

LAMBETH PARKING STUDY – WEST NORWOOD REPORT



SYSTRA

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1. INTRODUCTION

1.1 Background

SYSTRA Ltd ('SYSTRA') has been commissioned by Lambeth Council (the 'Council') to undertake a parking stress survey relating to on-street parking within the London Borough of Lambeth ('LBL').

There are a total of 350km of roads within Lambeth, with approximately half subject to Controlled Parking Zones ('CPZ') restrictions. A total of 27 CPZs are maintained by the Council. Each of these are scheduled for operational review, alongside analysis of parking pressures in other areas currently not subject to CPZ restrictions.

Parking Occupancy Surveys will form an important requirement of the parking review process. They will provide information on the level of parking supply, demand and identify areas of parking stress. The need for parking surveys will apply to both the CPZ and non-CPZ areas of the borough.

This report relates to the analysis of the on-street parking within the West Norwood Area, located to the south of LBL. The area is currently not subjected to any Controlled Parking Zone restrictions.

The West Norwood Area is located near one CPZ (Tulse Hill) to the northwest. There is a possibility that there may be a 'ripple' effect of residents from this area parking in the West Norwood 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).

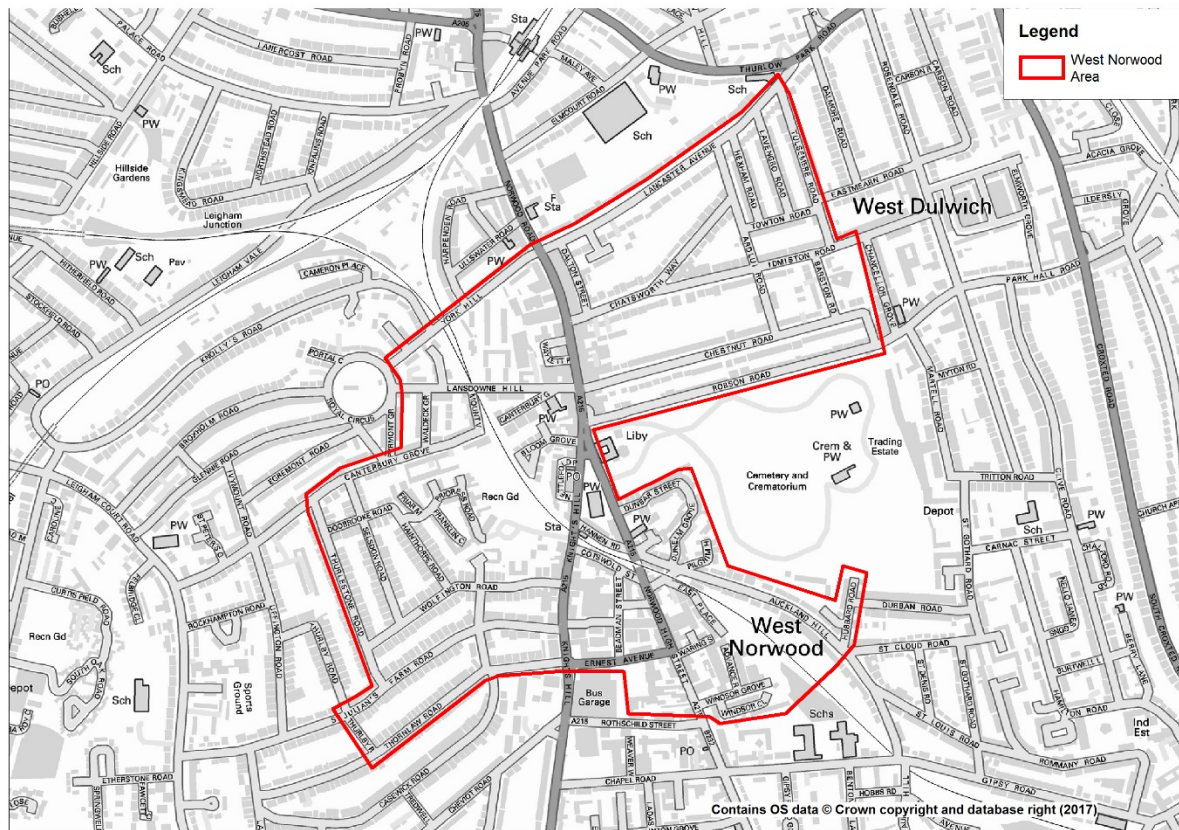
1.3 Parking Survey Objectives

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 West Norwood 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 West Norwood Area. The West Norwood Area is situated in the south of LBL and is dissected by the A125 providing links to the South Circular Rd to the north and the A214 to the south.

