

LAMBETH PARKING STUDY – STREATHAM COMMON / VALE REPORT



SYSTRA

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1. INTRODUCTION

1.1 Background

SYSTRA Ltd ('SYSTRA') 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').

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.

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.

This report relates to the analysis of the on-street parking within the Streatham Common / Vale Area, located in the south west of LBL. The area is currently not subjected to any Controlled Parking Zone restrictions.

The Streatham Common / Vale Area is not located to any immediate Controlled Parking Zone restrictions, however there are a number of CPZs to the north of the Area. This may have a 'ripple' effect of residents from these areas parking in the Streatham Common / Vale area to minimise or eliminate their use of permits.

1.2 Controlled Parking Zones (CPZ)

The densely populated nature of the LBL, with its competing land use demands, places pressure on kerb-side 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.

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.

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).

1.3 Parking Survey Objectives

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 Streatham Common / Vale 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.

1.4 Site Location

Figure 1. represents a map of the Streatham Common / Vale Area. The Streatham Common / Vale Area is situated in the south west of LBL and is dissected by the A23. The area is bounded by the A214 to the north and the B273 to the south.



Figure 1. Location Plan of the Streatham Common / Vale Area

The Streatham Common / Vale Area has access to two rail stations; Streatham Common and Streatham. Both stations provide a mainline link to central London however there is no access to Underground rail services. The two rail links may increase the parking demand for commuters in the surrounding areas as there are no Controlled Parking Zone restrictions present.

The Area currently has no Controlled Parking Zones in place, but the surrounding area to the east is subjected to a Controlled Parking Zone, this includes:

- Tulse Hill (H) Monday – Friday, 12.00pm – 14.00pm; and
- Tulse Hill (H) Monday – Friday, 08.30am – 18.30pm

The close proximity of other CPZs is thought likely to increase the pressures on parking within the Streatham Common / Vale Area as it provides unrestricted parking provision.

2. EXISTING PARKING RESTRICTIONS

2.1 Kerbside restrictions within the Streatham Common / Vale Area

Although a Controlled Parking Zone does not exist within the Streatham Common / Vale Area, there are a number of both formal and informal waiting restrictions.

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).

2.2 Waiting Restrictions

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.

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.

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.

2.3 Parking Bays

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.

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.

2.4 Other Controlled Areas

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.

2.5 Access Protection Markings (H-Bars)

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.

2.6 Unrestricted kerbside space in the Streatham Common / Vale Area

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

3.1 Methodology

The following parking stress survey methodology was agreed with the Council in advance of surveys undertaken.

Surveys were carried out on Saturday 19th November 2016 and Thursday 24th November 2016. These provide a representation of a weekday and a weekend day, which are likely to have different parking patterns and characteristics. Further surveys were carried out on 26th January and 28th January 2017 to verify data for specific streets.

3.2 Pre-survey Audit

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.

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.

3.3 Survey

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 (i.e. 04:00 – 06:00) through to early evening post-8pm (i.e. 20:00 – 22:00). The two-hourly parking beats meant that exact start and end times varied across the study area.

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%. This was used to show the layout of parking and indicative demand for parking within the street.

3.4 Survey Monitoring

SYSTRA 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.

3.5 Survey Outputs

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; and

- Duration of stay of vehicles (to the nearest two hours).

3.6 Assessment Criteria

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.

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

4.1 Overview

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.

4.2 Parking Supply

The site audit identified the following volume of different designations of kerbside parking places across the whole of the Streatham Common / Vale Area. Where restrictions cross over, lines have been prioritised in the classification below.

○ Unrestricted parking area	=	4,686 defined spaces
○ Dropped Kerb / Access	=	291 defined spaces
○ Designated Parking Bay	=	72 defined spaces
○ Single Yellow Line	=	152 defined spaces
○ Single Yellow Line (with crossover)	=	21 defined spaces
○ Double Yellow Line	=	450 defined spaces
○ Double Red Line	=	249 defined spaces
○ Other Formal Restriction	=	734 defined spaces
○ Informal White Line Markings	=	611 defined spaces
○ Total	=	7,266 defined spaces

This indicates that there are 4,758 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the Streatham Common / Vale Area.

This increases to a potential 4,910 defined spaces overnight, if single yellow line space were to be included (but not single yellow lines which cross over another restriction, for example a dropped kerb).

4.3 Parking Demand and utilisation

The overall maximum parking demand was observed across the entire Streatham Common / Vale Area of around 3,898 vehicles during the weekday and 3,929 during the weekend. This suggests that the equivalent of around 82% all of the unrestricted parking and designated parking bays across the area were occupied at least once during the weekday and 83% during the weekend survey periods. This provides an initial indication that there are relatively high levels of parking stress across the Streatham Common / Vale Area.

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.

During the Thursday survey, a total of 6,514 unique vehicle registration plates were recorded across the study area. 60% of these were recorded at the outset of the survey (04:00) and therefore represent 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 Thursday an additional 2,611 plates were recorded (40% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential vehicles.

During the Saturday survey, a total of 6,271 unique vehicle registration plates were recorded across the study area. 63% of these were recorded at the outset of the survey (04:00) and therefore represent 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 weekend period, an additional 2,342 plates were recorded (37% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential vehicles.

4.4 Durations of Stay

4.4.1 Overall Results

Table 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 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	1,874	24%	1,690	21%
Between 12-16 hours	383	5%	284	4%
Between 8-12 hours	811	10%	807	10%
Between 4-8 hours	1,501	19%	2,060	26%
Between 2-4 hours	1,419	18%	1,380	17%
Less than 2 hours	1,867	24%	1,709	22%
Total	7,855	100%	7,930	100%

It is evident from Table 1 that the duration of stay is evenly distributed across duration bands. The largest proportion of vehicles in the weekday stay for less than 2 hours or over 16 hours. The weekends follow a similar pattern, though the largest proportion of vehicles stay between 4 and 8 hours.

Just under one quarter of vehicles were parked for the full duration on the Thursday, with just over one fifth on the Saturday. Around the same level is short-stay parking

4.4.2 All Day Parking

Table 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 2. Summary of Percentage of Vehicles Parked All Day by Street

Street	% of Vehicles Parked All Day	% of Vehicles Parked All Day
	Thursday	Saturday
ABERCAIRN ROAD	29%	18%
ABERFOYLE ROAD	44%	13%
AMBLESIDE AVENUE	29%	26%
ARRAGON GARDENS	20%	8%
BABINGTON ROAD	23%	12%
BALDRY GARDENS	23%	29%
BARROW ROAD	41%	49%
BATES CRESCENT	34%	23%
BENCROFT ROAD	24%	23%
BODIAM ROAD	16%	19%
BRAESIDE ROAD	33%	16%
BRAXTED PARK	25%	28%
BRIDGE WOOD ROAD	14%	9%
BROADVIEW ROAD	28%	18%
BUCKLEIGH ROAD	24%	26%
CANMORE GARDENS	52%	25%
CARNFORTH ROAD	35%	21%
CEDARVILLE GARDENS	15%	30%
COLMER ROAD	12%	18%
CONYER'S ROAD	22%	17%
COPLEY PARK	31%	32%
COVINGTON WAY	33%	29%
DANBROOK ROAD	21%	24%
DONNYBROOK ROAD	33%	17%
DRAKEWOOD ROAD	18%	16%
EARDLEY ROAD	29%	15%
EDGINGTON ROAD	34%	38%
ELLISON ROAD	21%	15%
ELLORA ROAD	29%	33%
ESTREHAM ROAD	18%	25%
FAIRMILE AVENUE	20%	12%
FERNWOOD AVENUE	34%	22%
FERRES ROAD	32%	48%
FONTAINE ROAD	21%	16%
GLENCAIRN ROAD	24%	19%
GLENEAGLE ROAD	13%	7%
GLENISTER PARK ROAD	12%	13%
GRAYSCROFT ROAD	15%	29%
GREYHOUND LANE	23%	11%

GUILDERSFIELD ROAD	21%	21%
HAMBRO ROAD	32%	38%
HAWKHURST ROAD	34%	28%
HEATHDENE ROAD	17%	20%
HELMSDALE ROAD	14%	18%
HEPWORTH ROAD	19%	12%
HEYBRIDGE AVENUE	24%	28%
HILLDOWN ROAD	17%	20%
KEMPSHOTT ROAD	30%	20%
LEWIN ROAD	32%	43%
MANTLET CLOSE	25%	21%
MITCHAM LANE	0%	0%
NATAL ROAD	32%	44%
NETTLEWOOD ROAD	19%	23%
NORTHANGER ROAD	14%	24%
PATHFIELD ROAD	20%	20%
PENISTON ROAD	32%	19%
POTTER'S LANE	9%	38%
RIGGINDALE ROAD	43%	29%
ROTHERHILL AVENUE	29%	30%
RYDAL ROAD	36%	20%
SHERWOOD AVENUE	18%	16%
STATION APPROACH	6%	0%
STRATHBROOK ROAD	25%	25%
STREATHAM COMMON SOUTH	8%	9%
STREATHAM VALE	8%	6%
TANKERVILLE ROAD	16%	19%
THIRLMERE ROAD	33%	30%
TOOTING BEC GARDENS	35%	42%
VOSS COURT	22%	36%
WESTWELL ROAD	14%	18%
WESTWELL ROAD APPROACH	12%	23%
WOODGATE DRIVE	34%	45%

4.4.3 Duration of Stay by Arrival Time

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.

A total of 7,860 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:

- 3,903 vehicles (50%) were parked from the outset of the survey at 04:00.

- 977 (25%) of these remained parked between 0 and 4 hours, departing by 8am;
 - 510 (13%) of these remained parked between 4 and 8 hours, departing by 12noon;
 - 343 (9%) of these remained parked between 8 and 12 hours departing by 4pm;
 - 193 (5%) of these remained parked between 12 and 16 hours, departing by 8pm; and
 - 1878 (48%) of these remained parked for over 16 hours, and are therefore are considered to have been parked all day.
- 635 vehicles (8%) arrived between 8am and 10am
 - 221 (35%) of these remained parked between 0 and 4 hours, departing by 12noon;
 - 173 (27%) of these remained parked between 4 and 8 hours, departing by 4pm;
 - 112 (18%) of these remained parked between 8 and 12 hours, departing by 8pm; and
 - 119 (19%) of these remained parked between 12 and 14 hours and therefore are considered to have been parked for the rest of the day.
- 1,452 (18%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
 - 479 (33%) of these remained parked for 2 hours, departing by 4pm at the latest;
 - 250 (17%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
 - 201 (14%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
 - 154 (11%) of these remained parked between 6 and 10 hours but are not considered to have been parked for the rest of the day; and
 - 368 (25%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.
- 1228 (16%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm
 - 450 (37%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
 - 778 (63%) of these remained parked until the end of the survey (i.e. staying beyond the final beat (8pm to 10pm)).

A total of 7,931 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:

- 3,929 vehicles (50%) were parked from the outset of the survey at 04:00.

- 612 (16%) of these remained parked between 0 and 4 hours, departing by 8am;
 - 1021 (26%) of these remained parked between 4 and 8 hours, departing by 12noon;
 - 407 (10%) of these remained parked between 8 and 12 hours, departing by 4pm;
 - 199 (5%) of these remained parked between 12 and 16 hours, departing by 8pm; and
 - 1690 (43%) of these remained parked for over 16 hours, and are therefore are considered to have been parked all day.
- 306 vehicles (4%) arrived between 8am and 10am
 - 165 (54%) of these remained parked between 0 and 4 hours, departing by 12noon)
 - 61 (20%) of these remained parked between 4 and 8 hours, departing by 4pm;
 - 20 (7%) of these remained parked between 8 and 12 hours, departing by 8pm; and
 - 60 (20%) of these remained parked between 12 and 14 hours, and therefore are considered to have been parked for the rest of the day.
 - 1,964 (25%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
 - 682 (35%) of these remained parked for 2 hours, departing by 4pm at the latest;
 - 325 (17%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
 - 195 (10%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
 - 98 (5%) of these remained parked between 6 and 10 hours but are not considered to have been parked for the rest of the day; and
 - 664 (34%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.
 - 1303 (16%) vehicle arrived (or returned) at the end of the day between 4pm and 8pm
 - 410 (31%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
 - 893 (69%) of these remained parked until the end of the survey (i.e. staying beyond the final beat (8pm to 10pm)).

5. STREET ANALYSIS

5.1 Introduction

This section provides a breakdown of maximum parking occupancies on a street-by-street basis across the borough.

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.

The primary focus of this section is on the average and maximum observed level of parking stress within each street. For comparison the minimum number of cars parked during the survey period are shown in **Appendix A** on a street-by-street basis, alongside the average and maximum.

Where parking is restricted, through either waiting restrictions or marked bay, the stress on these areas is shown in **Appendix B**.

A breakdown of durations of stay in individual streets is presented within **Appendix C**.

Photographs are provided of car parking on those streets where occupancy levels in excess of 80% were observed, as required by the study brief.

Values included in the Street Analysis below have been rounded to the nearest whole vehicle. Therefore average and maximum unrestricted parking values which are equal can result in different percentage occupancy rates, for example, if:

- Average Occupancy = 6.6 vehicles (rounded to 7);
- Maximum Occupancy = 7 vehicles; and
- Capacity = 10;

On this basis the following would apply:

- Average Occupancy % = 66%; and
- Maximum Occupancy % = 70%.

5.2 Parking Supply, Demand and Occupancy by Street

5.2.1 Abercairn Road

Figure 2. Abercairn Road



Abercairn Road is approximately 415 metres in length. The road is split into a two way and one way section, to the east of the junction with Broadview Road it is one way eastbound. Furthermore, to the west, where the road crosses the river Graveney, access is only available to cyclists and pedestrians. Land use nearby is predominantly residential, consisting of mostly terraced housing.

Table 3. Abercairn Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	784	593	110	86	78%	92	84%
Saturday				80	72%	89	81%

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

- Access 1
- Disabled Bay 11

○ Double Yellow Line	1
○ Restricted Carriageway	11

The disabled bays were on average 53% occupied during the weekday survey, during the weekend survey this figure was slightly higher at 55%. The restricted carriageway section of Abercain Road was 56% occupied on average during both the weekday survey and weekend survey.

