Parking Stress – Burton 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 (%)
Thursday	325	265	53	48	91%
Saturday				33	62%

Figure 5.7 Burton Road



5.34 In addition to the areas of unrestricted parking on Burton 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
➤	Other formal restricted carriageway	8

5.35 Three vehicles can be accommodated in disabled bays within Burton Road; however no vehicles were parked in these areas before 10am, although this increased to two vehicles during the afternoon on the weekday survey. Three vehicles were observed parking on the Saturday.

5.36 Eight vehicles can be accommodated on restricted parking sections and, on average seven vehicles were observed parked on a weekday and four on a Saturday.

Calais Street

- 5.37 Calais Street is a two-way through road, approximately 300 metres in length. There is a mix of Victorian and new housing on the north-east side, Myatt's Fields Park is on the south-west side. Double yellow lines are on the south-west side.
- 5.38 Table 5.8 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.8 presents an observational photo of the street.

Table 5.8 Parking Stress – Calais 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 (%)
Thursday	520	220	44	40	91%
Saturday				42	95%

Figure 5.8 Calais Street



- 5.39 In addition to the areas of unrestricted parking on Calais 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 49
 - Other formal restricted carriageway 10
- 5.40 The single disabled bay was observed to be occasionally utilised across the surveys. In addition there were generally one or two vehicles parking on the double yellow lines and one incident of parking on a zig-zag restriction.

Cancell Road

- 5.41 Cancell Road is a two-way through road with traffic calming measures, and is approximately 250 metres in length. There is mix of older Victorian housing along with Christ Church Primary School which has an access point on Cancell Road.
- 5.42 Table 5.9 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.9 presents an observational photo of the street.

Table 5.9 Parking Stress – Cancell 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 (%)
Thursday	420	310	62	54	87%
Saturday				36	58%

Figure 5.9 Cancell Road



- 5.43 In addition to the areas of unrestricted parking on Cancell 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) | 3 |
| ➤ | Single Yellow Line | 3 |
| ➤ | Double Yellow Line | 1 |
| ➤ | Other formal restricted carriageway | 10 |
| ➤ | White line advisory markings | 1 |
- 5.44 One of the two disabled bays tended to be utilised during the weekday, with both used during the Saturday afternoon.
- 5.45 In general, around five or six vehicles were parked across the other formal and informal restrictions at any one time.

Claribel Road

- 5.46 Claribel Road is a two-way through road, approximately 170 metres in length. There is terraced housing on both sides.
- 5.47 Table 5.10 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.10 presents an observational photo of the street.

Table 5.10 Parking Stress – Claribel 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 (%)
Thursday	300	275	55	53	96%
Saturday				46	84%

Figure 5.10 Claribel Road



- 5.48 In addition to the areas of unrestricted parking on Claribel 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
 - Double Yellow Line 1
 - Other formal restricted carriageway 2
- 5.49 At least one of the two disabled bays was occupied during the weekday survey, with both used overnight. On the Saturday neither were used in the morning but then became occupied.
- 5.50 In general, between one or two vehicles were observed parked across the additional restricted areas at any one time.

Cormont Road

- 5.51 Cormont Road is a two-way through road with pinch-points and traffic calming measures; and is approximately 400 metres in length. Cormont Road is predominantly formed of Edwardian properties, and also contains two access points to Myatt's Fields Park.
- 5.52 Table 5.11 presents the maximum level of parking stress observed during the Thursday and Saturday survey.

Table 5.11 Parking Stress – Cormont 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 (%)
Thursday	810	355	70	35	50%
Saturday				55	79%

- 5.53 In addition to the areas of unrestricted parking on Cormont 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 76
 - Other formal restricted carriageway 7
 - White line advisory markings 5
- 5.54 Only one of the two disabled bays tended to be occupied at any one time. Generally around 13 vehicles were observed parking on the other restrictions during the weekday, with between three and seven on a Saturday.

Cowley Road

- 5.55 Cowley Road is a residential street with open space and development sites along the eastern side. The northern end is blocked at the junction with Cancell Road to prevent through traffic, creating a cul-de-sac at the northern end.
- 5.56 Table 5.12 presents the maximum level of parking stress observed during the Thursday and Saturday survey.

Table 5.12 Parking Stress – Cowley 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 (%)
Thursday			71	68	96%
Saturday				60	85%

- 5.57 In addition to the areas of unrestricted parking on Cowley 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 5
 - Double Yellow Line 49
 - Other formal restricted carriageway 19
- 5.58 Generally between two or three vehicles were observed parking on single yellow lines during the weekday survey. Up to three or four vehicle were observed parking on keep clear restrictions on both the weekday and Saturday. Occasional parking on double yellow lines and dropped kerbs was also observed.

Cranmer Road

- 5.59 Cranmer Road is a two-way through road with traffic calming, approximately 260 metres in length. The south side has housing which is part of an estate, the north side has industrial units with a private car park which has two access points from the road (one of which can be seen below in Figure 5.11) The south side has single yellow lines that are operational Monday – Saturday, 8am – 6.30pm. Oval Ambulance Station is also located at the east end of Cranmer Road.
- 5.60 Table 5.13 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.11 presents an observational photo of the street.