Figure 1. Location Plan of the West Norwood Area



West Norwood Station is situated in the centre of the West Norwood Area providing a rail link for commuters to London, therefore it is likely that there will be demand from commuters to park to access rail services. Some commuters may take advantage of the good bus links which provides access to other surrounding areas and central London.

The area currently has no Controlled Parking Zones in place, but the surrounding area to the north west is subjected to a Controlled Parking Zone, as set out below:

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

2. EXISTING PARKING RESTRICTIONS

2.1 Kerbside restrictions within the West Norwood Area

Although a Controlled Parking Zone does not exist within the West Norwood 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 West Norwood Area

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

- Unrestricted parking area
- Dropped kerb
- Accesses

3. SURVEY METHODOLOGY

3.1 Introduction

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

Surveys were carried out on Saturday 5th November 2016 and Thursday 8th November 2016. These provide a representation of a typical weekday and a weekend day, which are likely to have different parking patterns and characteristics. Further surveys were carried out on 26th January and 28th January 2017 to verify data for specific streets.

3.2 Pre-survey Audit

An initial audit was undertaken in order to establish baseline information on the different types of kerbside restrictions and the distances of all kerb side space located on the public highway, noting areas of restricted and non-restricted carriageway.

On the basis of this data, the carriageway was split into theoretical spaces for parking, either as unrestricted kerbside or fully, or partially, restricted kerbside e.g. single or double yellow lines. Each individual section of carriageway was measured and divided by 5 metres (assumed to be a typical vehicle length). The result were rounded down for all calculations e.g. if a length of restriction was only 4 metres then it was not classified as a place to park.

3.3 Survey

Surveyors walked the study area undertaking a parking beat survey every two hours. This ensured that data was captured regularly across the day, including periods of high demand. It also enabled parking patterns, such as durations of stay, to be identified. The surveys were scheduled to incorporate the period from early morning pre-6am (i.e. 04:00 – 06:00) through to early evening post-8pm (i.e. 20:00-22:00). The two-hourly parking beats meant that exact start and end times varied across the study area.

The number of vehicles parked upon each designated parking section of restriction was noted during each beat, along with the vehicle registration mark to ascertain length of stay.

A snapshot photograph of parking was taken during the survey, at street level, within each street with a parking occupancy observed in excess of 80%. This was used to show the layout of parking and indicative demand for parking within the street.

3.4 Survey Monitoring

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

3.5 Survey Outputs

The survey outputs permit an assessment of:

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

3.6 Assessment Criteria

Parking stress (or % occupancy) is a measure of demand for parking and is defined by the number of vehicles parked in relation to the on-street capacity. This is usually expressed as a percentage figure of the overall capacity. For example, 75% parking stress indicates that three-quarters of all available parking spaces on a road are taken up by parked vehicles.

If a road shows parking demand in excess of supply (occupancy >100%) this does not necessarily indicate that all kerb side space is occupied, as many streets have waiting restrictions. For example a road may have double yellow lines along its length which would be classified as having no parking capacity. However, a motorist with a Blue Badge can legally park on double yellow lines for up to 3 hours. Greater than 100% occupancy may also indicate the presence of small cars which need less space than 5 metres to park, meaning that additional cars can be accommodated.

4. SUMMARY RESULTS

4.1 Overview

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

4.2 Parking Supply

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

○ Unrestricted parking area	=	2,143 defined spaces
○ Dropped Kerb / Access	=	187 defined spaces
○ Designated Parking Bay	=	191 defined spaces
○ Single Yellow Line	=	399 defined spaces
○ Single Yellow Line (with crossover)	=	68 defined spaces
○ Double Yellow Line	=	272 defined spaces
○ Double Red Line	=	6 defined spaces
○ Other Formal Restriction	=	336 defined spaces
○ Informal White Line Markings	=	87 defined spaces
○ Total	=	3,689

This indicates that there are 2,334 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the West Norwood Area.

This increases to a potential 2,733 defined spaces overnight, if single yellow line space were to be included (but not single yellow lines which cross over another restriction, for example a dropped kerb).

4.3 Parking Demand and utilisation

The overall maximum parking demand was observed across the entire West Norwood Area of around 1,924 vehicles during the weekday and 1,694 during the weekend. This suggests that the equivalent of 82% of all of the unrestricted parking and designated parking bays across the area were occupied at least once during the weekday and 73% during the weekend survey periods. This provides an initial indication that there are relatively high levels of parking stress across the West Norwood area.

