

## LAMBETH PARKING SURVEYS – STREATHAM REPORT



**SYSTRA**

# LAMBETH PARKING STUDY

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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 Area located in the south of LBL. The area is currently not subjected to any Controlled Parking Zone restrictions.

The Streatham Area is located near one CPZ (Tulse Hill) to the east. There is a possibility that there may be a 'ripple' effect of residents from this area parking in the Streatham 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 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 Area. The Streatham Area is situated in the south of LBL and is dissected by the A23 providing links to the South Circular Road to the north and the A24 to the west.

Figure 1. Location Plan of the Streatham Area



Source: Lambeth Council 2015

Streatham Station is situated in the centre of the Streatham Area providing a rail link for commuters to London. There are no Underground services in the vicinity of the area however it is likely that there will be demand from commuters to park to access rail services.

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

- Tulse Hill (H) Monday – Friday, 08:30am -18:30pm

## 2. EXISTING PARKING RESTRICTION

### 2.1 Kerbside restrictions within the Streatham Area

Although a Controlled Parking Zone does not exist within the Streatham 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 Area

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

- Unrestricted parking area;
- Dropped kerb; and,
- 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 3<sup>rd</sup> December and Tuesday 6<sup>th</sup> December. 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 26<sup>th</sup> January and 28<sup>th</sup> 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 and Demand

The site audit identified the following volume of different designations of kerbside parking places across the whole of the Streatham Area:

○ Unrestricted parking area	=	4145 defined spaces
○ Dropped Kerb / Access	=	222 defined spaces
○ Designated Parking Bay	=	53 defined spaces
○ Single Yellow Line	=	298 defined spaces
○ Double Yellow Line	=	364 defined spaces
○ Double Red Line	=	105 defined spaces
○ Other Formal Restriction	=	900 defined spaces
○ Informal White Line Markings	=	438 defined spaces
○ <b>Total</b>	=	<b>6525 defined spaces</b>

This indicates that there are 4198 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the Streatham Area.

This increases to a potential 4496 defined spaces overnight, if single yellow line space were to be included.

### 4.3 Parking Demand and utilisation

The overall maximum parking demand was observed across the entire Streatham Area of around 3393 vehicles during the weekday and 3370 during the weekend. This suggests that the equivalent of around 80% all of the unrestricted parking and designated parking bays across the area were occupied at least once during the survey periods. This provides an initial indication that there are relatively high levels of parking stress across the 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 Tuesday survey, a total of 6213 unique vehicle registration plates were recorded across the study area. 51% of these were recorded at the outset of the survey (04:00) and, therefore, represents overnight demand. A large proportion of this is likely to be 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 Tuesday additional 3046 plates were recorded (49% 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 6033 unique vehicle registration plates were recorded across the study area. 56% of these were recorded at the outset of the survey (04:00) and therefore represents overnight demand. A large proportion of this is likely to local residential demand from the area; however, again, 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 weekend period, an additional 2660 plates were recorded (44% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential vehicles.



## 4.5 Durations of Stay

### 4.5.1 Overall Results

**Table 1** shows the overall duration of stay of those vehicles recorded during the Tuesday 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 Tuesday	% of all vehicles counted Tuesday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	1477	19%	1585	19%
Between 12-16 hours	288	4%	290	4%
Between 6-12 hours	1221	15%	1462	18%
Between 4-8 hours	1455	18%	1634	20%
Between 2-4 hours	1535	19%	1292	16%
Less than 2 hours	1986	25%	1903	23%
Total	7962	100%	8166	100%

It is evident from **Table 1** that the duration of stay is relatively evenly distributed across duration bands, with the exception of 12-16 hours.

The majority of vehicles in the weekday, approximately one quarter stay for less than 2 hours. Around 40% stay between 2 and 8 hours which could represent a high level of non-residential parking. Just under one fifth of vehicles were parked for the full duration on the Tuesday, this was identical on Saturday at 19%. Around the same level is short-stay parking.

### 4.5.3 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
	(Tuesday)	(Saturday)
ABBOTSWOOD ROAD	3%	2%
ANGLES ROAD	117%	91%
ASHLAKE ROAD	13%	50%
BECMEAD AVENUE	100%	131%
BEDFORD HILL	10%	6%
BLAKEMORE ROAD	63%	56%
BOURNE VALE ROAD	20%	84%
BRANCASTER ROAD	47%	50%
BROADLANDS AVENUE	60%	41%
BROADLAND CLOSE	3%	0%
CONIFER GARDENS	97%	13%
CULVERHOUSE GARDENS	50%	50%
DE MONTFORT ROAD	80%	66%
DREWSTEAD LANE	7%	0%
DREWSTEAD ROAD	137%	228%
FARM AVENUE	63%	34%
FARNAN ROAD	30%	28%
GARRAD'S ROAD	0%	0%
GLENELDON MEWS	3%	0%
GLENELDON ROAD	143%	200%
GRACEFIELD GARDENS	160%	19%
GRASMERE ROAD	50%	41%
HAILSHAM AVENUE	93%	91%
HARBOROUGH ROAD	127%	47%
HITHERFIELD ROAD	107%	59%
HOADLY ROAD	60%	53%
HOPTON ROAD	210%	344%
IVYDAY GROVE	47%	0%
KEYMER ROAD	27%	0%
KINGSCOURT ROAD	167%	288%
KNOLLYS ROAD	0%	0%
LEIGH ORCHARD CLOSE	23%	78%
LEIGHAM AVENUE	120%	125%
LEIGHAM COURT ROAD	7%	0%
LEIGHAM VALE	127%	116%
LEITHCOTE GARDENS	67%	69%
LEITHCOTE PATH	3%	9%
LYDHURST AVENUE	23%	50%
MADEIRA ROAD	100%	150%

MOORCROFT ROAD	60%	0%
MORTIMERE CLOSE	27%	25%
MOUNT EPHRAIM LANE	160%	247%
MOUNT EPHRAIM ROAD	100%	100%
MOUNT NOD ROAD	147%	125%
MOUNTEARL GARDENS	67%	0%
NEWCOME GARDENS	10%	16%
NORFOLK HOUSE ROAD	147%	219%
OAKDALE ROAD	110%	94%
OCKLEY ROAD	23%	25%
PENDENNIS ROAD	87%	66%
PINFOLD ROAD	80%	53%
POLWORTH ROAD	30%	28%
PRENTIS ROAD	43%	72%
ROMEYN ROAD	53%	56%
ROSEDENE AVENUE	63%	63%
RUTFORD ROAD	3%	9%
SHRUBBERY ROAD	33%	41%
STANTHORPE ROAD	33%	175%
STEEP HILL	23%	0%
STOCKFIELD ROAD	60%	66%
STREATHAM COMMON NORTH	0%	0%
SUNNYHILL ROAD	190%	109%
TARRINGTON CLOSE	17%	25%
THE SPINNEY	20%	0%
VALLEY ROAD	200%	231%
WELLFIELD ROAD	187%	106%
WOODBOURNE AVENUE	50%	31%
WOODFIELD AVENUE	67%	84%
WOODFIELD GROVE	27%	16%
WOODLEIGH GARDENS	123%	91%

#### 4.5.4 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 7429 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:

- 3,167 vehicles (43%) were parked from the outset of the survey at 04:00.
  - 811 (26%) of these remained parked between 0 and 4 hours, departing by 8am;
  - 482 (15%) of these remained parked between 4 and 8 hours, departing by 12noon;

- 239 (8%) of these remained parked between 8 and 12 hours departing by 4pm;
  - 158 (5%) of these remained parked between 12 and 16 hours, departing by 8pm; and
  - 1477 (47%) of these remained parked for over 16 hours, and are therefore are considered to have been parked all day.
- 454 vehicles (6%) arrived between 8am and 10am
    - 166 (37%) of these remained parked between 0 and 4 hours, departing by 12noon;
    - 114 (25%) of these remained parked between 4 and 8 hours, departing by 4pm;
    - 96 (21%) of these remained parked between 8 and 12 hours, departing by 8pm; and
    - 78 (17%) of these remained parked between 12 and 14 hours and therefore are considered to have been parked for the rest of the day.
  - 1,782 (24%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
    - 675 (38%) of these remained parked for 2 hours, departing by 4pm at the latest;
    - 284 (16%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
    - 279 (16%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
    - 198 (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
    - 346 (19%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.
  - 1347 (18%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm
    - 435 (32%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
    - 912 (68%) of these remained parked until the end of the survey (i.e. staying beyond the final beat (8pm to 10pm)).

A total of 7257 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:

- 3,373 vehicles (46%) were parked from the outset of the survey at 04:00.
  - 554 (16%) of these remained parked between 0 and 4 hours, departing by 8am;
  - 804 (24%) of these remained parked between 4 and 8 hours, departing by 12noon;
  - 421 (12%) of these remained parked between 8 and 12 hours departing by 4pm;
  - 197 (6%) of these remained parked between 12 and 16 hours, departing by 8pm; and
  - 1407 (of these remained parked for over 16 hours, and are therefore are considered to have been parked all day.