Table 5.13 Parking Stress – Cranmer 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 (%)
Thursday	425	130	26	28	108%
Saturday				25	96%

Figure 5.11 Cramer Road



- 5.61 In addition to the areas of unrestricted parking on Cramer Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- | | | |
|---|---|----|
| ↗ | Dropped Kerbs / Access | 7 |
| ↗ | Designated parking bays (e.g. disabled, Doctor) | 1 |
| ↗ | Single Yellow Line | 50 |
| ↗ | Double Red line | 1 |
- 5.62 The disabled bay was generally utilised throughout the weekday and Saturday.
- 5.63 Generally between three and four vehicles were observed parking on the single yellow lines during the weekday daytime but this increased to up to 15 in the evening. Occasional parking across accesses was observed.

Elam Street

- 5.64 Elam Street is a no through road / side-street, located directly south of Lilford Road; and is approximately 50 metres in length. There are only two houses at the southern end of the Street, and there are bollards stopping access to garages at the rear of a housing estate.
- 5.65 Table 5.14 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.12 presents an observational photo of the street.

Table 5.14 Parking Stress – Elam 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 (%)
Thursday	70	60	12	11	92%
Saturday				12	100%

Figure 5.12 Elam Street



- 5.66 In addition to the areas of unrestricted parking on Elam Street, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 1
 - Other formal restricted carriageway 2
- 5.67 All of these kerbside spaces were observed to be fully utilised throughout the survey periods, indicating high parking stress.

Elliott Road

- 5.68 Elliott Road runs on a north – south axis and is approximately 200 metres in length. Elliott Road is bisected by Cancell Road which runs east-west. The through road section (north of Cancell Road) is comprised of flats on the west side and a church, and Dan Leno Gardens / Park on the east side. The no-through road section (south of Cancell Road) is comprised of flats, and has double yellow lines marked on both sides of the road.
- 5.69 Table 5.15 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.13 presents an observational photo of the street.

Table 5.15 Parking Stress – Elliott 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 (%)
Thursday	125	35	7	7	100%
Saturday				7	100%

Figure 5.13 Elliott Road



- 5.70 In addition to the areas of unrestricted parking on Elliott 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 9
 - Double Yellow Line 7
- 5.71 The two disabled bays both tended to be utilised through the survey periods. Occasional parking on the single yellow line was observed.

Evandale Road

- 5.72 Evandale Road is a two-way no through road, approximately 160 metres in length. It is formed of Victorian cottage style terraced housing, which runs along both sides of the road. The Myatts Field South housing estate is located at the northern end of Evandale Road.
- 5.73 Table 5.16 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.14 presents an observational photo of the street.

Table 5.16 Parking Stress – Evandale 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 (%)
Thursday	245	140	28	28	100%
Saturday				28	100%

Figure 5.14 Evandale Road



- 5.74 In addition to the areas of unrestricted parking on Evandale, 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 16
- 5.75 The one car club bay was observed to have a vehicle parked through the weekday and Saturday morning but the vehicle was then used in the afternoon.
- 5.76 All three of the disabled bays were only observed to be in use simultaneously in one parking beat and often only one was utilised.
- 5.77 Up to three vehicles were observed parking on the double yellow lines at any one time.

Foxley Road

- 5.78 Whilst there are no unrestricted parking bays on Foxley Road there are a number of other potential parking areas, as follows:
- | | | |
|---|---|----|
| ↗ | Designated parking bays (e.g. disabled, Doctor) | 10 |
| ↗ | Single Yellow Line | 54 |
| ↗ | Double Yellow Line | 5 |
| ↗ | Double Red line | 13 |
| ↗ | Other formal restricted carriageway | 4 |
- 5.79 Generally between two or three of the five disabled bays were utilised at any one time.
- 5.80 Up to 15 vehicles were observed to park on the single yellow lines in the evenings.
- 5.81 Occasional parking was observed on double yellow lines and even one incident of parking on a double red line.

Frederic Crescent

- 5.82 Frederick Crescent is a two-way through road, approximately 190 metres in length. There is low rise housing on both sides of the road, and at the north-west end there is a church.
- 5.83 Table 5.17 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.15 presents an observational photo of the street.

Table 5.17 Parking Stress – Frederick 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 (%)
Thursday	300	140	28	26	93%
Saturday				15	54%

Figure 5.15 Frederick Crescent



- 5.84 In addition to the areas of unrestricted parking on Frederick Crescent, 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 14
 - Double Yellow Line 13
 - Other formal restricted carriageway 2
 - White line advisory markings 1
- 5.85 On average, the two disabled bays were occupied by at least one vehicle, but often two.
- 5.86 Some occasional parking on restricted carriageway was observed, along with limited parking on single yellow line.

Gordon Grove

- 5.87 Gordon Grove is a two-way through road, approximately 120 metres in length. There are some flats along with access to Elam Street Open Space, and an adventure play area on the south side. Gordon Grove also has a number of industrial units in the arches to the south.
- 5.88 Table 5.18 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.16 presents an observational photo of the street.

Table 5.18 Parking Stress – Gordon Grove

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 (%)
Thursday	270	205	41	44	107%
Saturday				41	100%

Figure 5.16 Gordon Grove



- 5.89 In addition to the areas of unrestricted parking on Gordon Grove, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 6
 - Double Yellow Line 6
 - White line advisory markings 1
- 5.90 Generally there was always two or three vehicles parked across accesses or dropped kerbs along the street. In addition some parking on double yellow lines was observed.

Halsmere Road

- 5.91 Halsmere Road is a cul-de-sac located off Calais Street, and is approximately 170 metres in length. It is formed of Edwardian semi-detached housing, with local authority housing and garages at the eastern end.
- 5.92 Table 5.19 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.17 presents an observational photo of the street.