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

During the Thursday survey, a total of 3,236 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 Thursday an additional 1,579 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 2,877 unique vehicle registration plates were recorded across the study area. 58% 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 1,218 plates were recorded (42% of total), indicating non-residential short-stay parking. This indicates that a substantial proportion of the parking demand relates to non-residential vehicles.

4.4 Durations of Stay

4.4.1 Overall Results

Table 1 shows the overall duration of stay of those vehicles recorded during the Thursday and the Saturday surveys. The data reflects the observed timeframes of the study, so if a vehicle arrived during the last parking beat then it is recorded as parking for 'Less than 2 hours' during the survey period.

Table 1. Duration of Stay of Vehicles within the Study Area

Length of Stay	No. of vehicles Thursday	% of all vehicles counted Thursday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	744	19%	640	19%
Between 12-16 hours	241	6%	164	5%
Between 8-12 hours	467	12%	419	12%
Between 4-8 hours	773	20%	910	27%
Between 2-4 hours	918	24%	684	20%
Less than 2 hours	698	18%	598	18%
Total	3,841	100%	3,415	100%

It is evident from **Table 1** that the duration of stay is evenly distributed across duration bands. The largest proportion of vehicles in the weekday stay for between 2 – 4 hours, however number of vehicles parked between 4 - 8 hours is also significant, and was the highest proportion on a weekend, and could be an indication of non-residential parking.

Just under one fifth of vehicles were parked for the full duration on both the Thursday and the Saturday. Around the same level is short-stay parking.

4.4.2 All Day Parking

Table 2 presents a summary breakdown of the proportion of vehicles in each street that were observed parking throughout the whole of the survey period (e.g. from first to last beat). The values are presented as a percentage of the total vehicles recoded within the first beat.

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

Street	% of Vehicles Parked All Day	
	Thursday	Saturday
Ardlui Road	48%	42%
Auckland Hill	54%	27%
Barston Road	27%	47%
Beadman Street	25%	12%
Bloom Grove	50%	44%
Canterbury Grove	25%	33%
Casewick Road	45%	36%
Chatsworth Way	44%	28%
Chestnut Road	53%	43%
Cotswold Street	44%	33%
Cranfield Close	75%	77%
Dalton Street	33%	44%
Dodbrooke Road	38%	60%
Dunbar Street	54%	69%
Dunelm Grove	22%	48%
Dunkirk Street	0%	100%
East Place	91%	56%
Hainthorpe Road	40%	36%
Hennen Road	50%	26%

Hexham Road	49%	29%
Hubbard Road	48%	31%
Idmiston Road	49%	40%
Knight's Hill	0%	0%
Knight's Hill Square	0%	20%
Lancaster Avenue	57%	42%
Langmead Street	13%	0%
Lansdowne Hill	42%	51%
Lavengro Road	54%	45%
Mount Villas	13%	33%
Nettleford Place	63%	0%
Norwood High Street	50%	14%
Norwood Road	0%	0%
Pilgrim Hill	73%	80%
Prioress Road	50%	0%
Robson Road	78%	41%
Selsdon Road	32%	51%
St Julian's Farm Road	51%	26%
Thornlaw Road	38%	36%
Thurlby Road	39%	25%
Thurlestone Road	31%	39%
Towton Road	75%	64%
Tulsemere Road	53%	28%
Waldeck Grove	25%	53%
Waring Street	50%	0%
Waylett Place	50%	50%
Windsor Grove	88%	85%
Wolffington Road	28%	33%
York Hill	0%	50%

4.4.3 Duration of Stay by Arrival Time

In order to provide insight into parking patterns across the day an analysis of the correlation of duration of stay data against the arrival time of a vehicle has been conducted.

A total of 3,841 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:

- 1657 vehicles (43%) were parked from the outset of the survey at 04:00.
 - 454 (27%) of these remained parked between 0 and 4 hours, departing by 8am;
 - 208 (13%) of these remained parked between 4 and 8 hours, departing by 12noon;
 - 154 (9%) of these remained parked between 8 and 12 hours departing by 4pm;
 - 97 (6%) of these remained parked between 12 and 16 hours, departing by 8pm; and
 - 744 (45%) of these remained parked for over 16 hours, and are therefore are considered to have been parked all day.