- 277 vehicles (4%) arrived between 8am and 10am
  - 128 (44%) of these remained parked between 0 and 4 hours, departing by 12noon;
  - 59 (21%) of these remained parked between 4 and 8 hours, departing by 4pm;
  - 32 (12%) of these remained parked between 8 and 12 hours, departing by 8pm; and
  - 58 (21%) of these remained parked between 12 and 14 hours and therefore are considered to have been parked for the rest of the day.
  
- 1,927 (27%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
  - 789 (41%) of these remained parked for 2 hours, departing by 4pm at the latest;
  - 375 (19%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
  - 177 (9%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
  - 90 (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
  - 496 (26%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.
  
- 1144 (16%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm
  - 511 (45%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
  - 633 (55%) 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 Abbotswood Road



Figure 2. Abbotswood Road

Abbotswood Road is a two way through road approximately 755 metres in length. The road is a predominantly residential road however Streatham and Clapham High School is to the west of, and accessed via, Abbotswood Road.

Table 3. Abbotswood 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 (%)
Tuesday	1099	747	128	72	56%	87	68%
Saturday				59	46%	79	62%

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

○ Double Yellow Line	2	○ Keep Clear/ Access	3
○ DYL / Pedestrian Kerb	1	○ Restricted Carriageway	1
○ Dropped Kerb	18	○ White Line / Dropped Kerb	8
○ Keep Clear	7	○ White Line / Pedestrian Kerb	1

During the weekday survey the average occupancy of the white line / dropped kerb sections was 13% however during the weekend survey there were no instances of vehicles parking in this area. The maximum number of vehicles parking on the keep clear restrictions on Abbotswood was two (29%) during the weekday survey however this rose to five (71%) during the weekend survey.



## 5.2.2 Angles Road



Figure 3. Angles Road

Angles Road is a two way through road approximately 275 metres in length. Angles Road is a residential road consisting of mainly semi-detached housing.

Table 4. Angles 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 (%)
Tuesday	535	414	75	60	80%	65	87%
Saturday				60	80%	64	85%

In addition to the areas of unrestricted parking on Angles 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	3
○ Restricted Carriageway	7
○ White Line / Dropped Kerb	2

Across both surveys the disabled bay have an average utilisation of 100%. During the weekday survey average occupancy on the restricted carriageway was 38%, however on the weekend this was 49%.



Figure 4. Ashlake Road

Ashlake Road is a two way through road approximately 155 metres in length. The road is a predominantly residential road consisting of terraced, however there is also a hotel at the southern end of the road

Table 5. Ashlake 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 (%)
Tuesday	310	175	29	7	25%	8	28%
Saturday				24	83%	25	86%

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

○ Disabled Bay	1	○ Suspended	5
○ Keep Clear/ Dropped Kerb	1	○ White Line / Dropped Kerb	6
○ Restricted Carriageway	1		

During the weekday survey there were no instances of vehicles parked outside of the unrestricted parking areas, however on the weekend the disabled bay had an average occupancy of 100%.



Figure 5. Becmead Avenue

Becmead Avenue is a two way through road approximately 440 metres in length. Land use nearby is mainly residential, however retail units are at the eastern end surrounding the junction with Streatham High Road and Tooting Bec Common is at the western end of the road.

Table 6. Becmead 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 (%)
Tuesday	844	391	56	64	115%	72	129%
Saturday				46	82%	52	93%

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

○ Disabled Bay	1	○ Permit Holder	1
○ Double Red Line	6	○ Restricted Carriageway	1
○ Double Yellow Line / Dropped Kerb	3	○ White Line	1
○ Double Yellow Line/Pedestrian Kerb	3	○ White Line / Dropped Kerb	18
○ Parking Bay	3		

The disabled bay on Becmead Avenue had an average occupancy of 100% during the weekday and weekend survey. The parking bays on Becmead Avenue had an average occupancy of 70% during the weekday survey however on the weekend this fell to an average of 33%.

## 5.2.5 Bedford Hill

Bedford Hill is a two way through road approximately 115 metres in length. Land use nearby is residential to the north of the road, however Tooting Bec Common is to the south. The section of Bedford Hill in the survey area runs from the junction with The Spinney to the junction with Woodfield Avenue.

**Table 7. Bedford Hill 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 (%)
Tuesday	205	45	8	5	57%	5	63%
Saturday				3	39%	4	50%

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

○ Bus Stop	7
○ Restricted Carriageway	2
○ White Line	5
○ Zig Zag	11

During the weekday survey the average occupancy of the restricted carriageway was 28%, on the weekend this average decreased to 11%.





Figure 6. Blakemore Road

Blakemore Road is a two way through road approximately 100 metres in length. The road is a residential road consisting of terraced housing.

Table 8. Blakemore 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 (%)
Tuesday	198	154	29	29	101%	30	103%
Saturday				28	98%	30	103%

In addition to the areas of unrestricted parking on Blakemore 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 Line	2
○ White Line / Dropped Kerb	1

During the weekday survey there were no instances of vehicles using the disabled bay, however on the weekend survey the average occupancy of the disabled bay was 33%. During both surveys the double yellow line sections had maximum occupancy percentages of 50%.



Figure 7. Bournevale Road

Bournevale Road is a two way through road approximately 195 metres in length. The road is a residential road consisting of a mixture of residential units.

Table 9. Bournevale 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 (%)
Tuesday				8	23%	10	29%
	388	206	34				
Saturday				36	107%	38	112%

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

○ Disabled Bay	1
○ Restricted Carriageway	4
○ White Line	1
○ White Line / Dropped Kerb	8

During the weekday survey there were no instances of any vehicles parking outside of the unrestricted parking areas. However, during the weekend survey the restricted carriageway, white line and white line / dropped kerb were occupied by vehicles at points during the survey period. The average

occupancy was 100% for the restricted carriageway, 200% for the white line restriction area and 25% for the white line / dropped kerb restrictions.



Figure 8. Brancaster Road

Brancaster Road is a two way through road approximately 105 metres in length. The road is a residential road consisting of terraced housing.

Table 10. Brancaster 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 (%)
Tuesday	210	167	32	29	92%	32	100%
Saturday				30	94%	33	103%

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

○ Double Yellow Line	2
○ White Line	1

The double yellow line section of Brancaster Road had an average occupancy of 11%, and a maximum occupancy of 50% during the weekday survey, these figures were identical for the weekend survey.





Figure 9. Broadlands Avenue

Broadlands Avenue is a two way through road approximately 190 metres in length. Land use nearby is mixed, with mainly residential properties at the western end, and retail and leisure facilities such as Tesco Express and Belmont Bowling Club at the eastern end.

Table 11. Broadlands 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 (%)
Tuesday	386	175	28	33	119%	35	125%
Saturday				30	108%	33	118%

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

○ Double Red Line	1
○ Double Yellow Line	3
○ Double Yellow Line / Dropped Kerb	1
○ Parking Bay	5
○ Red Route	4
○ White Line	1
○ White Line / Access	1
○ White Line / Dropped Kerb	6

The parking bays on Broadlands Avenue had an average occupancy of 67% during the weekday and weekend surveys. During the weekday the white line / dropped kerb restriction areas had an average occupancy of 6%, on the weekend this figure was 9% however both had a maximum occupancy of 33%.

### 5.2.10 Broadlands Close

Broadlands Close is a two way road approximately 140 metres in length leading towards a cul-de-sac. Land use nearby is residential, consisting of terraced and semi-detached properties.

**Table 12. Broadlands 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 (%)
Tuesday	198	10	1	0	0%	0	0%
Saturday				0	0%	0	0%

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

○ Access	1
○ Double Yellow Line	20
○ Double Yellow Line / Dropped Kerb	2
○ Dropped Kerb	3
○ Restricted Carriageway	4
○ White Line / Dropped Kerb	1

The double yellow lines on Broadlands Close were not occupied during the weekday and weekend surveys. The restricted carriageway had an average occupancy of 25% during the weekday and weekend survey.

### 5.2.11 Conifer Gardens



Figure 10. Conifer Gardens

Conifer Gardens is a two way through road approximately 255 metres in length. The road is a residential road consisting of semi-detached housing.

Table 13. Conifer 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 (%)
Tuesday	500	364	59	54	91%	61	103%
Saturday				48	81%	52	88%

In addition to the areas of unrestricted parking on Conifer Gardens, 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	6
○ Single Yellow Line	5
○ White Line / Dropped Kerb	1

During the weekday survey the dropped kerb restrictions had an average occupancy of 100%, with a maximum occupancy level of 133%, whereas during the weekend survey the occupancy was 98% and 117% respectively.



Figure 11. Culverhouse Gardens

Culverhouse Gardens is a two way through road approximately 250 metres in length. The road is a residential road consisting of semi-detached housing, however it must be noted that Dunraven Sixth Form is at the junction with Leigham Court Road at the northern end of Culverhouse Gardens.

Table 14. Culverhouse 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 (%)
Tuesday	484	360	64	43	66%	53	83%
Saturday				28	44%	32	50%

In addition to the areas of unrestricted parking on Culverhouse 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
○ Dropped Kerb	2
○ Single Yellow Line	4
○ White Line / Dropped Kerb	1

During the weekday and weekend surveys there were no instances of vehicles using the disabled bay. The average occupancy levels for the dropped kerb restrictions during the weekday and weekend surveys were 17% and 61% respectively.