Table 5.19 Parking Stress – Halsmere 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 (%)
Thursday	205	190	38	35	92%
Saturday				33	87%

Figure 5.17 Halsmere Road



- 5.93 In addition to the areas of unrestricted parking on Halsmere 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
- 5.94 Parking was observed across the dropped kerb on Saturdays.

Holland Grove

- 5.95 Holland Grove is a cul-de-sac, located off Vassall Road, and is approximately 160 metres in length. There are local authority flats on the west side and semi-detached Victorian housing on the east side. The west side is marked with double yellow lines, and the east side has unrestricted bays marked. There is sheltered accommodation at the southern end of the road.
- 5.96 Table 5.20 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.18 presents an observational photo of the street.

Table 5.20 Parking Stress – Holland Grove

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 (%)
Thursday	245	60	12	14	117%
Saturday				5	42%

Figure 5.18 Holland Grove



- 5.97 In addition to the areas of unrestricted parking on Holland Grove, 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
 - Single Yellow Line 6
 - Double Yellow Line 28
- 5.98 One of the two disabled parking bays was observed utilised throughout the weekday but not the Saturday. The Doctor's bay was utilised for 6 hours on the weekday
- 5.99 One or two vehicles were generally parked on single yellow lines, but more often in the evenings. Occasional parking in the double yellow lines was observed.

Inglis Street

- 5.100 Inglis Street is a one-way side road, connecting Knatchbull Road to the north with Paulet Road to the south. It is approximately 100 metres in length. At the end of the road there is large yellow box where parking is not permitted as this provides underground access to adjacent properties, and provides a turning area for vehicles. The road is blocked to vehicles here.
- 5.101 Table 5.21 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.19 presents an observational photo of the street.

Table 5.21 Parking Stress – Inglis 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 (%)
Thursday		80	16	18	113%
Saturday				16	100%

Figure 5.19 Inglis Street



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

➤ Double Yellow Line 3

- 5.103 One vehicle was observed parking on the double yellow line after 2pm on the weekday.

Knatchbull Road

- 5.104 Knatchbull Road is a two-way through road with road calming measures and a bus route, and is approximately 500 metres in length. There is detached/semi-detached housing along both sides of the road. Myatt's Fields Park is on the north-west side at the northern end. There is a library at the junction with Burton Road.
- 5.105 Table 5.22 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.20 presents an observational photo of the street.

Table 5.22 Parking Stress – Knatchbull 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 (%)
Thursday	750	605	121	115	95%
Saturday				92	76%

Figure 5.20 Knatchbull Road



- 5.106 In addition to the areas of unrestricted parking on Knatchbull 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) 6
 - Double Yellow Line 16
 - Other formal restricted carriageway 6
 - White line advisory markings 1
- 5.107 On average, two of the six disabled bays were occupied on the weekday and one on the Saturday.
- 5.108 The restricted carriageway was generally fully occupied throughout the surveys.

Langton Road

- 5.109 Langton Road is a through road, approximately 300 metres in length. There is terraced housing on both sides of the road, and St Gabriel's College is located at the southern end of the road. St Gabriel's College has 'School Keep Clear' markings; and also has a private gated car park. The road also has semi-kerbside parking.
- 5.110 Table 5.23 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.21 presents an observational photo of the street.

Table 5.23 Parking Stress – Langton 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 (%)
Thursday	440	325	65	63	97%
Saturday				54	83%

Figure 5.21 Langton Road



- 5.111 In addition to the areas of unrestricted parking on Langton 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) | 3 |
| ➤ | Single Yellow Line | 2 |
| ➤ | Double Yellow Line | 6 |
| ➤ | Other formal restricted carriageway | 6 |
- 5.112 Generally one of the three disabled bays was utilised across the surveys.
- 5.113 Three vehicles were parked on restricted carriageway throughout the weekday survey. Some parking on the keep clear markings took place, particularly later on the Saturday. Generally one or two vehicles also parked on double yellow lines across the surveys.

Lilford Road

- 5.114 Lilford Road is a through road, approximately 400 metres in length. There is terraced housing on both sides of the road, and there are some stretches of double yellow lines along the road.
- 5.115 Table 5.24 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.22 presents an observational photo of the street.

Table 5.24 Parking Stress – Lilford 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 (%)
Thursday	645	440	88	77	88%
Saturday				70	80%

Figure 5.22 Lilford Road



- 5.116 In addition to the areas of unrestricted parking on Lilford 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) 6
 - Single Yellow Line 4
 - Double Yellow Line 26
 - Other formal restricted carriageway 4
 - White line advisory markings 1
- 5.117 Generally, three of the six disabled bays were occupied throughout the survey periods.
- 5.118 Generally, three or four vehicles parked on the restricted carriageway on a weekday, with one or two on the Saturday. An additional one or two vehicles parked on single and double yellow lines, and keep clear markings throughout the surveys.

Lothian Road

- 5.119 Lothian Road is a one-way through road, approximately 300 metres in length. There is a mixture of flats and terraced housing along the road. The road is narrow with parking on both sides.
- 5.120 Table 5.25 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.23 presents an observational photo of the street.

Table 5.25 Parking Stress – Lothian 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 (%)
Thursday	510	285	57	54	95%
Saturday				37	65%

Figure 5.23 Lothian Road



- 5.121 In addition to the areas of unrestricted parking on Lothian Road, 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) | 2 |
| ➤ | Double Yellow Line | 1 |
| ➤ | Double Red line | 9 |
| ➤ | Other formal restricted carriageway | 28 |
- 5.122 At least one of the two disabled bays was occupied during the surveys, with occasionally two.
- 5.123 Three vehicles were observed on the restricted carriageway throughout the weekday, with one or two on Saturday. Occasional parking on dropped kerbs occurred.