- 369 vehicles (8%) arrived between 8am and 10am
 - 113 (31%) of these remained parked between 0 and 4 hours, departing by 12noon;
 - 100 (27%) of these remained parked between 4 and 8 hours, departing by 4pm;
 - 78 (21%) of these remained parked between 8 and 12 hours, departing by 8pm; and
 - 78 (21%) of these remained parked between 12 and 14 hours and therefore are considered to have been parked for the rest of the day.
- 826 (22%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
 - 236 (29%) of these remained parked for 2 hours, departing by 4pm at the latest;
 - 172 (21%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
 - 95 (12%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
 - 60 (7%) of these remained parked between 6 and 10 hours but are not considered to have been parked for the rest of the day; and
 - 263 (32%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.
- 689 (18%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm
 - 194 (28%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
 - 495 (72%) of these remained parked until the end of the survey (i.e. staying beyond the final beat (8pm to 10pm)).

A total of 3,424 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:

- 1659 vehicles (48%) were parked from the outset of the survey at 04:00.
 - 250 (15%) of these remained parked between 0 and 4 hours, departing by 8am;
 - 407 (25%) of these remained parked between 4 and 8 hours, departing by 12noon;
 - 250 (15%) of these remained parked between 8 and 12 hours, departing by 4pm;
 - 108 (7%) of these remained parked between 12 and 16 hours, departing by 8pm; and
 - 644 (39%) of these remained parked for over 16 hours, and are therefore are considered to have been parked all day.
- 111 vehicles (3%) arrived between 8am and 10am
 - 67 (60%) of these remained parked between 0 and 4 hours, departing by 12noon)
 - 21 (19%) of these remained parked between 4 and 8 hours, departing by 4pm;
 - 10 (9%) of these remained parked between 8 and 12 hours, departing by 8pm; and
 - 13 (12%) of these remained parked between 12 and 14 hours, and therefore are considered to have been parked for the rest of the day.

- 925 (27%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm
 - 287 (21%) of these remained parked for 2 hours, departing by 4pm at the latest;
 - 197 (21%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
 - 88 (10%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
 - 35 (4%) of these remained parked between 6 and 10 hours but are not considered to have been parked for the rest of the day; and
 - 318 (34%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.
- 513 (15%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm
 - 125 (24%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
 - 388 (76%) 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%.

The restricted carriageway had an average weekday occupancy of 19%, on the weekend this figure was 9%.

5.2.2 Auckland Hill

Figure 3. Auckland Hill



Auckland Hill is approximately 430 metres in length, it is one-way in an eastbound direction from Norwood High Street to Pilgrim Hill, after which it becomes two-way. Land use in the area is predominantly residential, however industrial and retail units are present at the western end.

Table 4. Auckland 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 (%)
Thursday	764	379	70	67	96%	75	107%
Saturday				56	80%	65	93%

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

○ Car Club	2
○ Disabled Bay	1
○ Dropped Kerb	10
○ Parking Bay	1
○ Restricted Carriageway	2
○ Single Yellow	24
○ Single Yellow / Access	2
○ Single Yellow / Dropped Kerb	4
○ White Line / Dropped Kerb	14

The average occupancy level for those parked on single yellow lines throughout the weekday survey was 75%, on the weekend this figure was 60%. The white line / dropped kerb restriction had an average occupancy of 48% during the weekday survey and had just 25% occupancy during the weekend survey.

Figure 4. Barston Road



Barston Road is a two way through road, approximately 120 metres in length. The road is a predominantly residential road linking Idmiston Road in the north to Chestnut Road in the south. L'arche London Gothic Lodge care home and a Children’s Centre are also present on Barston Road.

Table 5. Barston Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
THURSDAY	233	167	30	13	45%	16	53%
SATURDAY				12	39%	13	43%

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

- Restricted Carriageway 3
- White Line/ Dropped Kerb 1

The average occupancy level for restricted carriageway during the weekday survey was 7%, however the average was higher during the weekend survey, at 48%.

5.2.4 Beadman Street

Figure 5. Beadman Street



Beadman Street is a two way through road, approximately 160 metres in length. The road is in a predominantly industrial area, however there are a handful of terraced houses at the northern end of the road.

Table 6. Beadman Street Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	289	118	21	18	87%	21	100%
Saturday				17	79%	20	95%

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

○ Access	8
○ Double Yellow	3
○ Dropped Kerb	1
○ Restricted Carriageway	4
○ Single Yellow	5
○ White Line/ Access	2

During the weekday survey the average occupancy of the restricted carriageway was 108%, during the weekend survey this figure decreased to 92%.

Figure 6. Bloom Grove



Bloom Grove is a two way road leading and into a cul-de-sac, approximately 190 metres in length. The road consists mainly of residential properties in the cul-de-sac, however to the east there are retail units at the junction with Knight's Hill.