Figure 12. De Montfort Road

De Montfort Road is a two way through road approximately 280 metres in length, however the survey area includes the side road leading to a cul-de-sac which is approximately an extra 70 metres of road being surveyed. The road is a residential road consisting of mainly semi-detached houses

Table 15. De Montfort 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 (%)
Tuesday	632	385	65	59	90%	65	100%
Saturday				55	85%	62	95%

In addition to the areas of unrestricted parking on De Montfort 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 Line	5
○ Restricted Carriageway	6
○ White Line / Access	2
○ White Line / Dropped Kerb	3

On average during the weekday survey the occupancy level of the disabled bay was 22%, during the weekday survey there were no instances of vehicles using the disabled bay. During both the weekday and weekend survey a maximum occupancy level of 20% was recorded for the double yellow restrictions.





Figure 13. Drewstead Lane

Drewstead Lane is a two way dead end road approximately 49 metres in length. The road is a residential road consisting of terraced housing with parking on both sides of the street.

Table 16. Drewstead 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 (%)
Tuesday	156	11	4	3	72%	4	100%
Saturday				2	61%	3	75%

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

- Restricted Carriageway 26

Across both surveys no vehicles were noted on the restricted carriageway.

## 5.2.15 Drewstead Road



Figure 14. Drewstead Road

Drewstead Road is a two way road leading to a dead end at the western end of the road by Woodfield Recreation Ground / Tooting Bec Common, it is approximately 755 metres in length. The road is a predominantly residential road however there are retail units at the eastern end and also Streatham Hill Rail Station.

Table 17. Drewstead 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 (%)	
Tuesday	1396	671		83	74%	89	79%	
Saturday			5.3	112	81	73%	88	79%

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

○ Access	2	○ Parking Bay	3
○ Disabled Bay	1	○ Restricted Carriageway	3
○ Double Yellow Line	15	○ Single Yellow Line	22
○ Double Red Line	2	○ Suspended	20
○ Double Yellow Line /Pedestrian Kerb	1	○ White Line	6
○ Dropped Kerb	6	○ White Line / Dropped Kerb	8
○ Loading Bay	1	○ Zig Zag	2



Vehicles were noted on various types of restrictions during both survey periods with the restricted carriageway being the most utilised on the weekday (85%) and the loading bay being the most utilised on the weekend (67%).

### 5.3.1 Farm Avenue



Figure 15. Farm Avenue

Farm Avenue is a two way through road approximately 175 metres in length. The road is a residential road consisting of a mixture of semi-detached and terraced housing, however it must be noted that at the northern end of the road there is a church and near the southern end of the road is the Leigham Arms pub.

Table 18. Farm 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 (%)
Tuesday	348	204	33	33	100%	38	115%
Saturday				28	84%	32	97%

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

○ Restricted Carriageway	7
○ Single Yellow Line	4
○ Single Yellow Line / Dropped Kerb	1
○ White Line / Dropped Kerb	6

More vehicles were noted on the different types of restrictions during the weekend survey in comparison to the weekday survey; highlighting high utilisation on the restricted carriageway at 59%.

### 5.3.2 Farnan Road



Figure 16. Farnan Road

Farnan Road is a two way through road approximately 135 metres in length. The road is a residential road consisting of a mixture of residential units.

Table 19. Farnan 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 (%)
Tuesday	269	177	28	20	73%	23	82%
Saturday				19	68%	23	82%

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

○ Dropped Kerb	4
○ Restricted Carriageway	4
○ White Line / Dropped Kerb	1

The vehicles noted on the two different types of restrictions during both survey periods had a similar occupancy average, highlighting a higher demand on the restricted carriageway at 89%.



Figure 17. Garrad's Road

Garrad's Road is a two way through road approximately 435 metres in length. Land use nearby is residential to the east of the road, however Tooting Bec Common is to the west. Garrad's Road runs from the junction with Woodfield Avenue to Tooting Bec Road.

Table 20. Garrad'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 (%)
Tuesday	797	75	12	2	15%	3	25%
Saturday				0	0%	0	0%

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

○ Access	1
○ Bus Stop	15
○ Double Red Line	24
○ Double Yellow Line	39
○ Pedestrian Crossing	2
○ Restricted Carriageway	24
○ Zig Zag	10

During the weekday survey the restricted carriageway was the only restriction where vehicles were noted parking, with an average occupancy of 7%. During the weekend survey the double yellow line was the only restriction where vehicles were noted parking, with an average occupancy of 1%.

#### 5.3.4 Gleneldon Mews



Figure 18. Gleneldon Mews

Gleneldon Mews is a two way through road, it is approximately 205 metres in length. The road is a narrow road in an area of mixed land use, examples of land use in the area include residential units and car garages. Staff access to some of the retail units on Streatham High Road is available via Gleneldon Mews.

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

○ Single Yellow Line	62
○ Single Yellow Line / Access	1
○ Single Yellow Line / Dropped Kerb	11

During the weekday survey the single yellow line / dropped kerb was the most utilised at 38%.





Figure 19. Gleneldon Road

Gleneldon Road is approximately 740 metres in length. Gleneldon Road is one way eastbound from Streatham High Road to the junction with Stanthorpe Road, however after this it is two way. Land use nearby is mainly residential, however retail units are at the western end surrounding the junction with Streatham High Road.

Table 21. Gleneldon 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 (%)
Tuesday	1404	800	136	66	49%	71	52%
Saturday				116	85%	130	96%

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

○ Access	1	○ Loading Bay	7
○ Car Club	2	○ Red Route	3
○ Disabled Bay	8	○ Restricted Carriageway	7
○ Double Red Line	2	○ Single Yellow Line	10
○ Double Yellow Line	6	○ White Line	2
○ Double Yellow Line / Dropped Kerb	1	○ White Line / Access	3
○ Double Yellow Line / Pedestrian Kerb	5	○ White Line / Dropped Kerb	13
○ Dropped Kerb	1		

More vehicles were noted on the different types of restrictions during the weekend survey than on the weekday survey. Across both survey periods the disabled bay had an average utilisation of 46% and the dropped kerb was over utilised on the weekend at 233%.



Figure 20. Gracefield Gardens

Gracefield Gardens is a two way through road approximately 505 metres in length. Land use nearby predominantly consists of residential properties, however retail units and a GP surgery / medical centre are present at the western end of Gracefield Gardens surrounding the junction with Streatham High Road.

Table 22. Gracefield 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 (%)
Tuesday	1032	462	74	71	96%	82	111%
Saturday				72	97%	78	105%

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

○ Access	2	○ Red Route / Access	3
○ Disabled Bay	4	○ Restricted Carriageway	2
○ Double Red Line / Pedestrian Kerb	2	○ Single Yellow Line	3
○ Double Yellow Line	3	○ Restricted Carriageway	2
○ Dropped Kerb	1	○ Single Yellow Line	3
○ Loading Bay	2	○ Single Yellow Line / Dropped Kerb	1
○ Red Route	4	○ White Line / Dropped Kerb	2



Across both survey periods the disabled bay was utilised at 39% and 33%. The single yellow line was the most utilised restriction during both survey periods with average utilisation of 81% during the week and 93% during the weekend.



Figure 21. Grasmere Road

Grasmere Road is a two way through road approximately 140 metres in length. The road is a residential road consisting of a mixture of residential units.

Table 23. Grasmere 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 (%)
Tuesday	274	188	32	19	60%	22	69%
Saturday				27	83%	31	97%

In addition to the areas of unrestricted parking on Grasmere 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
○ Restricted Carriageway	4
○ White Line / Access	3
○ White Line / Dropped Kerb	1

During both survey periods the disabled bay had an average utilisation of 100%.



Figure 22. Hailsham Avenue

Hailsham Avenue is a two way through road, approximately 180 metres of the southeastern section of Hailsham Avenue is in the survey area. The road is a residential road consisting of terraced housing.

Table 24. Hailsham 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 (%)
Tuesday	369	329	65	48	74%	57	88%
Saturday				46	71%	52	82%

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

- Restricted Carriageway 6

Across both survey periods the restricted carriageway had an average utilisation of 22% and 2% respectively.



Figure 23. Harbrough Road

Harbrough Road is a two way through road approximately 310 metres in length. The road is a predominantly residential road consisting of mostly terraced housing, however Sunnyhill School and Children's Centre is at the southern end of the road, at the junction with Sunnyhill Road.

Table 25. Harbrough 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 (%)
Tuesday	631	500	92	78	85%	92	100%
Saturday				71	77%	88	96%

In addition to the areas of unrestricted parking on Harbrough 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 Line	2
○ Dropped Kerb	2
○ Keep Clear	3
○ White Line / Dropped Kerb	3

The disabled bay was more utilised during the weekend survey with an average utilisation of 47% and during both survey periods the dropped kerb was utilised at 50% and 94% retrospectively.