Loughborough Park

- 5.124 Loughborough Park is a through road, and is approximately 700 metres in length. It is mainly formed of semi-detached houses. There is a new development under construction at the southern end on the eastern side. The Evelyn Grace Academy is also located on the eastern side, which has a barrier access to a private car park. There is also a pedestrian access point to Loughborough Park at the northern end of the road, and the road also has a number of bus routes.
- 5.125 Table 5.26 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.24 presents an observational photo of the street.

Table 5.26 Parking Stress – Loughborough 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 (%)
Thursday		680	136	143	105%
Saturday				130	96%

Figure 5.24 Loughborough Park



- 5.126 In addition to the areas of unrestricted parking on Loughborough Park, 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) 9
 - Single Yellow Line 3
 - Double Yellow Line 40
 - Other formal restricted carriageway 33
 - White line advisory markings 2
- 5.127 On average, four of the nine disabled bays were occupied on a weekday, rising to six on a Saturday.
- 5.128 Around two or three vehicles were generally observed parking on double yellow lines, sometimes up to five. One instance of parking on a bus stop was observed.

Loughborough Road

- 5.129 Loughborough Road is a through road, and is approximately 600 metres in length. Both sides of the road is formed of local authority housing which does not have direct access from the road. A marked cycle lane is also located on the road (see **Figure 5.14**).
- 5.130 Table 5.27 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.25 presents an observational photo of the street.

Table 5.27 Parking Stress – Loughborough 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 (%)
Thursday		730	146	145	99%
Saturday				135	92%

Figure 5.25 Loughborough Road



- 5.131 In addition to the areas of unrestricted parking on Loughborough Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- | | | |
|---|---|----|
| ➤ | Dropped Kerbs / Access | 8 |
| ➤ | Designated parking bays (e.g. disabled, Doctor) | 4 |
| ➤ | Single Yellow Line | 7 |
| ➤ | Double Yellow Line | 71 |
| ➤ | Double Red line | 15 |
| ➤ | Other formal restricted carriageway | 38 |
| ➤ | White line advisory markings | 1 |
- 5.132 Three of the four disabled bays were occupied across the weekday survey, with all four occupied for parts of the Saturday.
- 5.133 Up to ten vehicles were observed parked across other restrictions, including single and double yellow lines, double red lines, keep clear markings, and other restricted carriageway.

Loughborough Road Parade

- 5.134 Loughborough Road Parade is a service road, located off Loughborough Road, and is approximately 50 metres in length. The road is used to service the shops within the parade.
- 5.135 Table 5.28 presents the maximum level of parking stress observed during the Thursday and Saturday survey.

Table 5.28 Parking Stress – Loughborough Road Parade

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 (%)
Thursday		45	9	6	67%
Saturday				7	78%

- 5.136 In addition to the areas of unrestricted parking on Loughborough Road Parade, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 1
 - Other formal restricted carriageway 1
- 5.137 Only one instance of parking on these restrictions was observed each on a weekday and Saturday.

Millbrook Road

- 5.138 Millbrook Road is a no through road, located off Barrington Road, approximately 160 metres in length. There is terraced housing on the southern side whilst on the north side there is Wyck Gardens Park.
- 5.139 Table 5.29 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.26 presents an observational photo of the street.

Table 5.29 Parking Stress – Millbrook 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 (%)
Thursday	255	215	43	45	105%
Saturday				43	100%

Figure 5.26 Millbrook Road



- 5.140 In addition to the areas of unrestricted parking on Millbrook Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Single Yellow Line 1
 - Double Yellow Line 5
 - White line advisory markings 3
- 5.141 One instance of parking on single yellow line was observed on a weekday, as well as two vehicles parked on a white line for short periods.

Minet Road

- 5.142 Minet Road is a through road, and is approximately 400 metres in length. There is a mixture of local authority housing including high rises, semi-detached housing and flats. Loughborough Primary School is also located here and has School Keep Clear markings, raised tables and pinch points.
- 5.143 Table 5.30 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.27 presents an observational photo of the street.

Table 5.30 Parking Stress – Minet 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 (%)
Thursday	670	555	111	107	96%
Saturday				96	86%

Figure 5.27 Minet Road



- 5.144 In addition to the areas of unrestricted parking on Minet 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 |
| ➤ | Single Yellow Line | 1 |
| ➤ | Double Yellow Line | 4 |
| ➤ | Other formal restricted carriageway | 11 |
- 5.145 The disabled bay was occupied throughout the weekday survey and during the Saturday morning.
- 5.146 Generally around four vehicles were parked on other restrictions during the weekday, rising to around six on the Saturday.

Moorland Road

- 5.147 Moorland Road is a through road, approximately 300 metres in length. The east side is formed of detached housing, whilst the west side is formed of terraced housing and flats, as part of the estate. Hill Mead Primary School is also located here and has School Keep Clear signs and raised tables.
- 5.148 Table 5.31 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.28 presents an observational photo of the street.

Table 5.31 Parking Stress – Moorland 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 (%)
Thursday	385	230	46	52	113%
Saturday				48	104%

Figure 5.28 Moorland Road



- 5.149 In addition to the areas of unrestricted parking on Moorland 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) 7
 - Single Yellow Line 10
- 5.150 The single car club bay was empty for the whole of the weekday but occupied throughout Saturday.
- 5.151 On average, three of the six disabled bays were occupied on the weekday and two on the Saturday.
- 5.152 The single yellow lines were often fully occupied throughout the survey period.