5.2.2 Aberfoyle Road

Figure 3. Aberfoyle Road



Aberfoyle Road is approximately 200 metres in length and is split into two distinct sections at the junction with Carnforth Road. To the southeast of this junction Aberfoyle Road is a one way northbound road, and to the northwest of this junction it is a one way southbound road. The junction only enables cyclists and pedestrians to use it. Land use nearby is predominantly residential, consisting of terraced housing, however retail units are near the southern end of the road, these include a large Homebase Store.

Table 4. Aberfoyle Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	392	251	44	39	89%	43	98%
Saturday				36	81%	39	89%

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

- Disabled Bay 3
- Double Yellow Line 11

- Single Yellow Line 3
- White Line 1

The average occupancy level for the disabled bays throughout the weekday survey was 67%, on the weekend this figure was 56%. The white line restriction had an average occupancy of 100% during the weekday survey but there were no instances of vehicles parking on this restriction during the weekend survey.

5.2.3 Ambleside Avenue

Figure 4. Ambleside Avenue



Ambleside Avenue is a one way northbound through road approximately 445 metres in length. Land use nearby is mainly residential, however a small number of retail units and a nursery are present on the road.

Table 5. Ambleside Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	811	163	28	24	87%	27	96%
Saturday				24	86%	26	93%

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

- Bus Stand 6
- Double Red Line 68
- Double Red / Dropped Kerb 11
- Red Route 2
- Zig Zag 8

There were no instances of vehicles parked on formal or informal restrictions during the weekday survey, however one vehicle was parked on a white line / dropped kerb section at 14:00. This section is smaller than 5m in length so was not deemed to be a vehicle space.

5.2.4 Arragon Gardens

Figure 5. Arragon Gardens



Arragon Gardens is a two way through road, approximately 345 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached housing. However there are retail units at the eastern end of Arragon Gardens. The western end of Arragon Gardens leads to Ellison Road which is on the London Cycle Network, as part of route number 5.

Table 6. Arragon Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	689	575	110	78	71%	88	80%
Saturday				74	68%	89	81%

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

- Disabled Bay 3
- Double Red Line 6
- Parking Bay 3
- Restricted Carriageway 2

On average the disabled bays were 48% occupied during the weekday survey compared to 26% on the weekend. The restricted parking bays were 41% occupied during the weekday survey, whereas on the weekend they were 59% occupied throughout the survey period.

5.2.5 Babington Road

Figure 6. Babington Road



Babington Road is a two way road leading to a dead end and the north eastern end, it is approximately 530 metres in length. Land use is predominantly residential, consisting of mostly semi-detached and terraced housing, however at the north eastern end there is a pub and some retail units.

Table 7. Babington Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	966	594	100	100	100%	111	111%
Saturday				91	91%	101	101%

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

- Access 5
- Disabled Bay 3
- Double Red 5
- Dropped Kerb 8

○ Parking Bay	2
○ Red Route	1
○ Restricted Carriageway	1
○ White Line/ Access	1
○ White Line/ Dropped Kerb	17

During the weekday survey they disabled bays had an average occupancy of 48%, however during the weekend survey this figure was 74%. The parking bays had an average occupancy of 61% during the weekday survey but a weekend average occupancy of 106%.

5.2.6 Baldry Gardens

Figure 7. Baldry Gardens



Baldry Gardens is a two way through road, approximately 650 metres in length. Land use nearby is predominantly residential, consisting of a mixture of housing types. However, Streatham Common is at the eastern end of the road.

Table 8. Baldry Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1239	755	128	83	65%	99	77%
Saturday				89	70%	101	79%

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

- Access 1

○ Disabled Bay	11
○ Double Red	2
○ Double Red/ Pedestrian Crossing	1
○ Double Yellow / Dropped Kerb	2
○ Dropped Kerb	16
○ Parking Bay	6
○ Restricted Carriageway	6
○ White Line/ Dropped Kerb	6

On average the disabled bays were 54% occupied during the weekday survey compared to 66% on the weekend. The parking bays were on average 13% occupied during the weekday survey and 11% occupied during the weekend survey.

5.2.7 Barrow Road

Figure 8. Barrow Road



Barrow Road is a two way through road, approximately 565 metres in length. Land use nearby is predominantly residential, consisting of a mixture of housing types including blocks of flats and terraced housing. It must be noted that Streatham Common and a convenience store are at the eastern end of Barrow Road, and Streatham Common Rail Station is near the western end.

Table 9. Barrow Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1177	881	161	126	78%	143	89%
Saturday				127	79%	140	87%

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

- Disabled Bay 6
- Double Red Line 1
- Double Red / Pedestrian Kerb 3

○ Parking Bay	4
○ Red Route	5
○ Restricted Carriageway	4
○ White Line Access	5
○ White Line / Dropped Kerb	10

On average the disabled bay was utilised at 24% with a minimum of one car present in each beat during the weekday however during the weekend the average utilisation was 48%, highlighting higher occupancy. The white line / dropped kerb had an average utilisation of 58% during the weekday survey and it was over utilised with an average utilisation of 103% during the weekend survey.

5.2.9 Bates Crescent

Figure 9. Bates Crescent



Bates Crescent is a two way through road, approximately 320 metres in length. Land use nearby is mixed, opposite the western of the two junctions between Bates Crescent and Abercairn Road is Braeside Pre-school and at the western end of the road pedestrian access to Eardly Road Sidings Nature Reserve is available. In addition, Aashna House Residential Care Home is present on Bates Crescent. Housing on Bates Crescent consists of a mixture of housing types.

Table 10. Bates Crescent Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	613	329	55	19	34%	21	38%
Saturday				20	36%	23	42%

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

- Access 1
- Dropped Kerb 32
- Restricted Carriageway 9

The restricted carriageway was higher utilised on the weekend than on the weekday, 21% compared to 11%. The dropped kerb restriction had an average occupancy of 4% during the weekday survey and 7% during the weekend survey.

5.2.10 Bencroft Road

Figure 10. Bencroft Road



Bencroft Road is a two way through road, approximately 170 metres in length. Land use nearby is predominantly residential, consisting of terraced houses. In addition, there are retail units near the southern end of the road at the junction with Streatham Vale and Sherwood Avenue.

Table 11. Bencroft Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	304	163	27	12	44%	14	52%
Saturday				10	36%	13	48%

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

- Access 2
- Double Yellow Line 2
- Dropped Kerb 2
- Restricted Carriageway 14

Vehicles were noted on the restricted carriageway during all occupancy beats on both survey days with an average utilisation of 29% during the weekday survey and 32% during the weekend survey. The dropped kerb restriction had an average utilisation of 22% during the weekday survey and 78% during the weekend survey.

5.2.11 Bodiam Road

Figure 11. Bodiam Road



Bodiam Road is a two way through road, approximately 105 metres in length. Land use nearby is entirely residential, consisting of terraced houses.

Table 12. Bodiam Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	206	113	15	12	78%	15	100%
Saturday				13	90%	17	113%

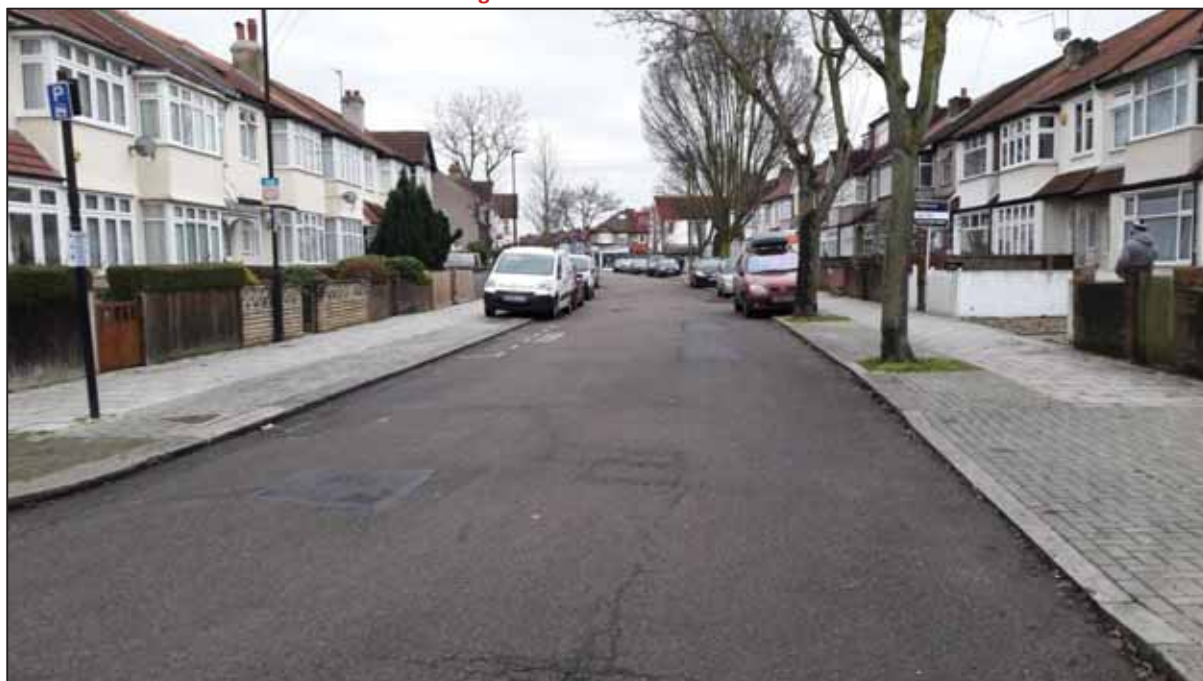
In addition to the areas of unrestricted parking on Bodiam Road, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

- Restricted Carriageway 2
- White Line / Dropped Kerb 9

The restrictions mentioned above had an average occupancy of less than 20% during both survey periods.

5.2.12 Braeside Road

Figure 12. Braeside Road



Braeside Road is a two way through road, approximately 180 metres in length. Land use nearby is predominantly residential, consisting of terraced houses. However, at the northern end of the road is Braeside Pre-school. In addition, there are retail units opposite the southern end of the road at the junction with Streatham Vale and Sherwood Avenue.

Table 13. Braeside Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	337	216	38	18	49%	26	68%
Saturday				19	49%	24	63%

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

- Access 2
- Disabled Bay 1
- Double Yellow 1
- Restricted Carriageway 8

- White Line 1
- White Line / Access 2

The restricted carriageway was 74% occupied on average during the weekday survey and 49% during the weekend survey. No vehicles were noted in the disabled bay during the weekday survey however the average occupancy during the weekend survey was 67%.

5.2.13 Braxted Park

Figure 13. Braxted Park



Braxted Park is a two way through road, approximately 420 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached housing. However, Streatham Common is at the northern end of the road.

Table 14. Braxted Park Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	795	550	82	55	67%	64	78%
Saturday				52	64%	59	72%

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

- Disabled Bay 1
- Double Yellow 3
- Dropped Kerb 6
- Restricted Carriageway 2

○ White Line / Dropped Kerb

2

The disabled bay had an average utilisation of 67% during the weekday however no vehicles were present in the bays during the weekend. The average occupancy of the dropped kerb restriction was 98% during the weekday survey and 95% during the weekend survey.

5.2.14 Bridgewood Road

Figure 14. Bridgewood Road



Bridgewood Road is a two way through road, approximately 150 metres in length. Land use nearby is entirely residential, consisting of terraced houses.

Table 15. Bridgewood Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	295	152	23	17	76%	22	96%
Saturday				14	60%	18	78%

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

○ Double Yellow	2
○ Double Yellow / Pedestrian Kerb	2
○ Dropped Kerb	4
○ Restricted Carriageway	2
○ White Line	1
○ White Line / Dropped Kerb	3

During the weekday vehicles were only present on the dropped kerb restriction, at an average occupancy of 56% however during the weekend vehicles were noted on three different restrictions with an average occupancy of 6% for the double yellow, 50% for the dropped kerb and 11% for the white line restriction.

5.2.15 Broadview Road

Figure 15. Broadview Road



Broadview Road is a two way through road, approximately 180 metres in length. Land use nearby is residential, consisting of terraced houses.

Table 16. Broadview Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	317	180	35	28	80%	31	89%
Saturday				20	57%	25	71%

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

○ Disabled Bay	2
○ Double Yellow	2
○ Dropped Kerb	2
○ Restricted Carriageway	13
○ White Line / Access	1

The data reflects that the disabled bay had a low average occupancy level of 17% with vehicles only present during the weekday. The restricted carriageway had the highest average occupancy level of the above restrictions with an average of 78% during the weekday and 81% during the weekend survey.

5.2.16 Buckleigh Road

Figure 16. Buckleigh Road



Buckleigh Road is a two way through road, approximately 425 metres in length. Land use nearby is mainly residential, consisting of mostly semi-detached houses however Immanuel & St Andrew CofE Primary School is present in the northern section of the road and a nursery is present in a southern section of Buckleigh road.

Table 17. Buckleigh Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	831	559	96	80	84%	87	91%
Saturday				74	77%	84	88%

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

- Access 1
- Double Yellow 5
- Double Yellow / Dropped Kerb 1
- Dropped Kerb 3

○ Keep Clear	1
○ Keep Clear / Access	3
○ White Line / Dropped Kerb	6

Vehicles were noted on five different types of restrictions on the weekday, highlighting the dropped kerb as the most utilised with an average of 74% during the weekday survey. During the weekend vehicles were noted on three different types of restrictions similarly with the dropped kerb being the most utilised with an average occupancy of 63%.

5.2.17 Canmore Gardens

Figure 17. Canmore Gardens



Canmore Gardens is a two way road, approximately 185 metres in length. Land use nearby is predominantly residential, consisting of mostly terraced housing, however Streatham Vale Sports and Social Club is nearby.

Table 18. Canmore Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	365	261	47	39	82%	44	94%
Saturday				36	77%	42	89%

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

- Disabled Bay 4
- Dropped Kerb 2
- Restricted Carriageway 6

During both survey periods the disabled bays were utilised however the bays had a higher occupancy rate during the weekend, 53% compared to 33% during the weekday. During the weekday survey the average occupancy level for the restricted carriageway was 46%, during the weekend survey this figure was 78%.