### 5.3.10 Hitherfield Road



Figure 24. Hitherfield Road

Hitherfield Road is a two way through road approximately 240 metres in length. The road is a residential road consisting of a mixture of residential units; Hitherfield Road has terraced housing on the western side and semi-detached housing on the eastern side. Pedestrian access to Hitherfield Primary School is available in a central section of Hitherfield Road, next to Hitherfield Road Baptist Church.

Table 26. Hitherfield 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 (%)
Tuesday	489	399	76	50	66%	52	68%
Saturday				49	65%	56	74%

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

○ Disabled Bay	1
○ Keep Clear	2
○ Keep Clear / Access	1
○ Restricted Carriageway	2
○ White Line / Dropped Kerb	3

During the weekday survey the restricted carriageway was over utilised with an average utilisation of 122%.



### 5.3.11 Hoadly Road



Figure 25. Hoadly Road

Hoadly Road is a two way through road approximately 360 metres in length. The road is a predominantly residential road however Streatham and Clapham High School is to the south west of the junction of Hoadly Road and Abbotswood Road.

Table 27. Hoadly 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 (%)
Tuesday	724	426	64	33	52%	40	63%
Saturday				32	49%	37	58%

In addition to the areas of unrestricted parking on Hoadly 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 Line	1
○ Dropped Kerb	7
○ Suspended	4
○ White Line	2
○ White Line / Dropped Kerb	11

The disabled bay was more utilised on the weekday (94%) than on the weekend (78%) and the double yellow line and dropped kerb was relatively utilised over both survey days.

### 5.3.12 Hopton Road



Figure 26. Hopton Road

Hopton Road is approximately 825 metres in length. Hopton Road is mostly a two way road apart from the one way north east bound section between the junction with Polworth Road and the junction with Madiera Road and Rutford Road. Land use nearby is mainly residential, consisting of semi-detached houses and blocks of flats, however retail units are at the western end surrounding the junction with Streatham High Road, including a large Tesco Extra store opposite the junction. In this western section there is also a large office block.

Table 28. Hopton 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 (%)
Tuesday	1656	990	163	123	76%	137	84%
Saturday				118	73%	128	79%

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

○ Car Club	2	○ Parking Bay	4
○ Disabled Bay	5	○ Red Route	4
○ Double Red Line	1	○ Restricted Carriageway	12
○ Double Yellow Line	15	○ White Line	1
○ Double Yellow Line / Dropped Kerb	4	○ White Line / Access	3
○ Dropped Kerb	22	○ White Line / Dropped Kerb	15

Across both surveys the car club spaces were highly utilised days (>80%+) and the vehicles noted on the three other types of restrictions had an average utilisation of >50%.

### 5.3.13 Ivyday Grove



Figure 27. Ivyday Grove

Iveday Grove is a two way through road approximately 134 metres in length. The road is a predominantly residential road with parking on both sides of the street.

Table 29. Ivyday Grove 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 (%)
Tuesday	257	170	32	21	67%	25	78%
Saturday				21	67%	27	84%

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

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

The white line / dropped kerb had an average utilisation of 83% on the weekday whilst the restricted carriageway was at full capacity on the weekend.

5.3.14 Keymer Road



Figure 28. Keymer Road

Keymer Road is a two way through road approximately 105 metres in length. The road is a residential road consisting of a mixture of residential units.

Table 30. Keymer 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 (%)
Tuesday	205	165	32	16	50%	18	56%
Saturday				14	43%	20	63%

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

- Restricted Carriageway6

Across both surveys there were no vehicles observed on the restricted carriageway.



### 5.3.15 Kingscourt Road



**Figure 29. Kingscourt Road**

Kingscourt Road is a two way through road approximately 355 metres in length. Land use nearby is predominantly residential properties in the form of terraced housing, however retail units are present at the eastern end of Kingscourt Road surrounding the junction with Streatham High Road.

**Table 31. Kingscourt 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 (%)
Tuesday	715	617	122	102	84%	114	93%
Saturday				103	84%	112	92%

In addition to the areas of unrestricted parking on Kingscourt 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 Line	2
○ Dropped Kerb	1
○ Parking Bay	3
○ Red Route	3
○ Restricted Carriageway	2

The dropped kerb was over utilised during the weekday survey at 111% and vehicles were noted on three other types of restrictions with the disabled bay being utilised on both survey days.

### 5.3.16 Knollys Road

Knollys Road is a two way through road approximately 789 metres in length. Land use nearby is predominantly residential properties in the form of terraced housing.

**Table 32. Knollys 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 (%)
Tuesday	92	19	3	0	0%	0	0%
Saturday				0	0%	0	0%

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

- Cycle Lane 3
- Double Yellow Line 4
- Restricted Carriageway 2

Across both surveys there were no vehicles observed on the different types of restrictions.



### 5.3.17 Leigh Orchard Close



Figure 30. Leigh Orchard Close

Leigh Orchard Close is a two way road approximately 80 metres in length. The road is a residential road consisting of mostly terraced housing.

Table 33. Leigh Orchard 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 (%)
Tuesday	187	94	20	14	71%	17	85%
Saturday				13	67%	17	85%

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

○ Double Yellow Line	2
○ Restricted Carriageway	10
○ Dropped Kerb	2

More vehicles were noted on the different types of restrictions during the weekend survey with the parking bay being the most utilised at 67%.

### 5.3.18 Leigham Avenue



Figure 31. Leigham Avenue

Leigham Avenue is a one way eastbound through road approximately 405 metres in length. Land use nearby is predominantly residential properties, however retail units and a school are present at the western end of Leigham Avenue surrounding the junction with Streatham High Road.

Table 34. Leigham 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 (%)
Tuesday	801	249	42	48	114%	50	119%
Saturday				48	114%	49	117%

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

○ Access	6	○ Parking Bay	3
○ Disabled Bay	2	○ Restricted Carriageway	27
○ Double Red Line	2	○ Single Yellow Line	1
○ Double Yellow Line	17	○ Single Yellow Line / Access	1
○ Double Yellow Line / Access	2	○ White Line / Access	6
○ Dropped Kerb	2	○ White Line / Dropped Kerb	4
○ Loading Bay	2		

During both surveys the dropped kerb was utilised at >100% however the disabled bay was utilised at 39% and 83% retrospectively, highlighting higher occupancy on the weekend. Although vehicles were noted on various types of restrictions the occupancy levels were generally low, highlighting higher utilisation during the weekend.

### 5.3.19 Leigham Court Road



Figure 32. Leigham Court Road

Leigham Court Road is a two way through road approximately 880 metres in length. The section of Leigham Court Road in the survey area runs from Streatham Hill Rail Station in the west to the junction with Valley Road and Knollys Road in the east. Land use at the western end of the road near the station is heavily retail orientated, the rest of the road is predominantly residential, with some exceptions such as the Leigham Court Hotel and Dunraven Schools

Table 35. Leigham Court Road 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 (%)
Tuesday	1658	159	26	2	8%	3	12%
Saturday				1	4%	1	4%

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

○ Access	2	○ Keep Clear/ Access	1
○ Bus Stop	26	○ Loading Bay	2
○ Bus Stop/ Access	1	○ Parking Bay	4
○ Double Red Line	10	○ Restricted Carriageway	1
○ Double Yellow Line	9	○ Single Yellow Line	77
○ Double Yellow Line / Bus Lane	10	○ Single Yellow Line / Access	7
○ Double Yellow /Bus Lane/Dropped Kerb	3	○ Single Yellow Line/ Dropped Kerb	3
○ Keep Clear	17	○ Zig Zag	30

During both survey periods the parking bay was the most utilised at 39% and 67% in comparison to the other restrictions that were noted.

### 5.3.20 Leigham Vale



Figure 33. Leigham Vale

Leigham Vale is a two way through road, the section of Leigham Vale that is covered by the survey is approximately 660 metres in length. The section of Leigham Vale in the survey area runs from the where the most northern of the rail bridges crosses Leigham Vale to the junction with Knollys Road to the south. Land use is predominantly residential, with some exceptions such as Hitherfield School Hotel and Dunraven Schools. In addition, there are a small number of retail units near the junction with Knollys Road.

Table 36. Leigham 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 (%)
Tuesday	1240	967	186	87	47%	101	54%
Saturday				82	44%	92	49%

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

○ Disabled Bay	1	○ Restricted Carriageway	8
○ Double Yellow Line	8	○ Single Yellow Line	7
○ Dropped Kerb	1	○ White Line	4
○ Keep Clear	2	○ White Line/ Dropped Kerb	4
○ Keep Clear/ Access	2	○ White Line/ Pedestrian Kerb	2

The disabled bay and dropped kerb was more utilised on the weekday at 100% and 89% retrospectively in comparison to the weekend.



### 5.3.21 Leithcote Gardens



Figure 34. Leithcote Gardens

Leithcote Gardens is a two way road leading to a dead end for vehicles at the northern end of the road, it is approximately 320 metres in length. Pedestrian access is available from Leithcote Gardens through to Leithcote Path. Land use on Leithcote Path is predominantly residential however there is also a school at the northern end of the road.

Table 37. Leithcote 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 (%)
Tuesday	603	190	31	23	75%	32	103%
Saturday				25	82%	29	94%

In addition to the areas of unrestricted parking on Leithcote Gardens, 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	8
○ White Line	1
○ White Line/ Access	1
○ White Line/ Dropped Kerb	23

The white line during both surveys was severely utilised at 367% on the weekday and at 289% on the weekend.