Table 7. Bloom Grove Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	301	200	44	32	72%	38	86%
Saturday				29	66%	34	77%

In addition to the areas of unrestricted parking on Bloom Grove, 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/Access	1
○ Single Yellow	9
○ Single Yellow/ Access	1
○ Single Yellow/ Dropped Kerb	1
○ White Line/ Dropped Kerb	1

The average occupancy level for those parked on single yellow lines throughout the weekday survey was 1%, on the weekend this figure was 2%. The disabled bay was not occupied during the weekday survey and had just 11% occupancy during the weekend survey.

5.2.6 Canterbury Grove

Figure 7. Canterbury Grove



Canterbury Grove is a two way road, approximately 480 metres in length. The road is a residential road consisting of mostly semi-detached and terraced housing. The section of Canterbury Grove included in the survey area runs from the junction with Thurlestone Road to the junction with Lansdowne Hill. The road is also split by a pedestrian only footbridge over the railway lines that are to the east of the junction with Mount Villas, shown in Figure 7 above.

Table 8. Canterbury 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 (%)
Thursday	856	511	93	51	54%	61	66%
Saturday				49	53%	59	63%

In addition to the areas of unrestricted parking on Canterbury Grove, 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	8
○ Dropped Kerb	12
○ Parking Bay	3
○ Restricted Carriageway	13
○ Single Yellow	3
○ White Line/ Dropped Kerb	1

The average occupancy level for those parked on restricted carriageway throughout the weekday survey was 17%, on the weekend this figure was 5%. The dropped kerb restriction had an average occupancy of 7% during the weekday survey and had just 15% occupancy during the weekend survey.

Figure 8. Casewick Road



Casewick Road is a two way through road, approximately 280 metres in length. The road is a residential road consisting of a mixture of residential units. The section of Casewick Road included in the survey area runs from Wolfington Road to Thornlaw Road.

Table 9. Casewick Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	281	210	38	31	81%	34	89%
Saturday				25	66%	28	74%

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

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

The average occupancy level for those parked on restricted carriageway throughout the weekday survey was 25%, on the weekend there were no cars occupying this space.

5.2.8 Chatsworth Way

Figure 9. Chatsworth Way



Chatsworth Way is a two way through road, approximately 215 metres in length. The road is predominantly a residential road, however some retail units are present at the western end of the road and Chatsworth Baptist Church is present at the junction with Idmiston Road.

Table 10. Chatsworth Way Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	760	426	72	57	80%	66	92%
Saturday				61	84%	66	92%

In addition to the areas of unrestricted parking on Chatsworth Way, 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
○ Doctor Bay	2
○ Double Red	1
○ Double Yellow	3
○ Dropped Kerb	13
○ Parking Bay	10
○ Restricted Carriageway	1
○ Single Yellow	3
○ Single Yellow/ Dropped Kerb	1
○ White Line/ Dropped Kerb	13

The average occupancy level for those parked on dropped kerb bays throughout the weekday survey was just 9%, on the weekend this figure was 16%. The parking bays had an average occupancy of 23% during the weekday survey and had 70% occupancy during the weekend survey.

5.2.9 Chestnut Road

Figure 10. Chestnut Road



Chestnut Road is a two way through road, approximately 595 metres in length. The road mainly consists of housing however at the western end lots of retail units are present, especially on Norwood Road. An Aspire Wellbeing Health & Wellbeing Centre is located at the eastern end of Chestnut Road.

Table 11. Chestnut Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1159	711	120	90	75%	103	86%
Saturday				75	62%	82	68%

In addition to the areas of unrestricted parking on Chestnut 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	2
○ Double Yellow	1
○ Dropped Kerb	6
○ Parking Bay	5
○ Restricted Carriageway	4
○ Single Yellow	8
○ Single Yellow/ Access	1
○ White Line/ Dropped Kerb	11

The average occupancy level for those parked on single yellow throughout the weekday survey was 54%, on the weekend this figure was 65%. The parking bays had an average occupancy of 78% during the weekday survey and had 67% occupancy during the weekend survey.

5.2.10 Cotswold Street

Cotswold Street is a one-way eastbound road, approximately 140 metres in length. The road is next to West Norwood Rail Station and connects Knight's Hill in the west to Norwood High Street in the east. Pedestrian access to the station is available from Cotswold Street. Land use in the area is mixed, with residential, retail and business units all present.

On Cotswold Street, there is no unrestricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○	Double Yellow	27
○	Double Yellow / Dropped Kerb	2
○	Double Yellow/ Pedestrian Crossing	1
○	Parking Bay	12

The parking bays had an average occupancy of 74% during the weekday survey and had a 67% occupancy during the weekend survey.