Mostyn Road

- 5.153 Mostyn Road is a one-way through road, approximately 380 metres in length. The north side has new flats whilst the south side is formed of the Myatts Field Estate which has no direct access from Mostyn Road.
- 5.154 Table 5.32 presents the maximum level of parking stress observed during the Thursday and Saturday survey.

Table 5.32 Parking Stress – Mostyn 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 (%)
Thursday	565	245	49	36	73%
Saturday				27	55%

- 5.155 In addition to the areas of unrestricted parking on Mostyn 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 |
| ➤ | Single Yellow Line | 11 |
| ➤ | Double Yellow Line | 36 |
| ➤ | Double Red line | 1 |
| ➤ | Other formal restricted carriageway | 14 |
- 5.156 On average, five vehicles were parked on a single yellow line in the weekday and four on a Saturday. In addition, one or two vehicles parked on a double yellow line or other restricted carriageway.

Myatt Road

- 5.157 Myatt Road is a one-way road, approximately 150 metres in length. It is comprised of terraced and semi-detached housing on both sides of the road.
- 5.158 Table 5.33 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.29 presents an observational photo of the street.

Table 5.33 Parking Stress – Myatt 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 (%)
Thursday	215	80	16	16	100%
Saturday				12	75%

Figure 5.29 Myatt Road



- 5.159 In addition to the areas of unrestricted parking on Myatt 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
 - Other formal restricted carriageway 22
- 5.160 On average, two of the four disabled bays were occupied on a weekday and one on a Saturday.
- 5.161 Generally around six or seven vehicles were observed parking on one of the other restricted areas on a weekday, with two or three on a Saturday.

Normandy Road

- 5.162 Normandy Road is a through road, and is approximately 160 metres in length. The southern side has terraced housing whilst the north side has flats as part of an estate, with no direct access from Normandy Road.
- 5.163 Table 5.34 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.30 presents an observational photo of the street.

Table 5.34 Parking Stress – Normandy 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 (%)
Thursday	275	185	37	36	97%
Saturday				35	95%

Figure 5.30 Normandy Road



- 5.164 In addition to the areas of unrestricted parking on Normandy 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
 - Double Yellow Line 2
 - Double Red line 11
 - White line advisory markings 2
- 5.165 Only a single vehicle was observed parking on these additional restricted parking areas during the survey.

Patmos Road

- 5.166 Patmos Road is a through road, and is approximately 240 metres in length. The east side is formed of housing within an estate with no direct access from Patmos Road. The west side has medical buildings and retail. There are stretches of double yellow lines along Patmos Road.
- 5.167 Table 5.35 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.31 presents an observational photo of the street.

Table 5.35 Parking Stress – Pathos 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 (%)
Thursday	365	210	42	43	102%
Saturday				25	60%

Figure 5.31 Patmos Road



- 5.168 In addition to the areas of unrestricted parking on Pathos 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
↗	Single Yellow Line	3
↗	Double Yellow Line	16
↗	Other formal restricted carriageway	10
↗	White line advisory markings	1

- 5.169 On average, three vehicles were observed parking on single yellow lines throughout the surveys. In addition, three vehicles were also observed parking double yellow lines on the weekday.

Paulet Road

- 5.170 Paulet Road is a through road, approximately 400 metres in length. The south-east side is formed of terraced housing, whilst the north-west side is housing within an estate with no direct access to Paulet Road.
- 5.171 Table 5.36 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.32 presents an observational photo of the street.

Table 5.36 Parking Stress – Paulet 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 (%)
Thursday	765	690	138	134	97%
Saturday				120	87%

Figure 5.32 Paulet Road



- 5.172 In addition to the areas of unrestricted parking on Paulet 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 | 5 |
| ➤ | Other formal restricted carriageway | 4 |
- 5.173 On average, three of the five disabled bays were occupied on the weekday, with two on the Saturday.
- 5.174 Around four or five vehicles were generally observed to park across the other restrictions on a weekday, with an average of three on Saturday.

Penford Street

- 5.175 Penford Street is a no-through road, approximately 130 metres in length. There is terraced housing on both sides of the road. There is a hatched parking area located at the end of the road which leads to underground parking for the local estate.
- 5.176 Table 5.37 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.33 presents an observational photo of the street.

Table 5.37 Parking Stress – Penford 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 (%)
Thursday	205	180	36	39	108%
Saturday				34	94%

Figure 5.33 Penford Street



- 5.177 In addition to the areas of unrestricted parking on Penford Street, 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
 - Other formal restricted carriageway 1
 - White line advisory markings 1
- 5.178 The car club bays were occupied throughout the weekday, but the vehicle was utilised from 8am onwards on Saturday.
- 5.179 Around two or three vehicles generally occupied the other restricted parking areas across the whole survey period.

Russell Grove

- 5.180 Russell Grove is a no-through road, located off Cancell Road, approximately 80 metres in length. Both sides of the road have terraced housing. One disabled bay is located on this road.
- 5.181 Table 5.38 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.34 presents an observational photo of the street.

Table 5.38 Parking Stress – Russell Grove

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 (%)
Thursday	210	130	26	25	96%
Saturday				23	88%

Figure 5.34 Russell Grove



- 5.182 In addition to the areas of unrestricted parking on Russell Grove, 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) 1
 - Other formal restricted carriageway 10
- 5.183 Generally, two or three vehicles were parked on these restricted areas during the weekday, with one or two on the Saturday.