### 5.3.22 Leithcote Path



**Figure 35. Leithcote Path**

Leithcote Path is a narrow two way road leading to a dead end for vehicles, it is approximately 90 metres in length. Pedestrian access is available from Leithcote Path through to Leithcote Gardens. Land use on Leithcote Path is residential to the east and Dunraven School is to the west.

**Table 38. Leithcote Path 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 (%)
Tuesday	360	24	4	2	47%	3	75%
Saturday				4	92%	5	125%

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

- Access 2
- Restricted Carriageway 63

Across both surveys no vehicles were noted on the different types of restrictions.



### 5.3.23 Lyndhurst Avenue



Figure 36. Lyndhurst Avenue

Lyndhurst Avenue is a two way through road. The section of Lyndhurst Avenue in the survey area is approximately 125 metres in length. The road is a residential road consisting of mainly terraced housing.

Table 39. Lyndhurst 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 (%)
Tuesday	248	215	42	13	31%	17	40%
Saturday				25	60%	29	69%

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

- Disabled Bay 2
- Restricted Carriageway 4

The disabled bay was only utilised during the weekday survey at 6% however the restricted carriageway was utilised across both surveys.

### 5.3.24 Madeira Road



Figure 37. Madeira Road

Madeira Road is a two way road approximately 345 metres in length. Land use on Madeira Road is entirely residential, consisting of a mixture of residential units.

Table 40. Madeira 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 (%)
Tuesday	646	399	70	55	79%	62	89%
Saturday				50	71%	60	86%

In addition to the areas of unrestricted parking on Madeira 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	4
○ Double Yellow Line	5
○ Dropped Kerb	1
○ Restricted Carriageway	4
○ White Line/ Dropped Kerb	12

The disabled bay was more utilised during the weekday (50%) than on the weekend (25%) and the restricted carriageway and dropped kerb had a high occupancy average at 56% and 100% retrospectively.

### 5.3.25 Moorcroft Road



**Figure 38. Moorcroft Road**

Moorcroft Road is a two way through road approximately 80 metres in length. The road is a residential road consisting of entirely terraced housing, parking is evident on both sides of the road.

**Table 41. Moorcroft 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 (%)
Tuesday	175	132	24	25	103%	26	108%
Saturday				22	92%	24	100%

In addition to the areas of unrestricted parking on Moorcroft 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 Line 2

The disabled bay had an average utilisation of 11% during the weekday survey however had no occupancy during the weekend.



### 5.3.26 Mortimere Close



Figure 39. Mortimere Close

Mortimere Close is a two way road leading into a cul-de-sac approximately 120 metres in length. The road is a residential road consisting of terraced and semi-detached housing.

Table 42. Mortimere 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 (%)
Tuesday	188	133	21	14	69%	17	81%
Saturday				14	66%	15	71%

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

- Access 1
- Restricted Carriageway 2

During the weekday survey access and the restricted carriageway had an average utilisation of 33% and 56% retrospectively

### 5.3.27 Mount Ephraim Lane



Figure 40. Mount Ephraim Lane

Mount Ephraim Lane is a two way road approximately 475 metres in length. There is a barrier at both the northern and southern end of Mount Ephraim Lane where vehicles are not allowed through, however cyclists are. Land use on Mount Ephraim Lane is entirely residential.

Table 43. Mount Ephraim 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 (%)
Tuesday	949	618	105	68	65%	72	69%
Saturday				64	61%	73	70%

In addition to the areas of unrestricted parking on Mount Ephraim Lane, 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	5
○ Dropped Kerb	7
○ Restricted Carriageway	9
○ White Line	1
○ White Line / Dropped Kerb	10

The disabled bay had an average utilisation of 93% on the weekend however on the weekday the average utilisation was 59%. Out of the other restrictions noted the restricted carriageway was moderately utilised at 42% and 28% retrospectively.

### 5.3.28 Mount Ephraim Road



Figure 41. Mount Ephraim Road

Mount Ephraim Road is a two way through road approximately 415 metres in length. Land use nearby is mixed, with mainly residential properties at the western end, and retail units at the eastern end surrounding the junction with Streatham High Road.

Table 44. Mount Ephraim 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 (%)
Tuesday	763	453	72	66	92%	74	103%
Saturday				59	83%	67	93%

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

○ Disabled Bay	3	○ Red Route/ Dropped Kerb	1
○ Double Red Line	2	○ Restricted Carriageway	2
○ Double Yellow Line	2	○ White Line / Access	3
○ Parking Bay	2	○ White Line / Dropped Kerb	10
○ Pedestrian Kerb	2	○ White Line/ Pedestrian Kerb	1
○ Red Route	1		

The parking bay was over utilised during the weekday survey at 111% however vehicles noted on the other types of restrictions had a low occupancy average.



### 5.3.29 Mount Nod Road



Figure 42. Mount Nod Road

Mount Nod Road is approximately 420 metres in length. Mount Nod Road has a one way section in a southbound direction starting from the junction with Mountearl Gardens. Land use nearby is mainly residential, there is Streatham Ambulance Station present midway along the road and Dunraven School at the southwestern end.

Table 45. Mount Nod 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 (%)
Tuesday	783	502	91	72	79%	82	90%
Saturday				70	77%	76	84%

In addition to the areas of unrestricted parking on Mount Nod, 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
○ Keep Clear	6
○ Keep Clear/ Access	1
○ Restricted Carriageway	13
○ Single Yellow Line	5
○ White Line/ Dropped Kerb	1

The disabled bay was only utilised during the weekend survey at 100% and the restricted carriageway had a similar occupancy average across both survey days.

### 5.3.30 Mountearl Gardens



Figure 43. Mountearl Gardens

Mountearl Gardens is a two way road approximately 350 metres in length. Land use on Mountearl Gardens is predominantly residential, consisting mainly blocks of flats in an estate. In addition Streatham Ambulance station is at the eastern end of Mountearl Gardens.

Table 46. Mountearl 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 (%)
Tuesday	676	497	94	54	57%	59	63%
Saturday				47	50%	57	61%

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

○ Double Yellow Line	10
○ Double Yellow Line / Access	3
○ Dropped Kerb	4
○ Single Yellow Line	4
○ White Line	1
○ White Line / Dropped Kerb	1

Across both survey periods vehicles were noted on two different types of restrictions, highlighting a low occupancy level.



Figure 44. Newcome Gardens

Newcome Gardens is a two way through road approximately 80 metres in length. The road is a residential road consisting of predominantly terraced housing.

Table 47. Newcome 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 (%)
Tuesday	155	102	18	11	60%	17	94%
Saturday				15	81%	17	94%

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

- Double Yellow Line 2
- White Line / Access 4

Vehicles were only noted on two different types of restrictions during the weekend survey, highlighting a low occupancy.



Figure 45. Norfolk House Road

Norfolk House Road is a two way through road approximately 340 metres in length. Land use nearby is predominantly residential properties in the form of terraced housing, however retail units are present at the eastern end of Norfolk House Road surrounding the junction with Streatham High Road.

Table 48. Norfolk House 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 (%)
Tuesday	653	516	97	90	93%	98	101%
Saturday				85	88%	96	99%

In addition to the areas of unrestricted parking on Norfolk House 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
○ Loading Bay	3
○ Red Route	3
○ Restricted Carriageway	2

The disabled bay was only utilised during the weekend survey at 37% and vehicles were noted on three other types of restrictions across both survey periods.



### 5.3.33 Oakdale Road



Figure 46. Oakdale Road

Oakdale Road is a two way road approximately 330 metres in length. Land use on Oakdale Road is entirely residential, consisting of mostly semi-detached houses on the southern side and blocks of flats on the northern side.

Table 49. Oakdale 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 (%)
Tuesday	671	508	92	65	71%	78	85%
Saturday				65	71%	76	83%

In addition to the areas of unrestricted parking on Oakdale 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
○ Keep Clear / Access	2
○ Restricted Carriageway	10
○ White Line / Access	2
○ White Line / Dropped Kerb	3

The disabled bay was only utilised during the weekday survey at 100%. Vehicles were noted on three other types of restrictions across both survey days, highlighting higher utilisation on the dropped kerb on the weekend at 61%.

### 5.3.34 Ockley Road



Figure 47. Ockley Road

Ockley Road is a one way through road approximately 310 metres in length. The road is one way in a northbound direction north of Becmead Avenue and one way in a southbound direction south of Becmead Avenue. The northern section of Ockley Road is a residential road, however there is also access to Virgin Active Streatham on the section north of Becmead Avenue. The southern section has a more mixed land use, with residential properties to the west and a Lidl and Royal Mail Delivery Office to the east.

Table 50. Ockley 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 (%)
Tuesday	606	236	37	41	112%	46	124%
Saturday				24	64%	31	84%

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

○ Access	7	○ Restricted Carriageway	2
○ Disabled Bay	2	○ Single Yellow Line	6
○ Double Yellow Line	21	○ White Line / Access	1
○ Double Yellow Line / Dropped Kerb	2	○ White Line / Dropped Kerb	9
○ Dropped Kerb	1		

More vehicles were noted on various types of restrictions during the weekday survey in comparison to the weekend. The disabled bay was utilised during both surveys with an average utilisation of 36% and 11% retrospectively.