5.2.11 Cranfield Close

Figure 11. Cranfield Close



Cranfield Close is a two way road leading to a dead end, approximately 45 metres in length. The road's only junction is to the one way eastbound Auckland Hill. Land use on Cranfield Close is predominantly residential however there are several retail units nearby.

Table 12. Cranfield Close Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	105	54	9	7	83%	8	89%
Saturday				7	79%	8	89%

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

○ Disabled Bay	2
○ Keep Clear	1
○ Parking Bay	1
○ Single Yellow	4

The average occupancy level for those parked in disabled bays throughout the weekday survey was 89%, on the weekend this figure was 78%.

5.2.12 Dalton Street

Figure 12. Dalton Street



Dalton Street is a two way through road, approximately 140 metres in length. The road consists of mixed land-uses, with some residential properties and other uses such as car garages. Dalton Street runs parallel to Norwood Road and as a result of this staff access to the rear of the properties on Norwood Road is available through Dalton Street. Norwood Road consists of predominantly retail properties however the doctor's surgery, The Norwood Surgery, is also present.

Table 13. Dalton Street Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	265	108	19	19	101%	22	116%
Saturday				17	92%	20	105%

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

○ Dropped Kerb	2
○ Keep Clear/ Access	4
○ Parking Bay	12
○ Single Yellow/ Access	2
○ Single Yellow/ Dropped Kerb	1
○ White Line/ Dropped Kerb	1

The average occupancy level for those parked in parking bays throughout the weekday survey was just 33%, on the weekend this figure was 32%.

5.2.13 Dodbrooke Road

Dodbrooke Road is a two way through road, approximately 155 metres in length. The road is a residential road linking Thurlestone Road to Hainthorpe Road.

Table 14. Dodbrooke Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	241	205	37	23	62%	25	68%
Saturday				19	51%	24	65%

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

- Double Yellow 1
- Dropped Kerb 1

There were no instances of vehicles parking outside of the unrestricted areas during the weekday survey however in the weekend survey the average occupancy of the dropped kerb was 100%.

5.2.14 Dunbar Street

Figure 13. Dunbar Street



Dunbar Street is a two way through road, approximately 145 metres in length. Land use on Dunbar Street residential, comprised of terraced housing. However there is a convenience store at the junction with Norwood High Street and Alphabet Lanes Nursery & Preschool opposite this junction.

Table 15. Dunbar Street Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	116	46	8	7	82%	7	88%
Saturday				6	74%	7	88%

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

○ Dropped Kerb	1
○ Parking Bay	6
○ Single Yellow	5

The average occupancy levels of the parking bays was 91% during the weekday survey, however on the weekend this figure decreased slightly to 85%.

5.2.15 Dunkirk Street

Figure 14. Dunkirk Street



Dunkirk Street is a two way road, approximately 25 metres in length. Land use on Dunkirk Street is residential, however there are retail and industrial units nearby.

Table 16. Dunkirk Street Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	49	30	6	4	61%	5	83%
Saturday				3	57%	4	67%

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

- Restricted Carriageway 3

There were no instances of vehicles parking on the restricted carriageway during either survey.

5.2.16 East Place

Figure 15. East Place



East Place is a two way road that splits to form a Y-shape and both parts lead to a dead end, it is approximately 165 metres in length. Land use in the area is predominantly industrial.

Table 17. East Place Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	267	110	18	9	50%	13	72%
Saturday				6	35%	11	61%

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

○ Double Yellow	1
○ Dropped Kerb	16
○ Restricted Carriageway	5
○ Single Yellow	2

During the weekday survey the average occupancy level of the restricted carriageway was 64%, during the weekend survey the average occupancy level was 60%.

5.2.17 Ernest Avenue

Figure 16. Ernest Avenue



Ernest Avenue is a one way westbound road, approximately 200 metres in length. Land use on Ernest Avenue is mixed with retail, retail and industrial lane uses. In addition, the entrance and exit to Norwood Bus Garage are on Ernest Avenue, as shown in Figure 16 above.

On Ernest Avenue, there is no restricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○	Bus Stand	5
○	Bus Stop	4
○	Pedestrian Crossing	4
○	Single Yellow	39
○	Single Yellow/ Access	2

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

5.2.18 Hainthorpe Road

Figure 17. Hainthorpe Road



Hainthorpe Road is a two way through road, approximately 155 metres in length. The road is a residential road linking Dodbrooke Road and Prioress Road to Wolfington Road.