5.2.18 Carnforth Road

Figure 18. Carnforth Road



Carnforth Road is approximately 185 metres in length and is split into two distinct sections at the junction with Aberfoyle Road. To the east of this junction Carnforth Road is a one way eastbound road, and to the west of this junction it is a one way westbound road. The junction only enables cyclists and pedestrians to use it. Land use nearby is predominantly residential, consisting of terraced housing, however Streatham Common Rail Station is near to the eastern end of Carnforth Road.

Table 19. Carnforth Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	344	182	34	29	84%	32	94%
Saturday				23	69%	29	85%

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

- Disabled Bay 4
- Double Yellow 6
- Pedestrian Crossing 1

○ Single Yellow	4
○ Single Yellow / Dropped Kerb	1
○ Zig Zag	5

During both survey periods vehicles were present in the disabled bay and single yellow line spaces. The disabled bay had an average utilisation of 44% on the weekday in comparison to 39% on the weekend. The maximum occupancy of the single yellow restriction was 25% during both surveys.

5.2.19 Cedarville Gardens

Figure 19. Cedarville Gardens



Cedarville Gardens is a two way through road, approximately 230 metres in length. Land use nearby is predominantly residential, consisting of terraced and semi-detached housing. However, Streatham Common is at the eastern end of the road.

Table 20. Cedarville Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	455	324	57	30	52%	36	63%
Saturday				39	68%	44	77%

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

○ Access	8
○ Disabled Bay	1
○ Double Yellow	3
○ Restricted Carriageway	3
○ White Line / Dropped Kerb	2

During both survey periods the disabled bay was highly utilised with a 100% average occupancy level during the weekday survey and 78% average during the weekend survey. The restricted carriageway was more utilised on the weekend, at an average of 74% compared with 11%.

5.2.20 Colmer Road

Figure 20. Colmer Road



Colmer Road is a two way through road, approximately 250 metres in length. Colmer Road leads to Ellison Road which is on route number 5 of the London Cycle Network. Colmer Road also provides access to a footbridge to cross the river Graveney. Land use nearby is mostly residential, consisting of mostly terraced housing, with a set of flats at the western end. However, at the western end of the road is Shree Swaminarayan Temple and several commercial units are at the eastern end of the road, next to the junction with Streatham High Road.

Table 21. Colmer Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	489	342	64	49	76%	56	88%
Saturday				55	85%	62	97%

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

- Disabled Bay 1

○ Double Red	1
○ Double Yellow	5
○ Double Yellow / Access	1
○ Loading Bay	3
○ Red Route	5
○ White Line / Dropped Kerb	3

During the weekday survey vehicles were noted on five different types of restrictions with the disabled bay utilised at 100% and the white line / dropped kerb at 137%. Similarly; vehicles were noted on four different types of restrictions during the weekend survey, with the disabled bay at 100% again and the white line / dropped kerb at 30%.

5.2.21 Conyer's Road

Figure 21. Conyer's Road



Conyer's Road is a two way through road and is approximately 450 metres in length. It is a predominantly residential road however Streatham Methodist Church is present near the northern end of the road at the junction with Mitcham Lane and Riggindale Road and Streatham Common Pumping Station is near the southern end of the road.

Table 22. Conyer's Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	864	584	101	91	90%	99	98%
Saturday				82	82%	93	92%

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

- Disabled Bay 3
- Double Yellow 1
- Dropped Kerb 7
- Keep Clear / Dropped Kerb 1

- Restricted Carriageway 8
- White Line / Dropped Kerb 12

The disabled bay had a higher occupancy rate during the weekday survey than the weekend survey, 59% compared with 52%. Similarly, vehicles noted on the three other types of restrictions, dropped kerb, restricted carriageway and white line / dropped kerb, had a higher occupancy average during the weekday survey than the weekend.

5.2.22 Copley Park

Figure 22. Copley Park



Copley Park is a two way through road, approximately 305 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached housing. However, Streatham Common is at the northern end of the road.

Table 23. Copley Park Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	564	353	62	41	66%	51	82%
Saturday				40	65%	50	81%

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

- Disabled Bay 1
- Double Yellow 2
- Dropped Kerb 4
- Restricted Carriageway 5

○ White Line / Dropped Kerb

8

On average the disabled bay was more utilised during the weekend survey in comparison to the weekday survey, 100% compared with 67%. During both survey periods vehicles were noted on four different types of restrictions, highlighting the white line / dropped kerb as the most utilised, with an average occupancy of 58% during the weekday survey.

5.2.23 Covington Way

Covington Way is a two way through road, the section of Covington Way in the survey area is approximately 260 metres in length, running from the junction with Streatham Common South to the junction with Cedarville Gardens. Land use to the west of the road is predominantly residential, consisting of mostly semi-detached housing. Streatham Common is to the west of the road.

Table 24. Covington Way Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	501	283	51	5	10%	6	12%
Saturday				5	9%	6	12%

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

● Double Yellow	24
● Dropped Kerb	1
● Restricted Carriageway	2
● Suspended	4
● White Line / Dropped Kerb	1

The average occupancy level for the double yellow restriction during the weekday survey was 3%, with an average of 0% during the weekend survey. The average occupancy of the restricted carriageway was 6% during the weekday survey however this increased to 83% during the weekend survey.

5.2.24 Danbrook Road

Figure 23. Danbrook Road



Danbrook Road is a two way through road, approximately 250 metres in length. Land use nearby is mostly residential, consisting of mostly terraced housing. In addition, St Bartholomew's Hall and a convenience store are at the western end of Danbrook Road.

Table 25. Danbrook Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	497	406	74	55	75%	61	82%
Saturday				62	84%	70	95%

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

- Disabled Bay 4
- Double Yellow 2
- Dropped Kerb 1
- White Line / Dropped Kerb 2

During the weekday survey the average occupancy level for the disabled bays was 47%, in comparison during the weekend survey this figure was 56%. The average occupancy level for the double yellow restrictions was 56% during the weekday survey and during the weekend survey there were no instances of vehicles parking on this restriction.

5.2.25 Donnybrook Road

Figure 24. Donnybrook Road



Donnybrook Road is a two way road, approximately 360 metres in length. At the eastern end of the road only bicycles and pedestrians can access Aberfoyle Road, which is a one-way northbound street. Land use nearby is residential, consisting of mostly terraced housing.

Table 26. Donnybrook Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	695	541	100	87	87%	98%	98%
Saturday				74	74%	86%	86%

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

- Access 1
- Disabled Bay 5
- Dropped Kerb 2
- Restricted Carriageway 7
- White Line / Access 1

The disabled bay had an average occupancy of 56% during the weekday survey and a lower occupancy average of 40% during the weekend survey. Access and restricted carriageway restrictions were more highly occupied on the weekday than on the weekend, with averages of 56% and 51% compared with 11% and 27%.

5.2.26 Drakewood Road

Figure 25. Drakewood Road



Drakewood Road is a two way through road, approximately 170 metres in length. Land use nearby is predominantly residential, consisting of mostly terraced houses. However, Daffodils Day Nursery operates on Drakewood Road.

Table 27. Drakewood Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	337	126	16	15	96%	18	113%
Saturday				14	90%	17	106%

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

- Dropped Kerb 2
- Restricted Carriageway 6
- White Line 3
- White Line / Dropped Kerb 16

The restricted carriageway had a very low occupancy level during the weekday survey, at an average 2% however during the weekend there were no instances of vehicles parking on this restriction. On the other hand the dropped kerb restriction was heavily occupied, with an average occupancy of 111% during the weekday survey and an average of 89% during the weekend survey.

5.2.27 Eardly Road

Figure 26. Eardly Road



Eardly Road is a two way through road, the section of Eardly Road in the survey area is approximately 360 metres in length. Land use nearby is mixed, consisting of retail, a dental surgery and Streatham Common Rail Station at the southern end with further retail and a nursery in the northern section. Terraced housing is present along the majority of Eardly Road.

Table 28. Eardly Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	632	244	45	21	47%	28	62%
Saturday				22	50%	24	53%

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

- Disabled Bay 5
- Double Yellow 31
- Dropped Kerb 1
- Pedestrian Crossing 4

○ Single Yellow	2
○ White Line / Access	2
○ White Line / Dropped Kerb	3
○ Zig Zag	14
○ Zig Zag / Dropped Kerb	1

During the weekday survey the disabled bay had an average occupancy of 42%, the only other restriction where vehicles were parked was the double yellow restrictions which had an average occupancy of 2%. During the weekend survey the average occupancy of the disabled bay was 36%. In addition the average occupancy during the weekend survey, of the single yellow restriction was 6%, with the white line / access restriction having an average occupancy of 11%.

5.2.28 Edgington Road

Figure 27. Edgington Road



Edgington Road is a two way road, approximately 130 metres in length. Land use nearby is predominantly residential, consisting terraced housing. However there are also business units nearby such as a timber and builders merchant.

Table 29. Edgington Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	266	222	42	27	65%	36	86%
Saturday				36	85%	39	93%

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

- Double Yellow 3

During both surveys there were no instances of vehicles parking on the double yellow restriction however during the weekday survey there was one vehicle noted on the access restriction during the first three parking beats. The access restriction is not shown above because it is less than five metres in length and was therefore not deemed to be a vehicle space.

5.2.29 Ellison Road

Figure 28. Ellison Road



The section of Ellison Road in the survey area is approximately 815 metres in length and covers from the junction with Glencairn Road in the south to the junction with Greyhound Lane and Estreham Road in the north. Ellison Road is a two way through road, with the exception of the section between the junction with Kempshot Road and the junction with Greyhound Lane and Estreham Road, where it is a one way northbound road. Ellison Road is also on the London Cycle Network, it is part of route number 5 which runs from Croydon to North Cricklewood. In addition it has a contraflow cycle lane on the one way sections of the road. Land use nearby is mainly residential, consisting of semi-detached houses however a garage and a pub are at the northern end of the road, with more retail units nearby.

Table 30. Ellison Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1546	997	162	133	82%	139	86%
Saturday				133	82%	143	88%

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

○ Disabled Bay	5
○ Double Yellow	9
○ Double Yellow / Dropped Kerb	2
○ Dropped Kerb	8
○ Loading Bay	1
○ Restricted Carriageway	14
○ Single Yellow	1
○ White Line / Dropped Kerb	20

During the weekday survey the disabled bays had an average occupancy of 49%, this decreased to 44% during the weekend survey. The dropped kerb restriction had the highest average occupancy of the above restrictions at 69% during the weekday survey and 75% during the weekend survey.

5.2.30 Ellora Road

Figure 29. Ellora Road



Ellora Road is a two way through road, approximately 140 metres in length. Land use is predominantly residential, consisting of terraced housing. However, at the northern end of Ellora Road is loading access to the large Tesco Extra Store and at the junction with Ferrers Road is The Earl Ferrers pub.

Table 31. Ellora Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	281	237	46	43	93%	46	100%
Saturday				40	86%	45	98%

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

- Disabled Bay 1
- Dropped Kerb 2
- Restricted Carriageway 3

The disabled bay was highly occupied at an average of 100% on the weekend survey in comparison to the weekday survey where the average occupancy was 11%. There were no instances of vehicles parking on the restricted carriageway sections of Ellora Road during the weekday survey however during the weekend survey the restricted carriageway had an average occupancy of 7%, with a maximum occupancy of 33%.

5.2.31 Estreham Road

Figure 30. Estreham Road



Estreham Road is a two way road, approximately 510 metres in length. Land use nearby is predominantly residential to the east of the road, with the railway tracks to the west. Hyderi Islamic Centre and Streatham Common Rail Station are also present on Estreham Road, along with multiple retail units near the southern end of the road. At the northern end of the road there are traffic calming measures, this includes a narrow section with priority for southbound vehicles and a filter lane for northbound cyclists.

Table 32. Estreham Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	963	512	96	58	61%	73	76%
Saturday				38	39%	41	43%

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

- Car Club 1
- Disabled Bay 3

○ Double Yellow	44
○ Dropped Kerb	2
○ Loading Bay	1
○ Restricted Carriageway	4
○ White Line	1
○ White Line / Access	5
○ White Line / Dropped Kerb	1
○ Zig Zag	5
○ Zig Zag / Access	3

The car club bay during the weekday had an average occupancy of 167% and was over capacity during six of the nine beat counts. The disabled bay was only utilised during the weekend survey and had a low occupancy average of 4%. The loading bay had an average occupancy of 122% during the weekday survey whilst during the weekend survey this figure stood at 100%.

5.2.32 Fairmile Avenue

Figure 31. Fairmile Avenue



Fairmile Avenue is a two way through road in a residential area, primarily consisting of terraced and semi-detached housing, it is approximately 180 metres in length.

Table 33. Fairmile Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	352	191	32	27	86%	31	97%
Saturday				30	93%	32	100%

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

○ Disabled Bay	2
○ Dropped Kerb	1
○ Restricted Carriageway	1
○ Suspended	4
○ White Line / Access	1
○ White Line / Dropped Kerb	13

Across both survey periods the white / access was over utilised with an average of over 100% and the restricted carriageway had a notably high utilisation with an average occupancy of 89% during the weekday survey and an average occupancy of 78% during the weekend survey.

5.2.33 Fernwood Avenue

Figure 32. Fernwood Avenue



Fernwood Avenue is a one way northbound through road approximately 235 metres in length. Land use nearby is mainly residential, however retail units are present at the southern end of the road surrounding the junction with Mitcham Lane.

Table 34. Fernwood Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	461	395	75	62	83%	67	89%
Saturday				58	77%	65	87%

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

- Disabled Bay 3
- Double Red / Pedestrian Kerb 2
- Red Route / Pedestrian Kerb 2
- White Line / Dropped Kerb 2

During the weekday survey the disabled bay had an average occupancy of 56%, this figure was similar during the weekend survey at 52%. During the weekday survey no other restrictions had any instances of vehicles parking there, however during the weekend survey the white line / dropped kerb had an average occupancy of 44%.

5.2.34 Ferrers Road

Figure 33. Ferrers Road



Ferrers Road is a two way through road, approximately 160 metres in length. Land use is predominantly residential, consisting of terraced housing. However, at the junction with Ellora Road is The Earl Ferrers pub.