### 5.3.35 Pendennis Road



Figure 48. Pendennis Road

Pendennis Road is a two way through road approximately 495 metres in length. Land use nearby is predominantly residential, however retail and leisure units such as an Odeon cinema are present at the western end of Pendennis Road surrounding the junction with Streatham High Road.

Table 51. Pendennis 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 (%)
Tuesday	951	482	76	67	88%	85	112%
Saturday				66	87%	75	99%

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

○ Car Club	1	○ Pedestrian Crossing	2
○ Disabled Bay	4	○ Red Route	3
○ Double Red Line	9	○ Restricted Carriageway	5
○ Double Yellow Line	2	○ White Line	1
○ Dropped Kerb	4	○ White Line Access	2
○ Loading Bay	2	○ White Line / Dropped Kerb	31

A number of vehicles were noted on various types of restrictions across both survey periods. During the weekday survey the car club and dropped kerb was the most utilised at 67% and 61% retrospectively. Similarly during the weekend survey the dropped kerb and the restricted carriageway was the most utilised at 56% and 64%.



Figure 49. Pinfold Road

Pinfold Road is a two way through road approximately 210 metres in length. Land use nearby is predominantly residential, consisting of semi-detached housing, however retail units and a library are present at the western end of Pinfold Road surrounding the junction with Streatham High Road.

Table 52. Pinfold 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 (%)
Tuesday	411	203	35	36	102%	38	109%
Saturday				36	102%	39	111%

In addition to the areas of unrestricted parking on Pinfold 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 Line	3
○ Loading Bay	5
○ Red Route	4
○ Restricted Carriageway	2
○ Single Yellow Line	1
○ White Line / Dropped Kerb	3

During both survey periods the white line / dropped kerb was over utilised at 130% and 11% retrospectively and the restricted carriageway was utilised at 61%.

### 5.3.37 Polworth Road



Figure 50. Polworth Road

Polworth Road is approximately 465 metres in length, it is mostly a two way road apart from the one way westbound section between the junction with Rutford Road and the junction with Hopton Road. Land use nearby is mainly residential, consisting of semi-detached houses and blocks of flats such as the Albert Carr Gardens estate, however St. Andrew's Catholic Primary School is near the junction with Rutford Road and the Whittington Centre NHS Healthcare Centre is also on this junction.

Table 53. Polworth 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 (%)
Tuesday	845	398	59	46	78%	62	105%
Saturday				35	59%	60	102%

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

○ Access	1	○ Keep Clear	4
○ Disabled Bay	2	○ Restricted Carriageway	6
○ Double Yellow Line	29	○ White Line / Access	2
○ DYL / Dropped Kerb	1	○ White Line / Dropped Kerb	2
○ Dropped Kerb	15		

The disabled bay was only utilised during the weekend survey at 89% and vehicles were noted on three other types of restrictions across both survey days.

### 5.3.38 Prentis Road



Figure 51. Prentis Road

Prentis Road is approximately 380 metres in length. It is a two way road from the junction with Garrad's Road to the junction with Ockley Road, however from here it becomes a one way eastbound road towards Streatham High Road. Land use nearby is mainly residential, however retail units, a Royal Mail Delivery Office, a Medical Centre and a Synagogue are present at the eastern end surrounding the junction with Streatham High Road. Tooting Bec Common is also at the western end of Prentis Road.

Table 54. Prentis 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 (%)
Tuesday	758	322	49	45	93%	52	106%
Saturday				33	68%	38	78%

In addition to the areas of unrestricted parking on Prentis 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 Line	2
○ Double Red Line / Access	1
○ Double Yellow Line	4
○ Loading Bay	2
○ Parking Bay	11
○ Red Route	1
○ Red Route / Access	3
○ White Line / Access	1
○ White Line / Dropped Kerb	13

The red route was the most utilised across both survey periods at 100% and 56% retrospectively.



### 5.3.39 Romeyn Road



Figure 52. Romeyn Road

Romeyn Road is a two way through road, approximately 205 metres in length. Land use nearby is mainly residential consisting of a mixture of residential units, however Dunraven School is at the south western end of Romeyn Road.

Table 55. Romeyn 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 (%)
Tuesday	414	267	47	36	76%	40	85%
Saturday				30	65%	35	74%

In addition to the areas of unrestricted parking on Romeyn 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	4
○ Double Yellow Line	1
○ Dropped Kerb	1
○ Restricted Carriageway	2
○ White Line / Dropped Kerb	1

The dropped kerb was severely utilised across both survey periods at 400% and 389% retrospectively.



### 5.3.40 Rosedene Avenue



**Figure 53. Rosedene Avenue**

Rosedene Avenue is a two way through road, approximately 310 metres in length. Land use nearby is mainly residential consisting of semi-detached housing, however Dunraven School is at the south western end of Rosedene Avenue.

**Table 56. Rosedene 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 (%)
Tuesday	617	343	55	44	81%	50	91%
Saturday				36	65%	42	76%

In addition to the areas of unrestricted parking on Rosedene 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	2
○ Double Yellow Line	2
○ Dropped Kerb	6
○ Restricted Carriageway	4
○ White Line / Dropped Kerb	6

The disabled bay was utilised at 67% during the week and 156% during the weekend and the dropped kerb was utilised at 70% and 46% retrospectively across both survey periods .

### 5.3.41 Rutford Road



Figure 54. Rutford Road

Rutford Road is a two way through road approximately 130 metres in length. The road is a residential road consisting of a mixture of residential units, however St. Andrew's Catholic Primary School is opposite the junction at the southern end of Rutford Road and the Whittington Centre NHS Healthcare Centre is also on this junction.

Table 57. Rutford 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 (%)
Tuesday	266	125	18	15	83%	21	117%
Saturday				12	66%	20	111%

In addition to the areas of unrestricted parking on Rutford 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 Line	3
○ Dropped Kerb	7
○ Restricted Carriageway	1
○ White Line / Dropped Kerb	2

Across both survey periods vehicles were noted on three different types of restrictions, highlighting the restricted carriageway as the most utilised at 67%.

### 5.3.42 Shrubbery Road



Figure 55. Shrubbery Road

Shrubbery Road is a two way through road approximately 220 metres in length. Land use nearby is mainly residential, however retail units are at the western end surrounding the junction with Streatham High Road.

Table 58. Shrubbery 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 (%)
Tuesday	432	274	52	25	48%	30	58%
Saturday				43	83%	48	92%

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

○ Disabled Bay	1	○ Red Route	5
○ Double Red Line	2	○ Red Route / Access	3
○ Loading Bay	6	○ White Line / Dropped Kerb	2
○ Parking Bay	2		

The disabled bay had an average utilisation of 22% during the week however utilisation was higher on the weekend at 67%.

### 5.3.43 Stanthorpe Road



Figure 56. Stanthorpe Road

Stanthorpe Road is approximately 375 metres in length. Stanthorpe Road is a one way street in an eastbound direction. Land use nearby is mainly residential, however retail units are at the western end surrounding the junction with Streatham High Road.

Table 59. Stanthorpe 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 (%)
Tuesday	723	364	61	15	25%	18	30%
Saturday				54	89%	58	95%

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

○ Disabled Bay	1	○ Restricted Carriageway	4
○ Double Red Line	9	○ White Line	1
○ Double Yellow Line	2	○ White Line / Dropped Kerb	2
○ Loading Bay	2	○ White Line / Pedestrian Kerb	17

More vehicles were noted on the different types of restrictions on the weekend survey, highlighting the white line as over utilised at 333%.

### 5.3.44 Steep Hill



Figure 57. Steep Hill

Steep Hill is a one way through road in a northbound direction, it is approximately 155 metres in length. The road is a residential road consisting mostly of semi-detached housing.

Table 60. Steep Hill 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 (%)
Tuesday	310	192	29	26	89%	34	117%
Saturday				17	60%	21	72%

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

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

Across both survey periods vehicles were noted on two different types of restrictions highlighting the dropped kerb as the most utilised during the weekday survey at 44%.



### 5.3.45 Stockfield Road



**Figure 58. Stockfield Road**

Stockfield Road is a two way through road approximately 225 metres in length. The road is a residential road consisting of mainly semi-detached housing.

**Table 61. Stockfield 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 (%)
Tuesday	436	317	57	36	64%	44	77%
Saturday				36	64%	42	74%

In addition to the areas of unrestricted parking on Stockfield 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	2
○ Dropped Kerb	1
○ Restricted Carriageway	6

The disabled bay was only utilised during the weekend survey at 50% and the dropped kerb was highly utilised at 89% and 100% across both survey periods.