Somerleyton Road

- 5.184 Somerleyton Road is a through road, approximately 450 metres in length. The east side of the road has some terraced housing, which forms part of a housing estate. The west side has commercial units. There is a double yellow line marked in places.
- 5.185 Table 5.39 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.35 presents an observational photo of the street.

Table 5.39 Parking Stress – Somerleyton 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 (%)
Thursday	205	170	34	38	112%
Saturday				39	115%

Figure 5.35 Somerleyton Road



- 5.186 In addition to the areas of unrestricted parking on Somerleyton Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- | | | |
|---|---|----|
| ➤ | Dropped Kerbs / Access | 8 |
| ➤ | Designated parking bays (e.g. disabled, Doctor) | 1 |
| ➤ | Single Yellow Line | 16 |
| ➤ | Double Yellow Line | 32 |
| ➤ | Other formal restricted carriageway | 12 |
- 5.187 A vehicle was observed parking in the disabled bay for about 50% of the survey period.
- 5.188 Two separate instances of a vehicle parked in the bus stop were observed on a weekday and a Saturday.
- 5.189 Generally, about seven or eight vehicles were observed parking on other restrictions during the weekday, with six or seven on a Saturday.

St James Crescent

- 5.190 St. James Crescent is a through road, which is approximately 230 metres in length. Most properties along the road are set back, or have green space / gardens; however some properties have their own private driveways.
- 5.191 Table 5.40 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.36 presents an observational photo of the street.

Table 5.40 Parking Stress – St James 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 (%)
Thursday	360	215	43	43	100%
Saturday				42	98%

Figure 5.36 St. James Crescent



- 5.192 In addition to the areas of unrestricted parking on St James Crescent, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 14
 - Designated parking bays (e.g. disabled, Doctor) 9
 - Single Yellow Line 2
 - Double Yellow Line 4
- 5.193 Eight permit holder bays were identified along this road, with, on average, two occupied across the weekday and seven on a Saturday. The disabled bay was only occasionally occupied on a weekday and not at all on the Saturday.
- 5.194 On average, around four or five vehicles were parked on other restrictions across the weekday survey, with four on the Saturday.

Templar Street

- 5.195 Templar Street is a no-through road, located off Knatchbull Road, and is approximately 140 metres in length. The road has terraced housing on both sides of the road.
- 5.196 Table 5.41 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.37 presents an observational photo of the street.

Table 5.41 Parking Stress – Templar 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 (%)
Thursday	215	155	31	30	97%
Saturday				25	81%

Figure 5.37 Templar Street



- 5.197 In addition to the areas of unrestricted parking on Templar Street, 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 | 11 |
- 5.198 On average, ten vehicles were parked on the double yellow lines across the weekday survey, with four on the Saturday. A further two vehicles were parked on dropped kerbs on a weekday, one on a Saturday.

Tindal Street

- 5.199 Tindal Street is a one-way through road, approximately 170 metres in length. The road is narrow with terraced housing on the north side. The south side has estate properties with no direct access from the road.
- 5.200 Table 5.42 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.38 presents an observational photo of the street.

Table 5.42 Parking Stress – Tindal 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 (%)
Thursday	275	240	48	46	96%
Saturday				33	69%

Figure 5.38 Tindal Street



- 5.201 In addition to the areas of unrestricted parking on Tindal Street, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:
- Dropped Kerbs / Access 4
 - Double Yellow Line 3
- 5.202 On average, one vehicle was parked within these restricted areas across the survey period.

Upstall Street

- 5.203 Upstall Street is a no-through road, located off Knatchbull Road, and is approximately 200 metres in length. There is terraced housing, and parking on both sides of the road.
- 5.204 Table 5.43 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.39 presents an observational photo of the street.

Table 5.43 Parking Stress – Upstall 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 (%)
Thursday	200	200	40	40	100%
Saturday				31	78%

Figure 5.39 Upstall Street



- 5.205 There are no additional areas of parking on Upstall Street.

Vassall Road

- 5.206 Vassall Road is a through road, approximately 650 metres in length. There is a mixture of housing along the road, including some estate flats with no direct access and private houses with either a garage or driveway. There are a number of traffic calming measures, including raised tables and a 20mph speed restriction and there is also a marked cycle lane.
- 5.207 Table 5.44 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.40 presents an observational photo of the street.

Table 5.44 Parking Stress – Vassall 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 (%)
Thursday	915	490	98	95	97%
Saturday				88	90%

Figure 5.40 Vassall Road



- 5.208 In addition to the areas of unrestricted parking on Vassall 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) | 6 |
| ➤ | Single Yellow Line | 5 |
| ➤ | Double Yellow Line | 27 |
| ➤ | Double Red line | 16 |
| ➤ | Other formal restricted carriageway | 29 |
- 5.209 On average, five of the six disabled bays were occupied on a weekday, with four on the Saturday.
- 5.210 On average, the four loading bays had two vehicles occupying them across the survey.
- 5.211 Around five or six vehicles were generally parked within the other restricted areas across the survey.

Welby Street

- 5.212 Welby Street is a no-through road, located off Knatchbull Road, and is approximately 70 metres in length. The road has terraced housing on both sides of the road. There is a hatched area to the south leading to underground parking for the local estate.
- 5.213 Table 5.45 presents the maximum level of parking stress observed during the Thursday and Saturday survey. Figure 5.41 presents an observational photo of the street.