Table 18. Hainthorpe Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	350	302	58	51	88%	55	95%
Saturday				37	64%	50	86%

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

○ Disabled Bay	2
○ Dropped Kerb	2
○ White Line/ Dropped Kerb	1

The average occupancy level for those parked in disabled bays throughout the weekday survey was 100%, on the weekend this figure was also 100%.

5.2.19 Hannen Road

Figure 18. Hannen Road



Hannen Road is a one way through road, approximately 105 metres in length. Land use in the area is mixed with West Norwood Station to the south and residential properties to the north; multiple retail units are present at both ends of the road.

Table 19. Hannen Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	215	79	15	13	87%	15	100%
Saturday				15	97%	19	127%

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

○ Pedestrian Crossing	1
○ Single Yellow	19
○ Single Yellow/ Dropped Kerb	1
○ Single Yellow/ Pedestrian Crossing	1

The average occupancy level for those parked on single yellow throughout the weekday survey was just 15%, on the weekend this figure was 0%, there were no instances of vehicles parking here during the weekend survey.

5.2.20 Hexham Road

Hexham Road is a two way through road, approximately 170 metres in length. The road is a residential road consisting of terraced housing linking Lancaster Avenue in the north to Towton Road in the south.

Table 20. Hexham Road Parking Stress – Unrestricted Parking

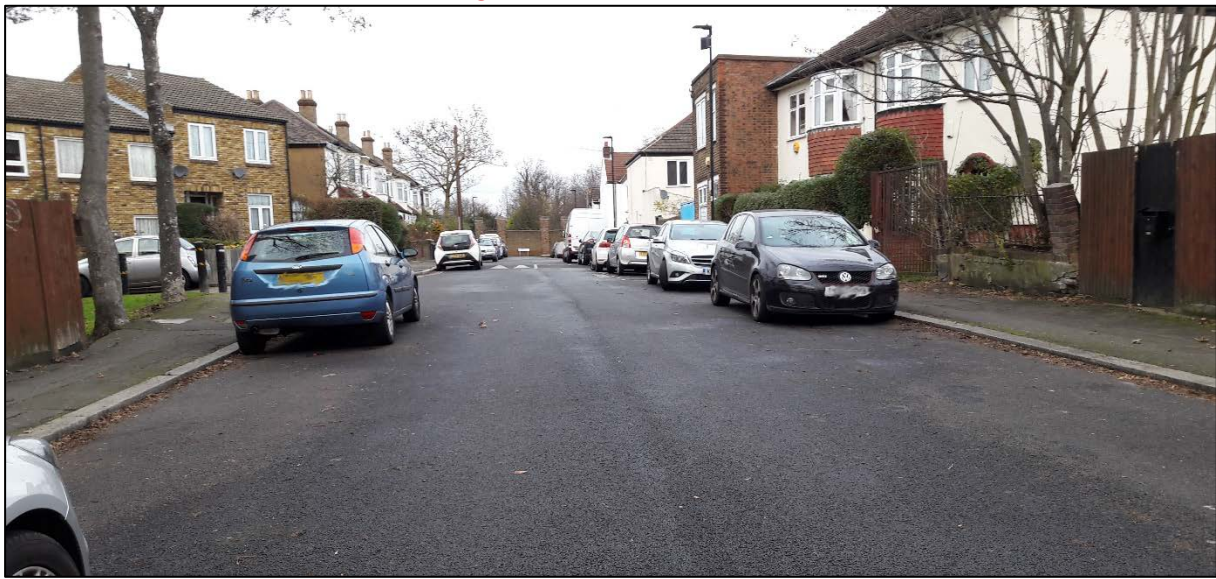
DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	334	300	60	33	55%	43	72%
Saturday				31	51%	36	60%

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

- Restricted Carriageway 3

The average occupancy level for those parked on restricted carriageway throughout the weekday survey was just 37%, on the weekend this figure was 52%.

Figure 19. Hubbard Road



Hubbard Road is a narrow two way road leading and to a dead end, approximately 130 metres in length. The road consists of residential land use, in the form of terraced and semi-detached properties.

Table 21. Hubbard Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	246	165	30	24	80%	26	87%
Saturday				20	66%	27	90%

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

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

The disabled bay was on average 100% occupied during both weekday and weekend surveys. The restricted carriageway had an 51% occupancy during the weekday and 82% during the weekend occupancy.

5.2.22 Idmiston Road

Figure 20. Idmiston Road



Idmiston Road is a two way through road, approximately 375 metres in length. The road is predominantly a residential road, however Chatsworth Baptist Church is present at the junction with Chatsworth Way.