### 5.3.46 Streatham Common North

Streatham Common North is a two way through road, the section covered by the survey is approximately 400 metres in length, running from the junction with Streatham High Road east to the junction with Valley Road. Land use in the area is mixed; Streatham Common is to the south of the road, there are lots of residential units in the form of flats and apartment blocks. A school is also present on Streatham Common North

**Table 62. Streatham Common North 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 (%)
Tuesday	774	15	2	0	0%	0	0%
Saturday				0	0%	0	0%

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

○ Bus Stop	15
○ Cycle Lane	11
○ Cycle Lane / Dropped Kerb	3
○ Double Red Line	17
○ Double Yellow Line	26
○ Double Yellow Line / Dropped Kerb	1
○ Restricted Carriageway	37
○ Zig Zag	16
○ Zig Zag / Access	2

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

### 5.3.47 Sunnyhill Road



Figure 59. Sunnyhill Road

Sunnyhill Road is a two way through road approximately 710 metres in length. Land use nearby is predominantly residential, however lots of retail units services are present at the western end of Sunnyhill Road surrounding the junction with Streatham High Road.

Table 63. Sunnyhill 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 (%)
Tuesday	1392	811	145	112	77%	123	85%
Saturday				101	70%	116	80%

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

○ Disabled Bay	3	○ Loading Bay	3
○ Double Red Line	1	○ Parking Bay	8
○ Double Red Line / Dropped Kerb	1	○ Red Route	4
○ Double Red Line / Pedestrian Kerb	2	○ Restricted Carriageway	6
○ Double Yellow Line	4	○ Single Yellow Line	26
○ Double Yellow Line / Dropped Kerb	1	○ Single Yellow Line / Dropped Kerb	3
○ Double Yellow / Pedestrian Kerb	1	○ White Line / Dropped Kerb	5
○ Dropped Kerb	7		
○ Keep Clear	5		

On average the disabled bay was utilised at 33% on the weekday and 67% on the weekend. Out of the other restrictions noted the dropped kerb was the most utilised on the weekday at 71% and the parking bay was the most utilised on the weekend at 46%.



Figure 60. Tarrington Close

Tarrington Close is a two way road leading to a cul-de-sac, approximately 90 metres in length. Land use in the area is predominantly residential, consisting of terraced housing.

Table 64. Tarrington 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 (%)
Tuesday	219	116	27	11	40%	13	48%
Saturday				10	37%	11	41%

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

- Double Yellow Line 2
- Restricted Carriageway 16

The restricted carriageway had an average utilisation of 23% on the weekend.

### 5.3.49 The Spinney



Figure 61. The Spinney

The Spinney is a two way road leading to a dead end, approximately 65 metres in length. Land use in the area is predominantly residential, however Streatham & Clapham High School is nearby.

Table 65. The Spinney 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 (%)
Tuesday	136	60	12	8	67%	9	75%
Saturday				6	53%	9	75%

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

- Restricted Carriageway 12

Across both survey periods the restricted carriageway had an average utilisation of 4%.



### 5.3.50 Valley Road



**Figure 62. Valley Road**

Valley Road is a two way through road approximately 1160 metres in length. Land use nearby is predominantly residential however there are other land uses in the area such as Sunnyhill Primary School. Valley Road runs from Streatham Common in the south to the junction with Leigham Court Road and Knollys Road in the north.

**Table 66. Valley 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 (%)
<b>Tuesday</b>	2197	1467	266	102	38%	113	42%
<b>Saturday</b>				110	41%	134	50%

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

○ Access	7	○ Pedestrian Crossing	1
○ Double Yellow Line	15	○ Restricted Carriageway	34
○ DYL / Dropped Kerb	2	○ White Line / Dropped Kerb	7
○ Dropped Kerb	23	○ Zig Zag	9

Vehicles noted on the different types of restrictions had a low occupancy average however the double yellow / dropped kerb had an average utilisation of 39% during the weekday survey.



Figure 63. Wellfield Road

Wellfield Road is a two way through road approximately 605 metres in length. Land use nearby is predominantly residential consisting of mainly terraced and semi-detached housing, however a church and a pub are near the junction with Sunnyhill Road. In addition Streatham Central Church is also on a central section of Wellfield Road.

Table 67. Wellfield 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 (%)
Tuesday	1214	887	154	113	67%	130	78%
Saturday				107	64%	145	87%

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

○ Disabled Bay	3	○ Dropped Kerb	3
○ Double Yellow Line	7	○ Restricted Carriageway	6
○ DYL / Dropped Kerb	1	○ Single Yellow Line	21

The disabled bay had an average utilisation of 93% on the weekday however it was only utilised at 67% during the weekend. Out of the other restrictions noted the restricted carriageway and the dropped kerb was the most utilised during the week at 50% and 59% retrospectively.

### 5.3.52 Woodbourne Avenue



Figure 64. Woodbourne Avenue

Woodbourne Avenue is a one way eastbound through road approximately 530 metres in length. Land use nearby is mainly residential, however retail units are at the eastern end surrounding the junction with Streatham High Road and Tooting Bec Common is at the western end of the road.

Table 68. Woodbourne 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 (%)
Tuesday	1043	453	67	68	102%	79	118%
Saturday				39	59%	49	73%

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

○ Disabled Bay	2	○ Restricted Carriageway	5
○ Double Red Line	3	○ Single Yellow Line	5
○ Double Yellow Line / Access	1	○ Single Yellow Line / Dropped Kerb	4
○ DYL / Pedestrian Kerb	1	○ White Line	1
○ Dropped Kerb	1	○ White Line / Dropped Kerb	35
○ Parking Bay	5		

The disabled bay was only utilised during the weekday survey at 50% and out of the other restrictions noted across both survey periods the dropped kerb was the most utilised at 100% during the week.

### 5.3.53 Woodfield Avenue



**Figure 65. Woodfield Avenue**

Woodfield Avenue is a two way through road approximately 500 metres in length. The road is a residential road consisting of a mixture of residential units.

**Table 69. Woodfield 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)	AVE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Tuesday	953	580	90	49	55%	63	70%
Saturday				43	48%	47	52%

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

○ Access	1	○ Restricted Carriageway	4
○ Disabled Bay	3	○ White Line / Access	1
○ Double Yellow Line	2	○ White Line / Dropped Kerb	5
○ DYL / Pedestrian Kerb	3	○ White Line / Pedestrian Kerb	2
○ Dropped Kerb	4		

Out of the restrictions noted across both survey periods the dropped kerb was the most utilised at 19% during the weekday survey.



### 5.3.54 Woodfield Grove



Figure 66. Woodfield Grove

Woodfield Grove is a one way eastbound road, approximately 105 metres in length. Land use in the area is predominantly residential, consisting of semi-detached housing.

Table 70. Woodfield Grove 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)	AVE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Tuesday	210	120	20	9	43%	10	50%
Saturday				9	43%	10	50%

In addition to the areas of unrestricted parking on Woodfield Grove, 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 Line	2
○ Dropped Kerb	3
○ Restricted Carriageway	4
○ White Line / Dropped Kerb	2

During both survey periods the disabled bay was utilised at 100%.





Figure 67. Woodleigh Gardens

Woodleigh Gardens is a two way through road approximately 230 metres in length. The road is a residential road consisting of semi-detached housing.

Table 71. Woodleigh 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)	AVE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Tuesday	456	294	51	52	101%	56	110%
Saturday				53	103%	56	110%

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

○ Access	1	○ Single Yellow Line	6
○ Disabled Bay	4	○ SYL / Dropped Kerb	1
○ Double Yellow Line	2	○ White Line / Access	2
○ Dropped Kerb	1	○ White Line / Dropped Kerb	3

The disabled bay had an average utilisation of 33% during the week and 39% on the weekend. Out of the other restrictions noted the double yellow line was most utilised at 33% during the week and the dropped kerb was the most utilised at 44% on the weekend.

## 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 Area to the south 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 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 3<sup>rd</sup> December and Tuesday 6<sup>th</sup> December, further surveys were carried out on 26th January and 28th January 2017 to verify data for specific 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 Area:

○ Unrestricted parking area	=	4145 defined spaces
○ Dropped Kerb / Access	=	222 defined spaces
○ Designated Parking Bay	=	53 defined spaces
○ Single Yellow Line	=	298 defined spaces
○ Double Yellow Line	=	364 defined spaces
○ Double Red Line	=	105 defined spaces
○ Other Formal Restriction	=	900 defined spaces
○ Informal White Line Markings	=	438 defined spaces
○ Total	=	6525 defined spaces

This indicates that there are 4198 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the Streatham Area.

This increases to a potential 4496 defined spaces overnight, if single yellow line space were to be included.

### 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 Streatham Area as a whole, the level of parking stress appears moderately high with maximum observed parking demand of 3393 around 800 below the daytime parking supply of 4198 spaces across the area.

The breakdown of maximum parking stress levels, by individual street, has been identified and this is reflected in Figure 68 and Figure 69 below. This relates to parking stress on unrestricted parking bays.