Table 35. Ferrers Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	335	273	52	43	82%	47	90%
Saturday				41	80%	46	88%

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

- Disabled Bay 2
- Keep Clear / Dropped Kerb 1
- Restricted Carriageway 4

During the weekday survey the disabled bays had an average occupancy of 28%, no vehicles were noted as parking on the restricted carriageway. The average occupancy of the disabled bays increased to 50% on the weekend survey. There was also a vehicle noted as parking on a dropped kerb section of Ferrers Road, however this space was less than five metres in length and therefore not deemed to be a vehicle space during the survey.

5.2.35 Fontaine Road

Figure 34. Fontaine Road



Fontaine Road is a two way through road, approximately 255 metres in length. Land use nearby is entirely residential, consisting of mostly semi-detached housing.

Table 36. Fontaine Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	486	315	54	31	57%	34	63%
Saturday				40	74%	47	87%

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

- Dropped Kerb 1
- Restricted Carriageway 11
- White Line 1
- White Line / Dropped Kerb 8

During the weekend survey the dropped kerb was over utilised at 133% however there were no vehicles observed here during the weekday survey. The restricted carriageway had an average occupancy of 18% during the weekday survey, this figure for the weekend survey was slightly higher at 31%.

5.2.36 Glencairn Road

Figure 35. Glencairn Road



Glencairn Road is a two way through road, approximately 460 metres in length. Land use nearby is mixed. Rail lines cross over Glencairn Road via a bridge at the western end of the road. Residential lane use on the road consists of mostly terraced and semi-detached housing, however there is a set of flats at the eastern end of the road. There are also retail units on the eastern end of Glencairn Road.

Table 37. Glencairn Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	909	743	142	68	48%	84	59%
Saturday				73	52%	85	60%

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

- Disabled Bay 2
- Double Red 1
- Dropped Kerb 3

○ Parking Bay	2
○ Red Route	3
○ Restricted Carriageway	4
○ White Line / Access	1
○ White Line / Dropped Kerb	1

During the weekday survey the disabled bay was on average 17% occupied, whereas during the weekend survey this figure was 67%. The weekday average occupancy of the parking bays was 33%, on the weekend the average occupancy was 56%.

5.2.37 Gleneagle Road

Figure 36. Gleneagle Road



Gleneagle Road is a two way through road, approximately 660 metres in length. Land use at the north eastern end of the road is comprised of retail units. However, to the south west of the junction with Ambleside Avenue land use becomes predominantly residential, consisting of mostly terraced housing. However, near the junction with Conyer's Road is Streatham Common Pumping Station.

Table 38. Gleneagle Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1294	440	76	68	90%	71	93%
Saturday				70	92%	79	104%

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

○ Car Club	2
○ Disabled Bay	7
○ Double Red	14
○ Double Red / Dropped Kerb	1
○ Double Yellow	5
○ Dropped Kerb	3
○ Loading Bay	2

○ Parking Bay	11
○ Suspended	35
○ White Line / Access	1
○ White Line / Dropped Kerb	51

The average occupancy of the disabled bays during the weekday survey was 10%, on the weekend survey this figure increased to 38%. The average occupancies of the parking bays for the weekday and weekend surveys were 58% and 70% respectively. The double yellow restrictions also had a relatively high occupancy average at 87% for the weekday survey and 78% for the weekend survey.

5.2.38 Glenister Park Road

Figure 37. Glenister Park Road



Glenister Park Road is a two way through road, approximately 580 metres in length. Land use nearby is predominantly residential, consisting of mostly terraced houses. However, there are some retail units at the northern end of the road.

Table 39. Glenister Park Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1127	405	58	43	73%	47	81%
Saturday				40	69%	46	79%

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

○ Disabled Bay	4
○ Double Yellow	3
○ Dropped Kerb	2
○ Parking Bay	6
○ Restricted Carriageway	6

○ White Line	1
○ White Line / Dropped Kerb	65

The disabled bays were on average 36% occupied during the weekday survey but 47% occupied during the weekend survey. The restricted carriageway had an average occupancy of 50% during the weekday survey and 41% during the weekend survey. The average occupancy of the white line / dropped kerb restrictions was 20% or less during both surveys.

5.2.39 Grayscroft Road

Figure 38. Grayscroft Road



Grayscroft Road is a two way through road, approximately 125 metres in length. Land use nearby is residential, consisting of terraced housing.

Table 40. Grayscroft Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	257	74	13	10	74%	12	92%
Saturday				9	69%	12	92%

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

○ Disabled Bay	1
○ Double Yellow	2
○ Double Yellow / Pedestrian Kerb	1
○ Dropped Kerb	2
○ Restricted Carriageway	1
○ White Line	1
○ White Line / Dropped Kerb	19

On average during the weekday survey the disabled bay was 100% occupied, compared with 67% on the weekend survey. The white line / dropped kerb restrictions had an average occupancy of 12% during the weekday survey and 11% on the weekend survey.

5.2.40 Greyhound Lane

Figure 39. Greyhound Lane



Greyhound Lane is a two way road, approximately 555 metres in length. Land use nearby is mixed, with Streatham Common at the eastern end of the road along with retail units, pubs and cafes / restaurants; the central section of the road is comprised of semi-detached housing units and further retail units are at the western end of the road.

Table 41. Greyhound Lane Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1099	179	29	29	99%	31	107%
Saturday				26	89%	30	103%

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

- Bus Stop 15
- Disabled Bay 5
- Double Red 16
- Double Red / Access 1

○ Double Red / Bus Stop	6
○ Double Red / Pedestrian Kerb	2
○ Double Yellow	43
○ Parking Bay	15
○ Single Yellow	56
○ Single Yellow / Dropped Kerb	3
○ White Line / Dropped Kerb	2
○ Zig Zag	6

The disabled bays had an average of 29% during the weekday survey and an average of 4% during the weekend survey. The parking bays had an average occupancy of 19% during the weekday survey, with a maximum occupancy of 40%. On the weekday survey the parking bays had an average occupancy of 34% with a maximum occupancy of 67%.

5.2.41 Guildersfield Road

Figure 40. Guildersfield Road



Guildersfield Road is a two way through road, approximately 360 metres in length. Land use nearby is mainly residential, consisting of a mixture of housing types. However, Streatham Common GP Practice is present in a central section of the road and retail and business units are present at the eastern end of the road.

Table 42. Guildersfield Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	690	419	74	51	69%	60	81%
Saturday				38	52%	46	62%

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

○ Disabled Bay	4
○ Double Red	2
○ Double Yellow	2
○ Dropped Kerb	7
○ Keep Clear / Access	2
○ Keep Clear / White Line	1
○ Parking Bay	3

- Restricted Carriageway 2
- White Line / Dropped Kerb 12

The average occupancy for the disabled bays during the weekday survey was 33%, however on the weekend this figure was 25%, the maximum occupancy level for both surveys was 50%. The average occupancy levels for the parking bays during the weekday and weekend survey were 41% and 26%.

5.2.42 Hambro Road

Figure 41. Hambro Road



Hambro Road is a two way through road, approximately 310 metres in length. Land use is predominantly residential, consisting of terraced housing. However, at the north eastern end of Hambro Road is loading access to the large Tesco Extra Store and in a central section of the road is Hambro Road Baptist Church.

Table 43. Hambro Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	579	489	94	66	70%	78	83%
Saturday				72	77%	79	84%

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

- Disabled Bay 4
- Double Yellow 3
- Restricted Carriageway 1
- White Line 1

○ White Line / Dropped Kerb

1

The average occupancy of the disabled bays was 22% during the weekday survey, with a 28% average occupancy during the weekend survey. The white line / dropped kerb restriction had an average occupancy of 56% during the weekday survey but this decreased to 11% on the weekend survey.

5.2.43 Hawkhurst Road

Figure 42. Hawkhurst Road



Hawkhurst Road is a two way through road, the area in the survey is approximately 100 metres in length and runs from the junction with Sherwood Avenue to the junction with Glenister Park Road. Land use nearby is entirely residential, consisting of terraced houses.

Table 44. Hawkhurst Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	177	103	15	14	96%	16	107%
Saturday				15	98%	16	107%

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

- Restricted Carriageway 3
- White Line / Dropped Kerb 7

There were no instances of vehicles parking on the restricted carriageway. However, the white line / dropped kerb restrictions had an average occupancy of 22% during the weekday survey and an average occupancy of 29% during the weekend survey.

5.2.44 Heathdene Road

Figure 43. Heathdene Road



Heathdene Road is a two way through road, approximately 230 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached housing. However, blocks of flats are present at the western end of the road.

Table 45. Heathdene Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday				43	57%	47	63%
Saturday	474	387	75	48	64%	58	77%

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

○ Access	2
○ Disabled Bay	1
○ Double Red	2
○ Dropped Kerb	2
○ Parking Bay	2
○ Restricted Carriageway	2

The average occupancy of the disabled bay during the weekday survey was 100% during the weekend survey this was 44%. The average occupancy of the parking bays during the weekday survey was 56%, whereas during the weekend survey this was 44%.

5.2.45 Helmsdale Road

Figure 44. Helmsdale Road



Helmsdale Road is a two way road, the section of the road covered in the survey area runs from the river Graveney to Grayscroft Road, it is approximately 180 metres in length. Land use nearby is predominantly residential, consisting of terraced housing.

Table 46. Helmsdale Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	276	96	16	12	73%	12	75%
Saturday				11	72%	13	81%

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

- Disabled Bay 1
- Dropped Kerb 14
- Restricted Carriageway 3
- White Line / Dropped Kerb 5

The average occupancy of the disabled bay was 11% during the weekday survey but during the weekend survey there were no instances of vehicles parking in the disabled bay. The restricted carriageway restrictions had an average occupancy of 48% during the weekday survey but this decreased to an average of 26% during the weekend survey. The maximum occupancy of the dropped kerb restrictions was 36% during both surveys.

5.2.46 Hepworth Road

Figure 45. Hepworth Road



Hepworth Road is a two way through road, approximately 460 metres in length. Land use nearby is mostly residential, consisting of mostly terraced housing, however there is a set of flats at the eastern end of the road. In addition, St Bartholomew's Catholic Church is at the western end of Hepworth Road.

Table 47. Hepworth Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	617	505	98	55	56%	65	66%
Saturday				64	66%	76	78%

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

- Disabled Bay 6
- Double Red 2
- Double Yellow 2
- Parking Bay 2

- Pedestrian Kerb 1
- Red Route 2

The average occupancy of the disabled bays was 54% during the weekday survey however during the weekend survey this figure was 67%. The parking bay average occupancy during the weekday survey was 39%, compared with 67% during the weekend survey.

5.2.47 Heybridge Avenue

Figure 46. Heybridge Avenue



Heybridge Avenue is a two way through road, approximately 665 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached and terraced housing. Streatham Common is at the eastern end of the road and retail units are present at the western end of Heybridge Avenue.

Table 48. Heybridge Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1269	837	137	87	63%	100	73%
Saturday				95	69%	106	77%

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

○ Access	1
○ Disabled Bay	4
○ Double Red	1
○ Dropped Kerb	6
○ Red Route / Access	1
○ Restricted Carriageway	12
○ White Line / Dropped Kerb	15

The average occupancy for the disabled bays over the weekday survey was 75%, with a maximum occupancy of 75%. During the weekend survey the average occupancy of the disabled bays was 64%, with a maximum occupancy of 75%. The dropped kerb restriction had an average occupancy of 89% during the weekday survey and 70% during the weekend survey.

5.2.48 Hilldown Road

Figure 47. Hilldown Road



Hilldown Road is a two way through road, approximately 230 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached housing. However, retail units are present near the western end of Hilldown Road.

Table 49. Hilldown Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday				45	73%	55	89%
	457	333	62				
Saturday				51	82%	56	90%

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

○ Disabled Bay	2
○ Double Red	2
○ Parking Bay	2
○ Red Route	2
○ Restricted Carriageway	2
○ White Line / Dropped Kerb	4

The average occupancy of the disabled bays was 39% during the weekday survey and 6% during the weekend survey. The average occupancy of the parking bays was 78% during the weekday survey and 100% during the weekend.

5.2.49 Kempshott Road

Figure 48. Kempshott Road



Kempshott Road is a two way through road, approximately 420 metres in length. Land use nearby is mainly residential, consisting of a mixture of housing types. However, a nursery is present in the eastern section of Kempshott road.

Table 50. Kempshott Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	800	472	75	70	94%	75	100%
Saturday				63	84%	67	89%

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

○ Access	2
○ Disabled Bay	5
○ Double Red	2
○ Dropped Kerb	5
○ Red Route	1
○ Red Route / Access	2
○ Restricted Carriageway	7
○ White Line / Dropped Kerb	10

During the weekday survey the average occupancy of the disabled bays was 24%, during the weekend survey the average occupancy was 27%. The average occupancy of the restricted carriageway was 110% during the weekday survey and 89% during the weekend survey.

5.2.50 Lewin Road

Figure 49. Lewin Road



Lewin Road is a two way through road, approximately 570 metres in length. Land use is predominantly residential, consisting of mostly terraced and semi-detached housing. However it must be noted that Streatham Baptist Church and Cavendish Lodge Nursery School are present on Lewin Road.

Table 51. Lewin Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1137	809	144	126	88%	140	97%
Saturday				89	62%	106	74%

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

○ Disabled Bay	4
○ Double Red	2
○ Double Yellow	2
○ Dropped Kerb	3
○ Parking Bay	3
○ White Line	1
○ White Line / Dropped Kerb	18

The average occupancy of the disabled bays during the weekday survey was 53%, during the weekend survey this figure was 50%. The parking bays had an average occupancy of 56% during the weekday, whereas on the weekend survey this figure was significantly lower, at 4%. The maximum occupancy of the white line / dropped kerb restriction was 39%, this occurred during the weekday survey.

5.2.51 Mantlet Close

Figure 50. Mantlet Close



Mantlet Close is a two way road approximately 230 metres in length. Land use nearby is predominantly residential, consisting of terraced housing and semi-detached housing. Lot of off-street parking is numbered for the residents.