Table 5.45 Parking Stress – Welby 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 (%)
Thursday	115	115	23	23	100%
Saturday				19	83%

Figure 5.41 Welby Street



- 5.214 There are no additional areas of parking on Welby Street.

6 Summary

OVERVIEW

- 6.1 JMP has been commissioned by Lambeth Council to undertake a series of parking stress survey relating to on-street parking within the London Borough of Lambeth. This report focusses upon parking within the Vassall Area to the north of the borough. This area is not currently subject to Controlled Parking Zone restrictions.
- 6.2 The area is densely residential with a high concentration of housing estates, including the Myatts Field, Cowley & Caldwell Gardens Estates. Some of these have private roads and parking within them. These areas are maintained by Lambeth Housing Management and were not included in the survey beats as they fall under private ownership and have their own parking enforcement arrangements.

Parking Survey Specification

- 6.3 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 Vassall 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.
- 6.4 An initial audit was undertaken in order to establish baseline information on the different types and lengths of kerbside restrictions.
- 6.5 Surveys were carried out on Thursday 9th June and Saturday 11th June 2016. 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

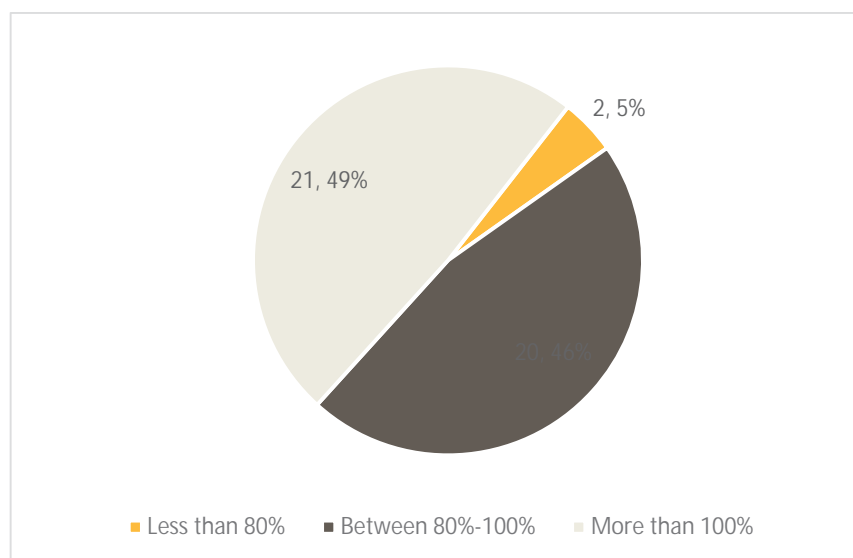
Supply

- 6.6 The site audit identified the following total number of different designations of kerbside parking places across the whole of the Vassall Area:
- | | | |
|--------------------------------|---|----------------------|
| ➤ Unrestricted parking area | = | 2,405 defined spaces |
| ➤ Dropped Kerb / Access | = | 140 defined spaces |
| ➤ Designated Parking Bay | = | 103 defined spaces |
| ➤ Single Yellow Line | = | 268 defined spaces |
| ➤ Double Yellow Line | = | 759 defined spaces |
| ➤ Double Red Line | = | 66 defined spaces |
| ➤ Other Formal Restriction | = | 373 defined spaces |
| ➤ Informal White Line Markings | = | 31 defined spaces |
- 6.7 This indicates that there are in the region of 2,508 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays).
- 6.8 This increases to a potential 2,776 defined spaces overnight, if single yellow line space were to be included.

Parking Stress

- 6.9 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.
- 6.10 Across the Vassall Area as a whole, the level of parking stress appears high, with maximum observed parking demand only marginally lower than the available unrestricted number of parking spaces.
- 6.11 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



- 6.12 This data consists of the following breakdown of streets:
- A total of **two** roads had parking stresses of less than 80%, and these were:
 - Loughborough Park Parade, and Mostyn Road.
 - A total of **twenty** roads had parking stresses of between 80% and 100%, and these were
 - Akerman Road, Brief Street, Calais Street, Cancell Road, Claribel Road, Cormont Road, Frederick Crescent, Halsmere Road, Inglis Street, Knatchbull Road, Langton Road, Lilford Road, Lothian Road, Loughborough Road, Minet Road, Normandy Road, Paulet Road, Russell Grove, Templar Street, and Tindall Street.
 - A total of **twenty one** roads had parking stresses of over 100%, and these were:
 - Angell Park Gardens, Angell Road, Barrington Road, Belinda Road, Cranmer Road, Elam Street, Elliott Road, Evandale Road, Gordon Grove, Holland Grove, Loughborough Park, Millbrook Road, Moorland Road, Myatt Road, Patmos Road, Penford Road, Vassall Road, Somerleyton Road, St James Crescent, Upstall Street, Welby Street

Parking Demand

- 6.13 During the Thursday survey, a total of 3,674 unique vehicle registration plates were recorded across the study area. Around 64% 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). During the course of the day 1,298 additional plates were recorded (35% of total), indicating non-residential short-stay parking.
- 6.14 During the Saturday survey a total of 3,291 unique vehicle registration plates were recorded across the study area. Around 61% of these were recorded at the outset of the survey, indicating overnight demand. During the course of the day 1,274 additional plates were recorded (39% 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 Thursday and Saturday.