Figure 68.     Parking Stress Levels – Proportion of Streets by Category (Weekday)

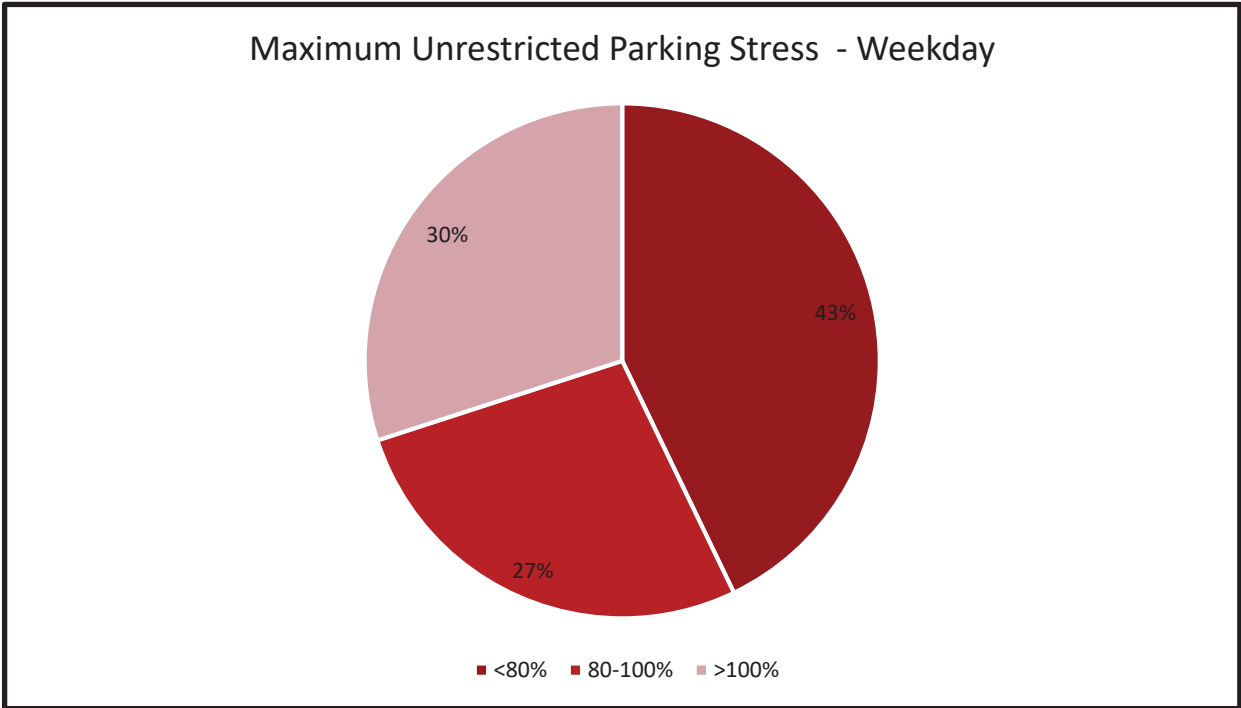
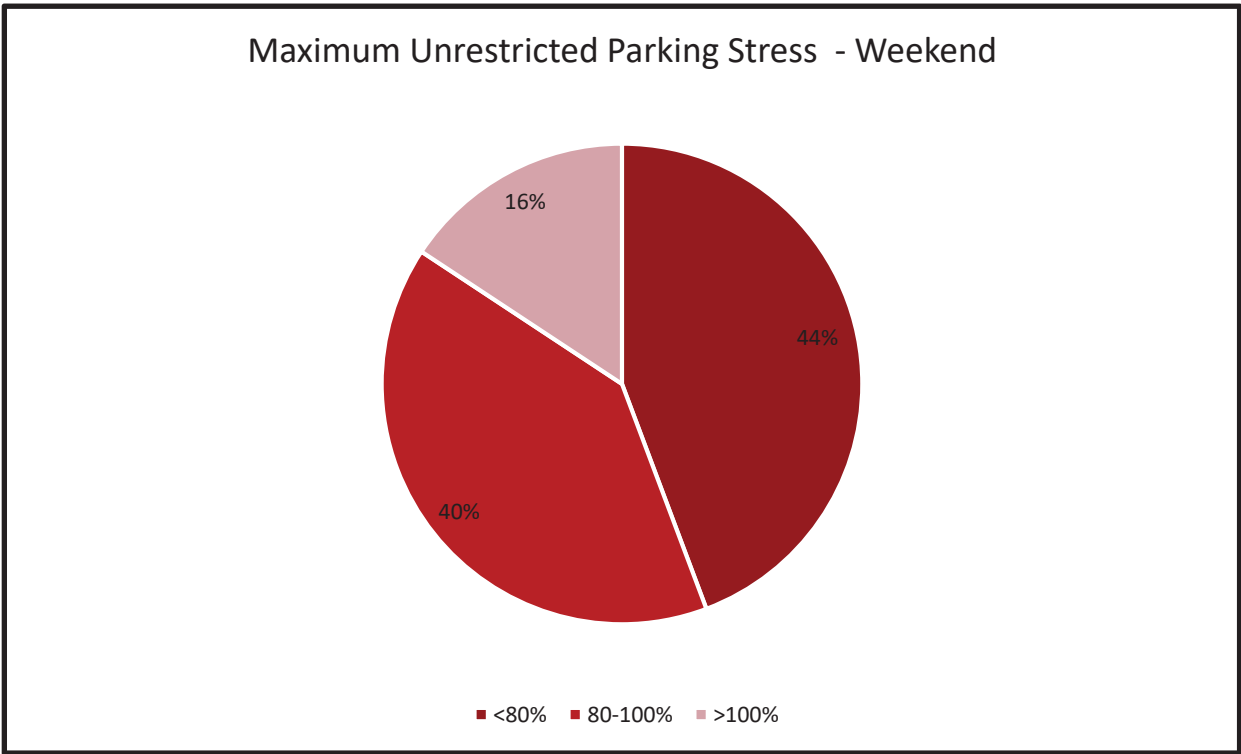


Figure 69.     Parking Stress Levels - Proportion of Streets by Category (Weekend)



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:

- Abbotswood Road
- Bedford Hill
- Drewstead Road
- Garrad's Road
- Gleneldon Mews
- Hitherfield Road
- Hoadly Road
- Keymer Road
- Knollys Road
- Leigham Court Road
- Leigham Vale
- Lydhurst Avenue
- Mount Ephraim Lane
- Mountearl Gardens
- Stockfield Road
- Streatham Common North
- Tarrington Close
- The Spinney
- Valley Road
- Woodfield Avenue
- Woodfield Grove

- A total of 25 roads had parking stresses of between 80% and 100%, and these were:

- Angles Road
- Ashlake Road
- Culverhouse Gardens
- De Montfort Road
- Drewstead Lane
- Farnan Road
- Gleneldon Road
- Grasmere Road
- Hailsham Avenue
- Harborough Road
- Hopton Road
- Ivyday Grove
- Kingscourt Road
- Leigh Orchard Close
- Madeira Road
- Mortimere Close
- Mount Nod Road
- Newcome Gardens
- Oakdale Road
- Romeyn Road
- Rosedene Avenue
- Shruberry Road
- Stanthorpe Road
- Sunnyhill Road
- Valley Road

- A total of 24 roads had parking stresses of over 100%, and these were:

- Becmead Avenue
- Blakemore Road
- Bourne Vale Road
- Brancaster Road
- Broadlands Avenue
- Broadlands Close
- Conifer Gardens
- Farm Avenue
- Gracefield Gardens
- Leigham Avenue
- Leithcote Gardens
- Leithcote Path
- Moorcroft Road
- Mount Ephraim Road
- Ockley Road
- Pendennis Road
- Pinfold Road
- Polworth Road
- Prentis Road
- Rutford Road
- Steep Hill
- Woodbourne Avenue
- Woodleigh Gardens

## 6.5 Parking Demand

During the Tuesday survey, a total of 6213 unique vehicle registration plates were recorded across the study area. 51% 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 Tuesday additional 3046 plates were recorded (49% 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 6033 unique vehicle registration plates were recorded across the study area. 56% 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 2660 plates were recorded (44% 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 72** provides a breakdown of overall duration of stay of vehicles across the observed survey periods on Tuesday and Saturday.



**Table 72. Duration of Stay of Vehicles within the Study Area**

Length of Stay	No. of vehicles Tuesday	% of all vehicles counted Tuesday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	1477	19%	1585	19%
Between 12-16 hours	288	4%	290	4%
Between 8-12 hours	1221	15%	1462	18%
Between 4-8 hours	1455	18%	1634	20%
Between 2-4 hours	1535	19%	1292	16%
Less than 2 hours	1986	25%	1903	23%
Total	7962	100%	8166	100%

It is evident from **Table 72** that the duration of stay is relatively evenly distributed across duration bands, with the exception of 12-16 hours.

The majority of vehicles in the weekday, approximately one quarter stay for less than 2 hours. Around 40% stay between 2 and 8 hours which could represent a high level of non-residential parking. Just under one fifth of vehicles were parked for the full duration on the Tuesday, with slightly more (19%) on the Saturday. Around the same level is short-stay parking.

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 Tuesday 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, 38% [41%] left within 2 hours, and 16% [19%] within 4 hours
- Of the vehicles arriving (or returning) towards the end of the day, 32% [45%] remained parked throughout the remainder of the survey, however 68% [55%] departed prior to 8pm.

## Report Appendix A

### MINIMUM, AVERAGE AND MAXIMUM UNRESTRICTED PARKING STRESS