Table 52. Mantlet Close Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	397	162	25	13	53%	16	64%
Saturday				15	61%	18	72%

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

○ Access	8
○ Dropped Kerb	25
○ Keep Clear	1
○ Keep Clear / Access	1
○ Restricted Carriageway	2

The average occupancy level for the keep clear restriction during the weekday survey was 22%, during the weekend survey the average occupancy level was 33%. The dropped kerb restriction had a maximum occupancy of 12% on both the weekday and weekend surveys.

5.2.52 Mitcham Lane

Figure 51. Mitcham Lane



Mitcham Lane is a two way through road, the area of Mitcham Lane in the survey runs from the bridge over the rail tracks in the west to the junction with Tooting Bec Gardens in the east, the length of this section is approximately 635 metres. Land use at the north eastern end of the road is comprised of retail, leisure and office space. However, to the south west of the junction with Ambleside Avenue land use becomes predominantly residential. It must be noted that there is also a school and a couple of car garages in this section too.

There are no areas of unrestricted parking on Mitcham Lane however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○ Bus Stop	26
○ Double Red	63
○ Double Red / Access	1
○ Double Yellow	2
○ Double Yellow / Access	2
○ Keep Clear	4
○ Keep Clear / Access	2
○ Loading Bay	10
○ Pedestrian Crossing	4
○ Red Route	6
○ Red Route / Dropped Kerb	1
○ Single Yellow	51
○ Single Yellow / Access	8
○ Single Yellow / Bus Lane	6
○ Zig Zag	18
○ Zig Zag / Access	1

There were no instances of vehicles parking on any of the above restrictions during either survey.

5.2.53 Natal Road

Figure 52. Natal Road



Natal Road is a two way through road, approximately 390 metres in length. Land use at the north eastern end of the road is comprised of retail units and Streatham Ice and Leisure Centre. In addition, Streatham Baptist Church is present on Natal Road near the junction with Ellora Road and there is a small convenience store at the junction with Hambro Road and Estreham Road. However, other than these, land use is predominantly residential, consisting of mostly terraced housing.

Table 53. Natal Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	768	409	77	62	81%	66	86%
Saturday				65	84%	73	95%

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

○ Bus Stop	3
○ Disabled Bay	4
○ Double Red	2
○ Double Yellow	1
○ Dropped Kerb	6
○ Keep Clear	6
○ Parking Bay	2

○ Red Route	1
○ Restricted Carriageway	4
○ Single Yellow	16
○ Single Yellow / Access	1
○ Single Yellow / Dropped Kerb	1
○ White Line / Access	2
○ White Line / Dropped Kerb	8

The parking bays were on average 39% occupied during the weekday survey and 78% occupied during the weekend survey. The restricted carriageway was on average 69% occupied during the weekday survey and during the weekend survey 22% occupied.

5.2.54 Nettlewood Road

Figure 53. Nettlewood Road



Nettlewood Road is a two way through road, approximately 125 metres in length. Land use nearby is entirely residential, consisting of terraced houses.

Table 54. Nettlewood Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	252	97	13	12	92%	13	100%
Saturday				12	95%	14	108%

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

○ Disabled Bay	1
○ Dropped Kerb	2
○ Restricted Carriageway	1
○ White Line / Dropped Kerb	17

The disabled bay on Nettlewood Road was on average 11% occupied during the weekday survey, whereas on the weekend survey there were no instances of vehicles parking in the disabled bay. The white line / dropped kerb had an average occupancy of 15% during the weekday survey but this reduced to 9% during the weekend survey.

5.2.55 Northanger Road

Figure 54. Northanger Road



Northanger Road is a two way road approximately 220 metres in length. Land use nearby is mixed, consisting of residential units and the Immanuel and St. Andrew CofE Primary School.

Table 55. Northanger Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	436	207	37	31	85%	37	100%
Saturday				26	71%	31	84%

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

○ Disabled Bay	1
○ Double Yellow	8
○ Dropped Kerb	1
○ Keep Clear	19
○ White Line / Dropped Kerb	5

The average occupancy of the disabled bay during the weekday survey was 33% however during the weekend survey there were no instances of vehicles parking in the disabled bay. The keep clear restriction had an average occupancy of 5% during the weekday survey, whereas in the weekend survey the average occupancy was 15%.

5.2.56 Pathfield Road

Figure 55. Pathfield Road



Pathfield Road is a two way through road, approximately 570 metres in length. Land use is predominantly residential, consisting of a mixture of housing types. However it must be noted that there are some retail units near to the eastern end of the road and Streatham Common Rail Station is very close to the western end of the road.

Table 56. Pathfield Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	924	750	139	124	90%	133	96%
Saturday				124	89%	132	95%

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

- Disabled Bay 3
- Double Yellow 7
- Double Yellow / Pedestrian Kerb 3
- White Line / Dropped Kerb 10

The average occupancy of the disabled bay during the weekday survey was 52%, on the weekend survey this figure was also 52%. The average occupancy of the double yellow restrictions was 10%

during the weekday survey and 2% during the weekend survey. The white line / dropped kerb restriction had average occupancy rates for the weekday and weekend surveys of 27% and 30%.

5.2.57 Penistone Road

Figure 56. Penistone Road



Penistone Road is a two way through road, approximately 210 metres in length. Land use nearby is mainly residential, consisting of mostly terraced housing. However, a Carpet Right store is at the north eastern end of Penistone Road.

Table 57. Penistone Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	435	306	55	52	93%	55	98%
Saturday				45	80%	49	88%

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

○ Access	1
○ Disabled Bay	1
○ Double Red	2
○ Dropped Kerb	2
○ Parking Bay	3
○ Red Route	1
○ Red Route / Access	1

- Restricted Carriageway 1
- White Line / Dropped Kerb 3

During the weekday survey the disabled bay had an average occupancy of 33% and the restricted carriageway had an average occupancy of 100%. In comparison during the weekend survey the disabled bay had an average occupancy of 33% and there were no reported instances of vehicles parking on the restricted carriageway. The average occupancy of the parking bays was higher during the weekday survey at 81% compared with 22% during the weekend survey.

5.2.58 Potters Lane

Potter's Lane is a two way road approximately 45 metres in length. Land use nearby consists of mainly residential units in the form of flats, however Christ's Love Gospel Church London is also at the eastern end of the road.

Table 58. Potters Lane Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	65	41	7	4	52%	5	71%
Saturday				4	59%	5	71%

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

- Dropped Kerb 1
- Restricted Carriageway 3

There were no instances of vehicles parking on the restricted carriageway during either survey. For the dropped kerb restriction there was an average occupancy of 11% during the weekday survey and an average occupancy of 44% for the weekend survey.

5.2.59 Riggindale Road

Figure 57. Riggindale Road



Riggindale Road is approximately 425 metres in length. It is a two way road from the northern end to the junction with Whinfall Close where it becomes a one way southbound road. There is also a contraflow cycle lane at the southern end of the road from the junction with Mitcham Lane and Conyer's Road. It is a predominantly residential road however Streatham Methodist Church is present at the southern end of the road.

Table 59. Riggindale Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	809	494	88	65	74%	70	80%
Saturday				69	79%	81	92%

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

○ Double Yellow	2
○ Dropped Kerb	7
○ Restricted Carriageway	6
○ Single Yellow	1
○ Suspended	16
○ White Line / Dropped Kerb	6

The average occupancy of the restricted carriageway during the weekday survey was 2%, however during the weekend survey this was 30%. The dropped kerb restrictions had an average occupancy level of 25% during the weekday survey, this decreased to 14% during the weekend survey.

5.2.60 Rotherhill Avenue

Figure 58. Rotherhill Avenue



Rotherhill Avenue is a two way road approximately 75 metres in length. Land use nearby consists of residential units in the form of flats, however Rotherhill Avenue is very close to Streatham Common Rail Station.

Table 60. Rotherhill Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	147	75	12	14	119%	16	133%
Saturday				13	107%	14	117%

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

- Double Yellow / Pedestrian Kerb 2
- White Line / Access 5
- White Line / Dropped Kerb 1

The average occupancy for the white line / dropped kerb restriction was 11% during the weekday survey and 33% for the weekend survey. During the weekend survey no other restriction had any instances of vehicles parking there.

5.2.61 Rydal Road

Figure 59. Rydal Road



Rydal Road is a two way through road, it is approximately 225 metres in length. Land use is entirely residential, consisting of detached and semi-detached housing.

Table 61. Rydal Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	440	270	45	40	89%	43	96%
Saturday				40	88%	44	98%

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

- Double Red / Pedestrian Kerb 2
- Dropped Kerb 5

- Restricted Carriageway 5
- Suspended 3
- White Line / Dropped Kerb 3

The average occupancy of the dropped kerb during the weekday survey was 53%, whereas during the weekend survey the average occupancy of the dropped kerb was 22%. The average occupancy for the restricted carriage was 13% for the weekday survey and 2% for the weekend survey.

5.2.62 Sherwood Avenue

Figure 60. Sherwood Avenue



Sherwood Avenue is a two way through road, approximately 870 metres in length. Land use nearby is predominantly residential, consisting of mostly terraced houses. However, there are retail units present at the western end of the road.

Table 62. Sherwood Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1630	548	86	63	73%	70	81%
Saturday				72	83%	75	87%

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

- Disabled Bay 3
- Double Yellow 2
- Restricted Carriageway 4
- White Line 9
- White Line / Dropped Kerb 87

The average occupancies for the disabled bays were 33% for the weekday survey and 41% for the weekend survey. The white line / dropped kerb restriction had an average occupancy of 7% for the weekday and weekend survey.

5.2.63 Station Approach

Figure 61. Station Approach



Station Approach is a two way road approximately 110 metres in length. Land use nearby consists of retail units at the western end of the road, a multi-storey car park in the central section and the road leads to a surface car park at the eastern end. The road is very close to Streatham Rail Station.

Table 63. Station Approach Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	224	31	6	5	89%	6	100%
Saturday				6	96%	7	117%

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

○ Access	1
○ Double Red	6
○ Double Yellow	7
○ Parking Bay	3
○ Red Route	2
○ Red Route / Access	1
○ Single Yellow	4

○ Suspended

6

During the weekday survey the average occupancy for the double yellow area was 6%, and for the red route / access it was 11%, however both of these had no instances of vehicles parked there during the weekend survey. The weekday average occupancy for the parking bays was 52%, with a weekend average of 37%. The parking bays were the only restriction with instances of vehicles parking there during the weekend survey.

5.2.64 Strathbrook Road

Figure 62. Strathbrook Road



Strathbrook Road is a two way through road, approximately 455 metres in length. Land use nearby is predominantly residential, consisting of mostly semi-detached and terraced housing. However there are retail units near to the western end of the Strathbrook Road.

Table 64. Strathbrook Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	875	599	109	79	72%	84	77%
Saturday				77	70%	87	80%

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

○ Access	1
○ Disabled Bay	6
○ Double Yellow	10
○ Double Yellow / Access	1
○ Double Yellow / Dropped Kerb	2
○ Dropped Kerb	1
○ Restricted Carriageway	5

- Single Yellow 2
- White Line / Dropped Kerb 11

The weekday survey average occupancy of the disabled bay restrictions was 54%, compared to 52% on the weekend survey. The average occupancy percentage for the restricted carriageway was 11% for the weekday survey and 7% for the weekend survey.

5.2.65 Streatham Common South

Streatham Common South is a two way road approximately 690 metres in length. Land use to the east and the north of the road is comprised solely of Streatham Common. To the south of the road land use is predominantly residential however there is a petrol filling station at the western end of the road, Greenvale Specialist Care Unit is present on Streatham Common South at the junction with Voss Court and a Builder's Merchant is present in a central section of the road.

Table 65. Streatham Common South Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1317	768	141	33	24%	48	34%
Saturday				28	20%	49	35%

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

○ Access	3
○ Double Red	4
○ Double Red / Access	2
○ Double Yellow	47
○ Double Yellow / Access	4
○ Double Yellow / Dropped Kerb	4
○ Dropped Kerb	8
○ Restricted Carriageway	1
○ White Line / Dropped Kerb	2

During the weekday survey the double yellow restrictions had maximum occupancy of 2%. During the weekend survey the maximum occupancy for this restriction was 4%. The dropped kerb restriction had an average occupancy of 15% during the weekday survey however during the weekend survey there were no instances of vehicles parking in this restriction.

5.2.66 Streatham Vale

Figure 63. Streatham Vale



Streatham Vale is a two way road and the area in the survey covered approximately 450 metres in length, the section runs from the River Graveney east towards the junction with Eardly Road. Land use in the area is a mixture of residential and retail units, with Streatham Common Rail Station at the eastern end of the road. The retail units range in size from a large Homebase store to small convenience stores.

Table 66. Streatham Vale Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	794	176	32	17	53%	21	66%
Saturday				21	65%	27	84%

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

- Bus Stop 6
- Disabled Bay 4
- Double Yellow 23

○ Loading Bay	2
○ Single Yellow	12
○ Single Yellow / Access	1
○ White Line / Dropped Kerb	5
○ Zig Zag	6
○ Zig Zag / Dropped Kerb	2

The average occupancy level of the disabled bays was 6% during the weekday survey, during the weekend survey this figure was 3%. During the weekday survey the average occupancy level for the single yellow restriction was 7%, for the weekend survey this figure was 11%.

5.2.67 Tankerville Road

Figure 64. Tankerville Road



Tankerville Road is a two way through road, approximately 445 metres in length. Land use nearby is mainly residential, consisting of mostly semi-detached houses however retail units are present near the northern end of the road and a car garage.

Table 67. Tankerville Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	855	553	92	72	78%	80	87%
Saturday				77	84%	81	88%

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

○ Access	2
○ Disabled Bay	1
○ Double Yellow	4
○ Dropped Kerb	1
○ Loading Bay	1
○ Restricted Carriageway	8
○ White Line / Access	2

The average occupancy of the disabled bay was 89% during the weekday survey and 56% during the weekend survey. The average occupancy of the double yellow restriction was 22% during the weekday survey, with a maximum occupancy of 50%. The figures for the weekend survey were similar with a 19% average occupancy and a 50% maximum occupancy.

5.2.68 Thirlmere Road

Figure 65. Thirlmere Road



Thirlmere Road is a two way through road in a residential area, it is approximately 225 metres in length.