Table 6.1 Duration of Stay of Vehicles within the Study Area

Length of Stay	No. of vehicles Thursday	% of all vehicles counted Thursday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	1,397	35%	1,075	30%
Between 12-16 hours	288	7%	167	5%
Between 6-12 hours	434	11%	458	13%
Between 4-8 hours	683	17%	770	21%
Between 2-4 hours	622	16%	513	14%
Less than 2 hours	542	14%	625	17%
Total	3,966	100%	3,608	100%

- 6.16 Over a third of vehicles were parked for the full duration of the survey on the Thursday, with slightly fewer (30%) on the Saturday. Around a 15% of parking demand was short-stay of less than two hours.
- 6.17 Further analysis highlights the proportion of vehicles that were observed parking throughout the whole of the survey period (e.g. from first to last beat). Overall 60% of vehicles parked overnight remained parked throughout the survey, with the equivalent figure of 56% 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 Thursday data [*Saturday figures in brackets*]:
- Vehicles arriving between 6am and 8am generally departed prior to the end of the survey (10pm)
 - Of the vehicles arriving (or returning) during the middle period of the day, 30% [34%] left within 2 hours, and a further 18% [13%] within 4 hours
 - Of the vehicles arriving (or returning) towards the end of the day, 77% [71%] remained parked throughout the remainder of the survey.

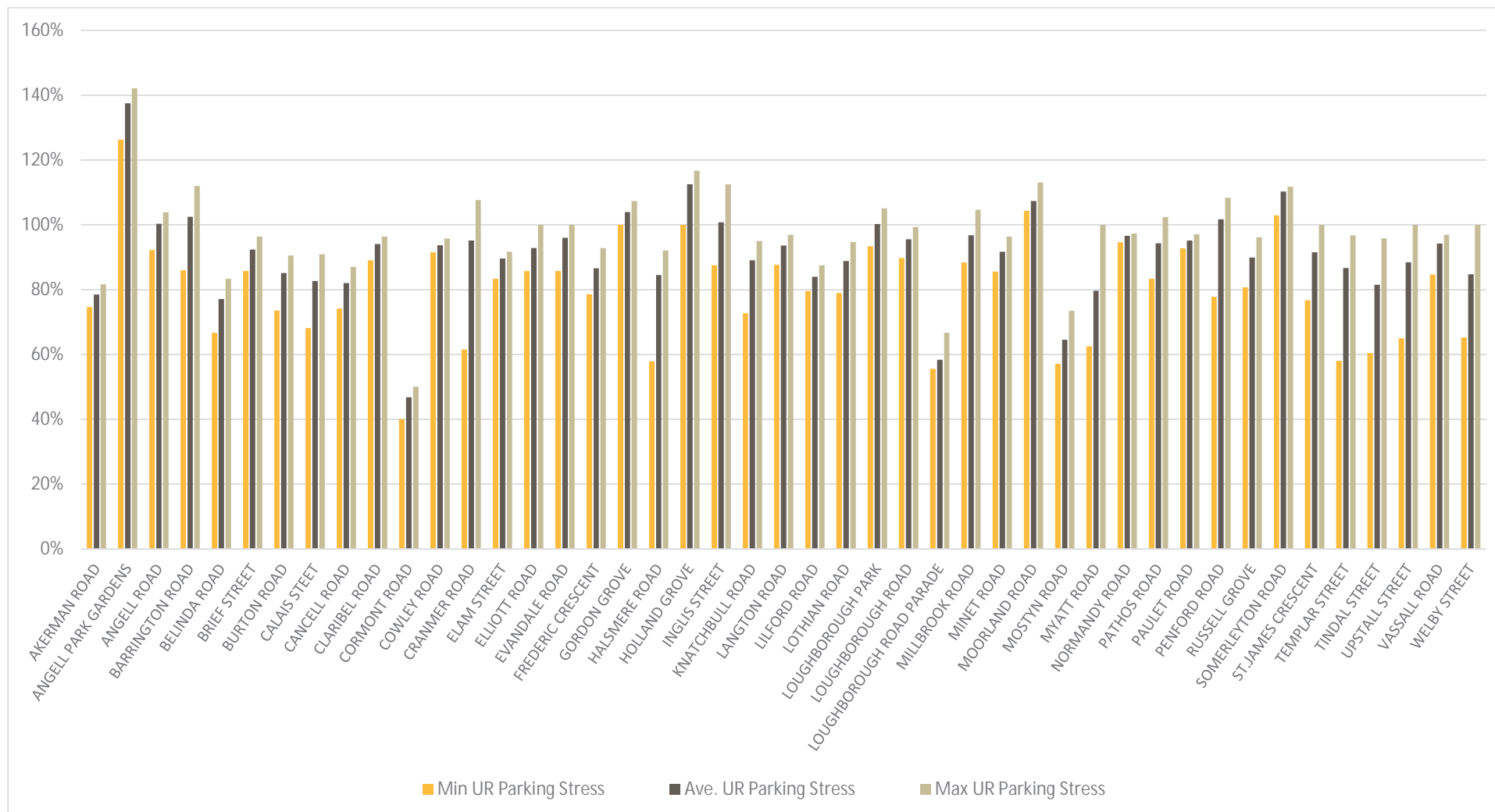
Appendix A

PARKING STREET LEVELS ACROSS UNRESTRICTED KERBSIDE

Thursday and Saturday



Minimum, Maximum and Average Parking Stress by Street – Weekday



Minimum, Maximum and Average Parking Stress by Street – Weekend