Table 68. Thirlmere Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	441	348	62	41	67%	43	69%
Saturday				35	57%	45	73%

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

- Dropped Kerb 1
- Restricted Carriageway 3
- White Line / Dropped Kerb 1

During the weekday survey the average occupancy for the dropped kerb was 100%, for the restricted carriageway it was 59%. None of the above restrictions had any vehicles parked in them during the weekend survey.

5.2.69 Tooting Bec Gardens

Figure 66. Tooting Bec Gardens



Tooting Bec Gardens is a one way eastbound road, approximately 275 metres in length. Land use on Tooting Bec Gardens is predominantly residential, consisting of terraced housing, St Leonard's Church is also present on the road.

Table 69. Tooting Bec Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	318	236	44	33	74%	35	80%
Saturday				29	65%	32	73%

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

- Access 1
- Disabled Bay 1
- Double Yellow 2

○ Restricted Carriageway

6

During the weekday survey the disabled bay had an average occupancy of 100% however during the weekend survey there were no vehicles using this space, leaving an average occupancy of 0%. The restricted carriageway had an average occupancy of 11% during the weekday survey and a 7% average occupancy during the weekend survey.

5.2.70 Voss Court

Figure 67. Voss Court



Voss Court is a two way through road, approximately 155 metres in length. Land use nearby is mixed, with Streatham Common at the northern end of Voss Court as well as Greenvale Specialist Care Unit. There are also residential, industrial and retail land uses on Voss Court.

Table 70. Voss Court Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	305	171	28	24	87%	29	104%
Saturday				22	78%	23	82%

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

○ Access	5
○ Disabled Bay	3
○ Double Red	3
○ Double Red / Access	1
○ White Line / Access	1
○ White Line / Dropped Kerb	1

There were no reported instances of vehicles parking in the disabled bays during either survey. The average occupancy for the white line / access restriction was 222% for the weekday survey and 311% for the weekend survey.

5.2.71 Westwell Road

Figure 68. Westwell Road



Westwell Road is a two way through road, approximately 250 metres in length. Land use is predominantly residential, consisting of terraced housing. However, at the junction with Greyhound Lane is Greyhound Mini Market and lots of other small retail units are nearby.

Table 71. Westwell Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	492	320	53	55	104%	60	113%
Saturday				54	102%	61	115%

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

○ Disabled Bay	2
○ Double Red	1
○ Double Yellow	1
○ Dropped Kerb	1
○ White Line / Dropped Kerb	18

The average occupancy of the disabled bays was 39% for the weekday survey and 61% for the weekend survey. The average occupancy for both the double red and dropped kerb restrictions was 11%, with a maximum occupancy for both of 100%. On the weekend survey there were no instances of vehicles parking on the double red or the dropped kerb restrictions.

5.2.72 Westwell Road Approach

Figure 69. Westwell Road Approach



Westwell Road Approach is a two way road, approximately 275 metres in length. Land use on Westwell Road Approach is mixed; residential units are present along with a car garage, St Johns Residential Care Home and residential units.

Table 72. Westwell Road Approach Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	160	50	8	10	124%	11	138%
Saturday				10	129%	11	138%

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

- Double Red 2
- Double Yellow 1

○ Dropped Kerb	1
○ Parking Bay	3
○ White Line / Access	3
○ White Line / Dropped Kerb	3

The dropped kerb had an average occupancy of 100% during the weekday survey and an average occupancy of 133% during the weekend survey. The parking bays had an average occupancy of 63% during the weekday survey and an average occupancy of 78% during the weekend survey.

5.2.73 Woodgate Drive

Figure 70. Woodgate Drive



Woodgate Drive is a two way road approximately 350 metres in length. Land use on the road is mixed, with a large Homebase store at the northern end of the road, access to the car park for Homebase is via Woodgate Drive; deliveries also access the Homebase Store by Woodgate Drive. In addition, a small car park for The Vale Surgery can only be accessed from Woodgate Drive. A mixture of residential units are present at the southern end of the road.

Table 73. Woodgate Drive Approach Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	692	165	32	18	57%	21	66%
Saturday				18	55%	21	66%

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

- Access 6
- Double Yellow 43
- Double Yellow / Access 2

○ Dropped Kerb	11
○ Restricted Carriageway	21

The double yellow restriction had an average occupancy of 1% with a maximum occupancy of 5% during the weekday survey, none of the other restrictions had any instances of vehicles parking there. There were no instances of vehicles parking outside of the unrestricted areas during the weekend survey.

6. SUMMARY

6.1 Overview

SYSTRA 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 Streatham Common / Vale Area to the north of the borough. This area is not currently subject to Controlled Parking Zone restrictions.

6.2 Parking Survey Specification

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 Streatham Common / Vale 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.

An initial audit was undertaken in order to establish baseline information on the different types and lengths of kerbside restrictions.

Surveys were carried out on Saturday 19th November 2016 and Thursday 24th November 2016. Further surveys were carried out on 26th January and 28th January 2017 to clarify additional streets. 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%.

6.3 Supply

The site audit identified the following total number of different designations of kerbside parking places across the whole of the Streatham Common / Vale Area. Where restrictions cross over, lines have been prioritised in the classification below. :

○ Unrestricted parking area	=	4,686 defined spaces
○ Dropped Kerb / Access	=	291 defined spaces
○ Designated Parking Bay	=	72 defined spaces
○ Single Yellow Line	=	152 defined spaces
○ Single Yellow Line (with crossover)	=	21 defined spaces
○ Double Yellow Line	=	450 defined spaces
○ Double Red Line	=	249 defined spaces
○ Other Formal Restriction	=	734 defined spaces
○ Informal White Line Markings	=	611 defined spaces
○ Total	=	7,266 defined spaces

This indicates that there are 4,768 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the Streatham Common / Vale Area.

This increases to a potential 4,941 defined spaces overnight, if single yellow line space were to be included (but not single yellow lines which cross over another restriction, for example a dropped kerb).

6.4 Parking Stress

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.

Across the West Norwood Area as a whole, the level of parking stress appears moderately high with maximum observed parking demand of 3,892 around 875 spaces below the unrestricted parking supply of 4,768 spaces across the area.

The breakdown of maximum parking stress levels, by individual street, was identified and this is reflected in **Figure 71** and **Figure 72** below. This is parking stress on unrestricted parking bays.

Figure 71. Parking Stress Levels - Proportion of Streets by Category - Weekday

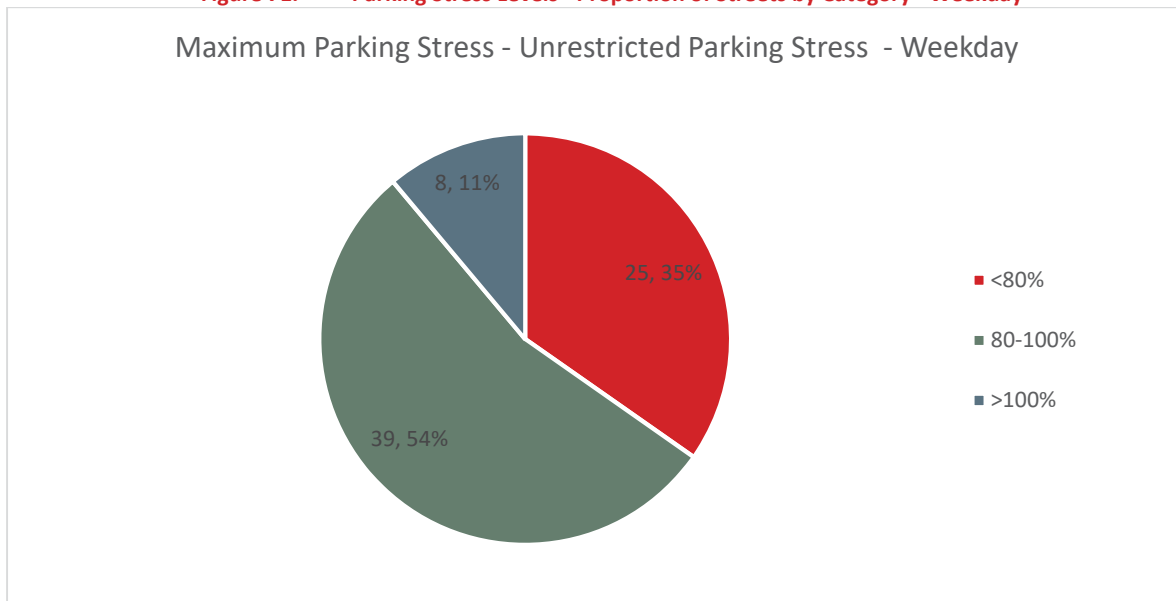
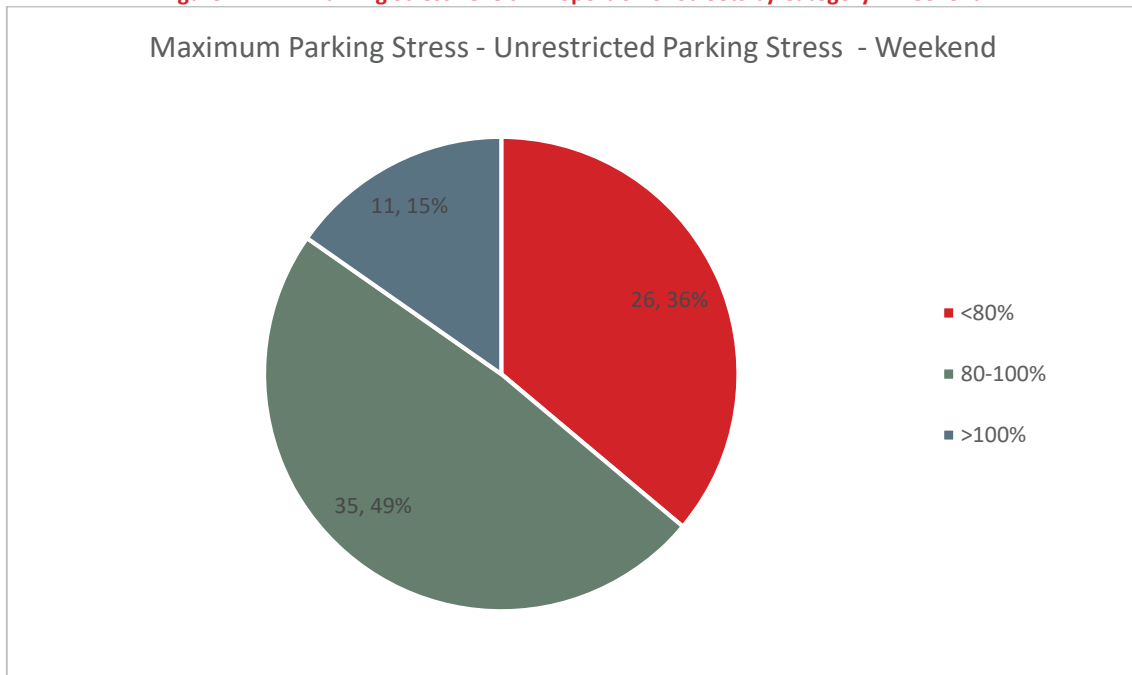


Figure 72. Parking Stress Levels - Proportion of Streets by Category - Weekend



This data consists of the following breakdown of streets. The below shows the worst case parking stress (i.e. highest level of stress observed between Weekday and Weekend surveys).

- A total of **21** roads had parking stresses of less than 80%, and these were:

- Baldry Gardens;
- Bates Crescent;
- Bencroft Road;
- Braeside Road;
- Braxted Park;
- Cedarville Gardens;
- Covington Way;
- Eardley Road;
- Estreham Road;
- Glencairn Road;
- Heathdene Road;
- Hepworth Road;
- Heybridge Avenue;
- Mantlet Close;
- Potter's Lane;
- Strathbrook Road;
- Streatham Common;
- Streatham Common South;
- Thirlmere Road;
- Tooting Bec Gardens; and
- Woodgate Drive

- A total of **39** roads had parking stresses of between 80% and 100%, and these were:

- Abercairn Road;
- Aberfoyle Road;
- Ambleside Avenue;
- Arragon Gardens;
- Barrow Road;
- Bridge Wood Road;
- Broadview Road;
- Buckleigh Road;
- Canmore Gardens;
- Carnforth Road;
- Colmer Road;
- Conyer's Road;
- Copley Park;
- Danbrook Road;
- Donnybrook Road;
- Edgington Road;
- Ellison Road;
- Ellora Road;
- Fairmile Avenue;
- Fernwood Avenue;
- Ferres Road;

- Fontaine Road;
- Glenister Park Road;
- Grayscroft Road;
- Guildersfield Road;
- Hambro Road;
- Helmsdale Road;
- Hilldown Road;
- Kempshott Road;
- Lewin Road;
- Natal Road;
- Northanger Road;
- Pathfield Road;
- Peniston Road;
- Riggindale Road;
- Rydal Road;
- Sherwood Avenue;
- Streatham Vale; and
- Tankerville Road.

○ A total of **12** roads had parking stresses of over 100%, and these were:

- Babington Road;
- Bodiam Road;
- Drakewood Road;
- Gleneagle Road;
- Greyhound Lane;
- Hawkhurst Road;
- Nettlewood Road;
- Rotherhill Avenue;
- Station Approach;
- Voss Court;
- Westwell Road; and
- Westwell Road Approach.

6.5 Parking Demand

During the Thursday survey, a total of 6,514 unique vehicle registration plates were recorded across the study area. 60% of these were recorded at the outset of the survey (04:00) and therefore represent overnight demand. A large proportion of this is likely to local residential demand from the area; however, it may also 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 Thursday an additional 2,611 plates were recorded (40% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential vehicles.

During the Saturday survey, a total of 6,271 unique vehicle registration plates were recorded across the study area. 63% of these were recorded at the outset of the survey (04:00) and therefore represent 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 weekend period, an additional 2,342 plates were recorded (37% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential vehicles.

6.6 Duration of Stay

Table 74 provides a breakdown of overall duration of stay of vehicles across the observed survey periods on Thursday and Saturday.

Table 74. 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	1,874	22%	7,930	53%
Between 12-16 hours	383	5%	284	2%
Between 8-12 hours	1,287	15%	1,665	11%
Between 4-8 hours	1,501	18%	2,060	14%
Between 2-4 hours	1,419	17%	1,380	9%
Less than 2 hours	1,867	22%	1,709	11%
Total	8,331	100%	15,028	100%

It is evident from **Table 74** that during the weekday duration of stay is split evenly between vehicles parked for less than 2 hours and parked for over 16 hours. During the weekend it is clear that the over half (53%) of vehicles are parked for more than 16 hours.

During the weekday, just over a third of vehicles are parked between 4 and 12 hours. This is reduced to a quarter during the weekend.

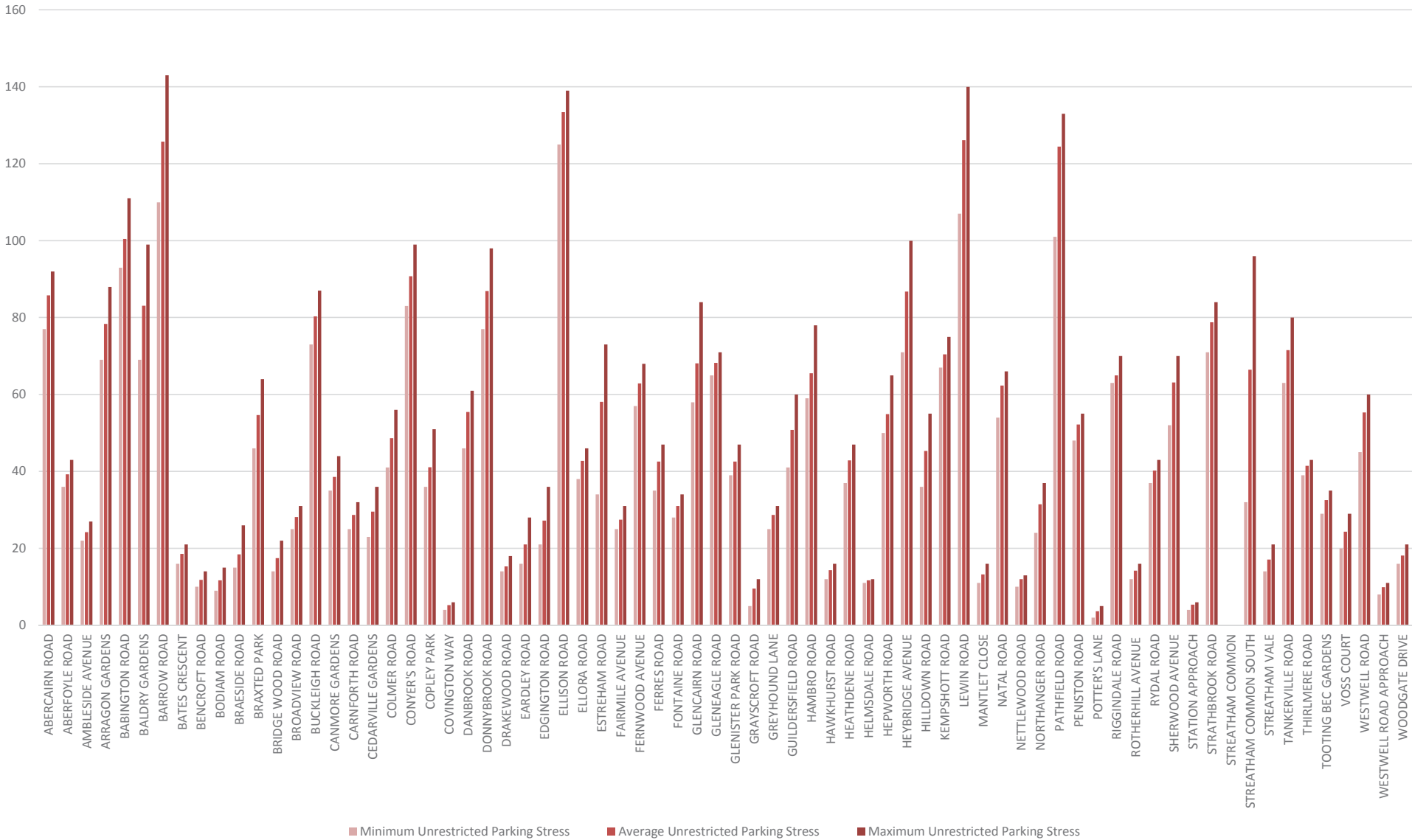
In order to provide insight into parking patterns across the day an analysis of the correlation of duration of stay data against the arrival time of a vehicle has been conducted. The following key insights were obtained from the Thursday data [*Saturday figures in brackets*]:

- 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, 33% [35%] left within 2 hours, and 17% [17%] within 4 hours; and
- Of the vehicles arriving (or returning) towards the end of the day, 63% [69%] remained parked throughout the remainder of the survey.

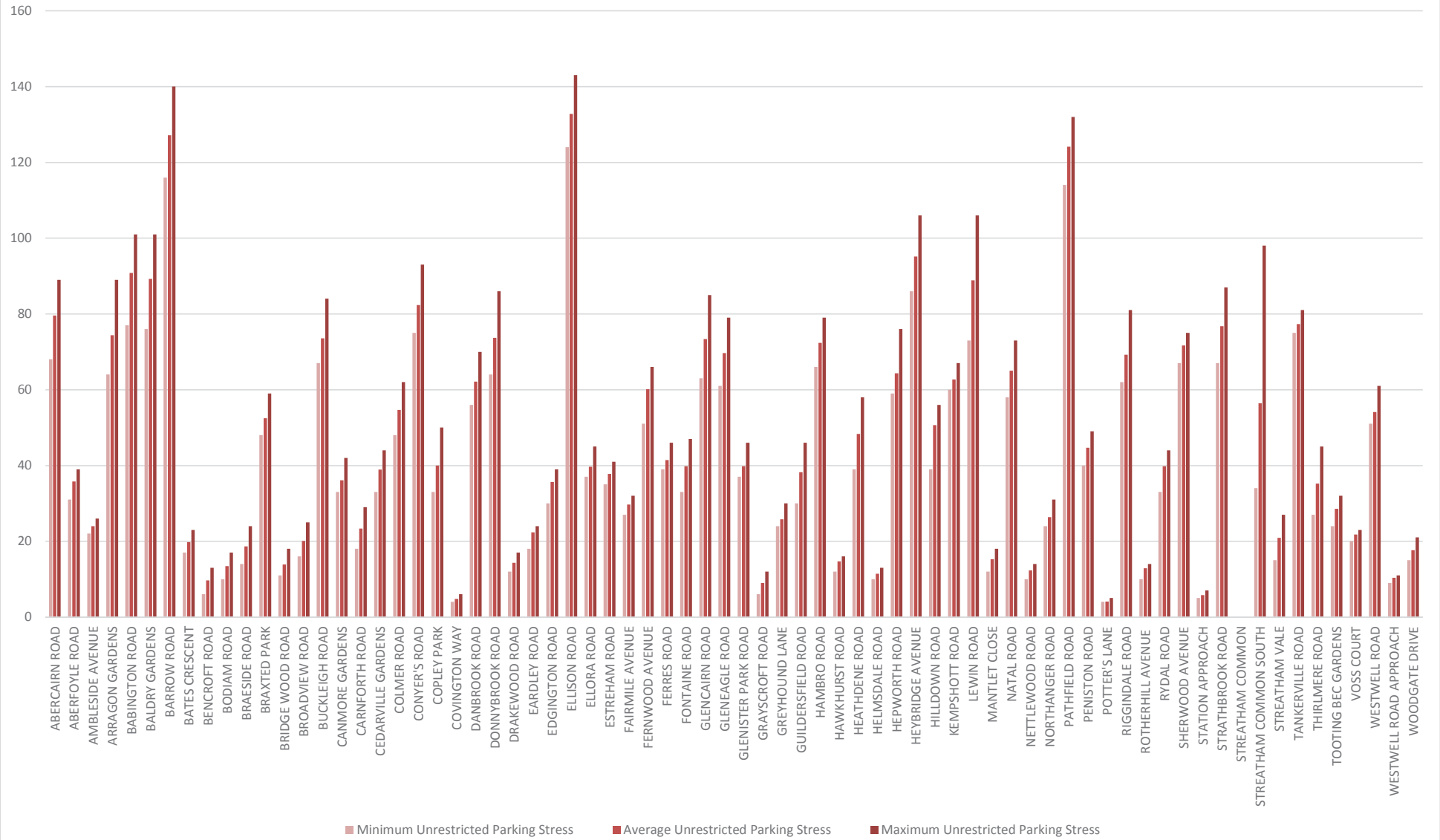
Report Appendix A

MINIMUM, AVERAGE AND MAXIMUM UNRESTRICTED PARKING STRESS

Minimum, Average and Maximum Unrestricted Parking Stress - Weekday



Minimum, Average and Maximum Unrestricted Parking Stress - Weekend



PARKING PRESSURES ACROSS RESTRICTED KERBSIDE

PARKING ACROSS KERBSIDE		
STREET NAME	REGULATION	CAPACITY
ABERCAIRN ROAD	ACCESS	1
ABERCAIRN ROAD	DISABLED BAY	11
ABERCAIRN ROAD	DROPPED KERB	0
ABERCAIRN ROAD	RESTRICTED CARRIAGEWAY	11
ABERCAIRN ROAD	WHITE LINE/DROPPED KERB	0
ABERFOYLE ROAD	ACCESS	0
ABERFOYLE ROAD	DISABLED BAY	3
ABERFOYLE ROAD	DROPPED KERB	0
ABERFOYLE ROAD	SINGLE YELLOW	3
ABERFOYLE ROAD	WHITE LINE	1
ABERFOYLE ROAD	WHITE LINE/DROPPED KERB	0
AMBLESIDE AVENUE	WHITE LINE/DROPPED KERB	0
ARRAGON GARDENS	DISABLED BAY	3
ARRAGON GARDENS	DROPPED KERB	0
ARRAGON GARDENS	PARKING BAY	3
BABINGTON ROAD	DISABLED BAY	3
BABINGTON ROAD	DOUBLE RED	5
BABINGTON ROAD	DROPPED KERB	8
BABINGTON ROAD	PARKING BAY	2
BABINGTON ROAD	RED ROUTE	1
BABINGTON ROAD	WHITE LINE/ACCESS	1
BABINGTON ROAD	WHITE LINE/DROPPED KERB	17
BALDRY GARDENS	DISABLED BAY	11
BALDRY GARDENS	DROPPED KERB	16
BALDRY GARDENS	PARKING BAY	6
BALDRY GARDENS	RESTRICTED CARRIAGEWAY	6
BALDRY GARDENS	WHITE LINE/DROPPED KERB	6
BARROW ROAD	DISABLED BAY	6
BARROW ROAD	DOUBLE YELLOW/PEDESTRIAN KERB	0
BARROW ROAD	DROPPED KERB	0
BARROW ROAD	PARKING BAY	4
BARROW ROAD	WHITE LINE/DROPPED KERB	10
BATES CRESCENT	DROPPED KERB	32
BATES CRESCENT	RESTRICTED CARRIAGEWAY	9
BENCROFT ROAD	DROPPED KERB	2
BENCROFT ROAD	RESTRICTED CARRIAGEWAY	14
BENCROFT ROAD	WHITE LINE/ACCESS	0
BODIAM ROAD	RESTRICTED CARRIAGEWAY	2
BODIAM ROAD	WHITE LINE/DROPPED KERB	9
BRAESIDE ROAD	DISABLED BAY	1
BRAESIDE ROAD	RESTRICTED CARRIAGEWAY	8
BRAXTED PARK	DISABLED BAY	1
BRAXTED PARK	DOUBLE YELLOW/DROPPED KERB	0
BRAXTED PARK	DROPPED KERB	6
BRAXTED PARK	RESTRICTED CARRIAGEWAY	2
BRAXTED PARK	WHITE LINE/DROPPED KERB	2
BRIDGE WOOD ROAD	DOUBLE YELLOW	2
BRIDGE WOOD ROAD	DROPPED KERB	4
BRIDGE WOOD ROAD	WHITE LINE	1
BROADVIEW ROAD	ACCESS	0
BROADVIEW ROAD	DISABLED BAY	2
BROADVIEW ROAD	DROPPED KERB	2
BROADVIEW ROAD	RESTRICTED CARRIAGEWAY	13
BROADVIEW ROAD	WHITE LINE/ACCESS	1
BUCKLEIGH ROAD	DOUBLE YELLOW/DROPPED KERB	1
BUCKLEIGH ROAD	DROPPED KERB	3
BUCKLEIGH ROAD	KEEP CLEAR	1
BUCKLEIGH ROAD	KEEP CLEAR/ACCESS	3
BUCKLEIGH ROAD	WHITE LINE/DROPPED KERB	6

THURSDAY					
MIN.	% MIN.	AVE.	% AVE.	MAX	% MAX.
0	0%	0	0%	0	0%
5	45%	6	53%	7	64%
1	-	1	-	2	-
4	36%	6	56%	8	73%
2	-	2	-	2	-
0	-	0	-	1	-
2	67%	2	67%	2	67%
1	-	1	-	1	-
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
1	-	1	-	1	-
0	-	0	-	0	-
1	33%	1	48%	2	67%
0	-	1	-	1	-
0	0%	1	41%	2	67%
1	33%	1	48%	2	67%
0	0%	0	0%	0	0%
1	13%	3	32%	4	50%
0	0%	1	61%	3	150%
0	0%	0	11%	1	100%
0	0%	1	67%	1	100%
1	6%	2	13%	3	18%
4	36%	6	54%	8	73%
8	50%	12	73%	16	100%
0	0%	1	13%	2	33%
0	0%	1	13%	2	33%
0	0%	1	24%	3	50%
1	17%	1	24%	2	33%
0	-	0	-	0	-
0	-	1	-	2	-
0	0%	1	31%	2	50%
4	40%	6	58%	7	70%
0	0%	1	4%	3	9%
1	11%	1	11%	1	11%
0	0%	0	22%	1	50%
3	21%	4	29%	5	36%
0	-	0	-	1	-
0	0%	0	6%	1	50%
0	0%	0	4%	1	11%
0	0%	0	0%	0	0%
5	63%	6	74%	7	88%
0	0%	1	67%	1	100%
0	-	0	-	0	-
4	67%	6	98%	7	117%
0	0%	1	33%	1	50%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	25%	2	56%	4	100%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	17%	1	50%
0	0%	1	33%	2	100%
7	54%	10	78%	12	92%
0	0%	0	22%	1	100%
0	0%	0	11%	1	100%
1	33%	2	74%	4	133%
0	0%	0	33%	1	100%
0	0%	1	19%	1	33%
1	17%	1	19%	2	33%

SATURDAY					
MIN.	% MIN.	AVE.	% AVE.	MAX	% MAX.
0	0%	0	0%	0	0%
5	45%	5	45%	5	45%
0	-	0	-	0	-
5	-	5	45%	5	45%
0	-	0	-	0	-
0	-	0	-	0	-
1	-	1	33%	1	33%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	-	0	-	0	-
1	33%	1	33%	1	33%
2	67%	2	67%	2	67%
0	0%	0	0%	0	0%
1	13%	1	13%	1	13%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
2	12%	2	12%	2	12%
6	55%	6	55%	6	55%
8	50%	8	50%	8	50%
0	0%	0	0%	0	0%
1	17%	1	17%	1	17%
1	17%	1	17%	1	17%
2	33%	2	33%	2	33%
1	-	1	-	1	-
0	-	0	-	0	-
0	0%	0	0%	0	0%
8	80%	8	80%	8	80%
1	3%	1	3%	1	3%
1	11%	1	11%	1	11%
1	50%	1	50%	1	50%
4	29%	4	29%	4	29%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
3	38%	3	38%	3	38%
0	0%	0	0%	0	0%
0	-	0	-	0	-
3	50%	3	50%	3	50%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	25%	1	25%	1	25%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
9	69%	9	69%	9	69%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	33%	1	33%	1	33%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%

CANMORE GARDENS	DISABLED BAY	4
CANMORE GARDENS	DROPPED KERB	2
CANMORE GARDENS	RESTRICTED CARRIAGEWAY	6
CARNFORTH ROAD	DISABLED BAY	4
CARNFORTH ROAD	SINGLE YELLOW	4
CEDARVILLE GARDENS	DISABLED BAY	1
CEDARVILLE GARDENS	RESTRICTED CARRIAGEWAY	3
COLMER ROAD	DISABLED BAY	1
COLMER ROAD	DOUBLE YELLOW	5
COLMER ROAD	DROPPED KERB	0
COLMER ROAD	LOADING BAY	3
COLMER ROAD	WHITE LINE/DROPPED KERB	3
CONYER'S ROAD	DISABLED BAY	3
CONYER'S ROAD	DROPPED KERB	7
CONYER'S ROAD	RESTRICTED CARRIAGEWAY	8
CONYER'S ROAD	WHITE LINE/DROPPED KERB	12
COPLEY PARK	DISABLED BAY	1
COPLEY PARK	DROPPED KERB	4
COPLEY PARK	RESTRICTED CARRIAGEWAY	5
COPLEY PARK	WHITE LINE	0
COPLEY PARK	WHITE LINE/DROPPED KERB	8
COVINGTON WAY	DOUBLE YELLOW	24
COVINGTON WAY	RESTRICTED CARRIAGEWAY	2
COVINGTON WAY	DROPPED KERB	1
COVINGTON WAY	RESTRICTED CARRIAGEWAY	2
COVINGTON WAY	WHITE LINE/DROPPED KERB	1
DANBROOK ROAD	DISABLED BAY	4
DANBROOK ROAD	DOUBLE YELLOW	2
DANBROOK ROAD	DROPPED KERB	1
DANBROOK ROAD	WHITE LINE/DROPPED KERB	2
DONNYBROOK ROAD	ACCESS	1
DONNYBROOK ROAD	DISABLED BAY	5
DONNYBROOK ROAD	RESTRICTED CARRIAGEWAY	7
DONNYBROOK ROAD	WHITE LINE/DROPPED KERB	0
DRAKEWOOD ROAD	DROPPED KERB	2
DRAKEWOOD ROAD	RESTRICTED CARRIAGEWAY	6
DRAKEWOOD ROAD	WHITE LINE	3
DRAKEWOOD ROAD	WHITE LINE/DROPPED KERB	16
EARDLEY ROAD	DISABLED BAY	5
EARDLEY ROAD	SINGLE YELLOW	2
EARDLEY ROAD	DOUBLE YELLOW	31
EARDLEY ROAD	WHITE LINE/ACCESS	2
EDGINGTON ROAD	ACCESS	0
ELLISON ROAD	DISABLED BAY	5
ELLISON ROAD	DOUBLE YELLOW	9
ELLISON ROAD	DOUBLE YELLOW/DROPPED KERB	2
ELLISON ROAD	DROPPED KERB	8
ELLISON ROAD	LOADING BAY	1
ELLISON ROAD	PEDESTRIAN KERB	0
ELLISON ROAD	RESTRICTED CARRIAGEWAY	14
ELLISON ROAD	WHITE LINE/DROPPED KERB	20
ELLORA ROAD	DISABLED BAY	1
ELLORA ROAD	RESTRICTED CARRIAGEWAY	3
ELLORA ROAD	WHITE LINE/DROPPED KERB	0
ESTREHAM ROAD	CAR CLUB	1
ESTREHAM ROAD	DISABLED BAY	3
ESTREHAM ROAD	DOUBLE YELLOW	44
ESTREHAM ROAD	DROPPED KERB	2
ESTREHAM ROAD	LOADING BAY	1
ESTREHAM ROAD	WHITE LINE/DROPPED KERB	1
FAIRMILE AVENUE	DISABLED BAY	2
FAIRMILE AVENUE	DROPPED KERB	1
FAIRMILE AVENUE	RESTRICTED CARRIAGEWAY	1
FAIRMILE AVENUE	WHITE LINE/ACCESS	1
FAIRMILE AVENUE	WHITE LINE/DROPPED KERB	13

1	25%	1	33%	2	50%
0	0%	0	0%	0	0%
2	33%	3	46%	4	67%
1	25%	2	44%	3	75%
0	0%	0	8%	1	25%
1	100%	1	100%	1	100%
0	0%	0	11%	1	33%
1	100%	1	100%	1	100%
0	0%	1	18%	2	40%
1	-	1	-	2	-
0	0%	1	33%	2	67%
2	67%	4	137%	5	167%
1	33%	2	59%	3	100%
3	43%	5	70%	6	86%
2	25%	3	33%	3	38%
3	25%	3	26%	4	33%
0	0%	1	67%	1	100%
1	25%	1	25%	1	25%
0	0%	1	20%	2	40%
0	-	0	-	1	-
4	50%	5	58%	6	75%
0	0%	1	3%	1	4%
0	0%	0	6%	1	50%
0	0%	0	22%	1	100%
0	0%	0	6%	1	50%
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0	0%	1	78%	1	100%
0	0%	1	33%	1	50%
0	0%	1	56%	1	100%
2	40%	3	56%	3	60%
2	29%	4	51%	6	86%
0	-	0	-	1	-
1	50%	2	111%	3	150%
0	0%	0	2%	1	17%
0	0%	1	22%	1	33%
1	6%	2	10%	3	19%
2	40%	2	42%	3	60%
0	0%	0	0%	0	0%
0	0%	1	2%	2	6%
0	0%	0	0%	0	0%
0	-	0	-	1	-
1	20%	2	49%	3	60%
0	0%	0	1%	1	11%
0	0%	0	0%	0	0%
4	50%	6	69%	8	100%
0	0%	0	22%	1	100%
0	-	0	-	0	-
3	21%	5	33%	5	36%
2	10%	4	18%	6	30%
0	0%	0	11%	1	100%
0	0%	0	0%	0	0%
0	-	1	-	1	-
1	100%	2	167%	2	200%
0	0%	0	0%	0	0%
0	0%	1	1%	1	2%
0	0%	0	6%	1	50%
1	100%	1	122%	2	200%
0	0%	1	67%	2	200%
1	50%	1	61%	2	100%
0	0%	0	44%	2	200%
0	0%	1	89%	1	100%
0	0%	1	111%	3	300%
1	8%	3	20%	4	31%

2	50%	2	50%	2	50%
0	0%	0	0%	0	0%
4	67%	4	67%	4	67%
1	25%	1	25%	1	25%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	33%	1	33%	1	33%
1	100%	1	100%	1	100%
0	0%	0	0%	0	0%
2	-	2	-	2	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
2	29%	2	29%	2	29%
1	13%	1	13%	1	13%
1	8%	1	8%	1	8%
1	100%	1	100%	1	100%
1	25%	1	25%	1	25%
1	20%	1	20%	1	20%
0	-	0	-	0	-
3	38%	3	38%	3	38%
0	0%	0	0%	0	0%
1	50%	1	50%	1	50%
0	0%	0	0%	0	0%
1	50%	1	50%	1	50%
0	0%	0	0%	0	0%
1	25%	1	25%	1	25%
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	20%	1	20%	1	20%
0	0%	0	0%	0	0%
0	-	0	-	0	-
1	50%	1	50%	1	50%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	20%	1	20%	1	20%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
1	20%	1	20%	1	20%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
4	50%	4	50%	4	50%
0	0%	0	0%	0	0%
1	-	1	-	1	-
1	7%	1	7%	1	7%
3	15%	3	15%	3	15%
1	100%	1	100%	1	100%
0	0%	0	0%	0	0%
1	-	1	-	1	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
0	0%	0	0%	0	0%
1	50%	1	50%	1	50%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
2	15%	2	15%	2	15%

STREATHAM COMMON	DOUBLE YELLOW	36
STREATHAM COMMON	DOUBLE YELLOW/ACCESS	2
STREATHAM COMMON	DROPPED KERB	6
STREATHAM COMMON	RESTRICTED CARRIAGEWAY	1
STREATHAM COMMON SOUTH	DOUBLE YELLOW	47
STREATHAM COMMON SOUTH	DOUBLE YELLOW/ACCESS	4
STREATHAM COMMON SOUTH	DROPPED KERB	8
STREATHAM COMMON SOUTH	RESTRICTED CARRIAGEWAY	1
STREATHAM VALE	DISABLED BAY	4
STREATHAM VALE	DOUBLE YELLOW	23
STREATHAM VALE	DOUBLE YELLOW/DROPPED KERB	0
STREATHAM VALE	LOADING BAY	2
STREATHAM VALE	SINGLE YELLOW	12
STREATHAM VALE	WHITE LINE	0
TANKERVILLE ROAD	DISABLED BAY	1
TANKERVILLE ROAD	DOUBLE YELLOW	4
TANKERVILLE ROAD	DROPPED KERB	1
TANKERVILLE ROAD	LOADING BAY	1
TANKERVILLE ROAD	RESTRICTED CARRIAGEWAY	8
TANKERVILLE ROAD	WHITE LINE/ACCESS	2
TANKERVILLE ROAD	WHITE LINE/DROPPED KERB	20
THIRLMERE ROAD	DROPPED KERB	1
THIRLMERE ROAD	RESTRICTED CARRIAGEWAY	3
TOOTING BEC GARDENS	DISABLED BAY	1
TOOTING BEC GARDENS	DOUBLE YELLOW	2
TOOTING BEC GARDENS	DROPPED KERB	0
TOOTING BEC GARDENS	RESTRICTED CARRIAGEWAY	6
VOSS COURT	ACCESS	5
VOSS COURT	DOUBLE YELLOW/DROPPED KERB	0
VOSS COURT	WHITE LINE/ACCESS	1
WESTWELL ROAD	DISABLED BAY	2
WESTWELL ROAD	DOUBLE RED	1
WESTWELL ROAD	DOUBLE RED/PEDESTRIAN KERB	0
WESTWELL ROAD	DOUBLE YELLOW	1
WESTWELL ROAD	DROPPED KERB	1
WESTWELL ROAD	WHITE LINE/DROPPED KERB	18
WESTWELL ROAD APPROACH	DOUBLE RED	2
WESTWELL ROAD APPROACH	DOUBLE RED/PEDESTRIAN KERB	0
WESTWELL ROAD APPROACH	DOUBLE YELLOW	1
WESTWELL ROAD APPROACH	DROPPED KERB	1
WESTWELL ROAD APPROACH	PARKING BAY	3
WESTWELL ROAD APPROACH	WHITE LINE/ACCESS	3
WESTWELL ROAD APPROACH	WHITE LINE/DROPPED KERB	3
WOODGATE DRIVE	DOUBLE YELLOW	43

0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	1	2%
0	0%	0	0%	0	0%
2	25%	2	31%	4	50%
0	0%	0	0%	0	0%
0	0%	0	6%	1	25%
0	0%	0	0%	1	4%
0	-	0	-	1	-
0	0%	0	11%	1	50%
0	0%	1	7%	2	17%
0	-	0	-	0	-
0	0%	1	89%	1	100%
0	0%	1	22%	2	50%
0	0%	0	0%	0	0%
0	0%	1	111%	2	200%
3	38%	5	68%	7	88%
0	0%	1	39%	1	50%
4	20%	5	25%	7	35%
1	100%	1	100%	1	100%
1	33%	2	59%	3	100%
1	100%	1	100%	1	100%
0	0%	0	6%	1	50%
0	-	0	-	1	-
0	0%	1	11%	2	33%
0	0%	0	9%	1	20%
0	-	0	-	1	-
1	100%	2	222%	3	300%
0	0%	1	39%	2	100%
0	0%	0	11%	1	100%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	11%	1	100%
2	11%	3	17%	4	22%
0	0%	0	11%	1	50%
0	-	0	-	1	-
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
0	0%	2	63%	4	133%
1	33%	1	48%	2	67%
0	0%	1	44%	2	67%
0	0%	0	1%	2	5%

0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
2	200%	2	200%	2	200%
0	0%	0	0%	0	0%
2	25%	2	25%	2	25%
1	50%	1	50%	1	50%
4	20%	4	20%	4	20%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
1	6%	1	6%	1	6%
0	0%	0	0%	0	0%
0	-	0	-	0	-
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
2	67%	2	67%	2	67%
0	0%	0	0%	0	0%

*NOTE: Cells with value "-" above represent occupancy where the calculated capacity is 0 (i.e. measured kerbside is <5m) but the surveys have indicated vehicle parking at these restrictions. Please refer to section 3.2 and 3.6