Table 22. Idmiston Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	713	500	90	55	61%	59	66%
Saturday				62	69%	70	78%

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

○ Disabled Bay	3
○ Double Yellow	1
○ Dropped Kerb	11
○ Restricted Carriageway	10
○ White Line / Dropped Kerb	2

The average occupancy level for those parked in dropped kerb throughout the weekday survey was just 19%, on the weekend this figure was 29%. The disabled bay had an average occupancy of 33% during the weekday survey and had 19% occupancy during the weekend survey.

5.2.23 Knight's Hill

Figure 21. Knight's Hill



Knight's Hill is a one way through road, approximately 410 metres in length. Land use is mixed nearby, however it consists of predominantly retail units. St. Luke's Church is also present in the area between Knight's Hill and Norwood High Street; vehicle access to the church is via Knight's Hill. In addition, pedestrian access to West Norwood station is via Knight's Hill.

On Knight's Hill, there is no unrestricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○ Bus Stop	12
○ Disabled Bay	1
○ Double Yellow	7
○ Keep Clear	2
○ Parking Bay	24
○ Pedestrian Crossing	2
○ Single Yellow	55
○ Single Yellow/ Access	5
○ Single Yellow/ Dropped Kerb	2
○ Zig Zag	15

The average occupancy level for those parked in on single yellow lines throughout the weekday survey was just 4%, on the weekend this figure was 6%. The parking bays had an average occupancy of 50% during the weekday survey and had 30% occupancy during the weekend survey.

5.2.24 Knight's Hill Square

Figure 22. Knight's Hill Square



Knight's Hill Square is a two way through road, approximately 100 metres in length linking Knight's Hill with Beadman Street. Land use on Knight's Hill Square is predominantly industrial / business land uses.

Table 23. Knight's Hill Square Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	201	23	3	4	119%	5	167%
Saturday				3	111%	4	133%

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

○ Access	1
○ Dropped Kerb	1
○ Parking Bay	3
○ Restricted Carriageway	5
○ Single Yellow	14
○ Single Yellow/ Dropped Kerb	2

The average occupancy level for those parked in single yellow throughout the weekday survey was just 11%, on the weekend this figure was 3%. The parking bay had an average occupancy of 85% during the weekday survey and had 74% occupancy during the weekend survey.

5.2.25 Lancaster Avenue

Figure 23. Lancaster Avenue



Lancaster Avenue is a two way through road, approximately 530 metres in length. The road mainly consists of housing, with retail at the western end and Rosemead Preparatory School at the eastern end.

Table 24. Lancaster Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1087	386	53	54	102%	64	121%
Saturday				46	87%	52	98%

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

○ Double Red	2
○ Double Yellow	1
○ Double Yellow/ Dropped Kerb	1
○ Dropped Kerb	35
○ Keep Clear	3
○ Parking Bay	13
○ Pedestrian Crossing	4
○ Restricted Carriageway	4
○ Single Yellow	7

○	Single Yellow / Dropped Kerb	1
○	White Line/ Dropped Kerb	18

The average occupancy level for those parked on dropped kerb throughout the weekday survey was just 10%, on the weekend this figure was 1%. The parking bay had an average occupancy of 28% during the weekday survey and had 38% occupancy during the weekend survey.

5.2.26 Langmead Street

Figure 24. Langmead Street



Langmead Street is a two way through road, approximately 60 metres in length linking Norwood High Street with Beadman Street. Land use on Langmead Street is mixed with land uses such as retail units and a church.

Table 25. Langmead Street Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	115	49	8	9	113%	10	125%
Saturday				7	88%	9	113%

In addition to the areas of unrestricted parking on Langmead Street, 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
○ Single Yellow	2
○ White Line/ Access	1

The average occupancy level for the disabled bays throughout the weekday survey was just 11%, on the weekend this figure was 6%.

5.2.27 Lansdowne Hill

Figure 25. Lansdowne Hill



Lansdowne Hill is a two way through road, approximately 345 metres in length. The road consists of a mixture of residential units, in addition at the western end of Lansdowne Hill, surrounding the junction with Norwood Road, lots of retail units are present. A garden centre is also present at the junction with Canterbury Grove. A central section of the road consists of a bridge over the railway lines, the bridge contains a width restrictor with priority giveway for vehicles and a cyclist bypass.

Table 26. Lansdowne 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 (%)
Thursday	614	352	62	47	75%	49	79%
Saturday				34	55%	42	68%

In addition to the areas of unrestricted parking on Lansdowne Hill, 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	12
○ Dropped Kerb	6
○ Keep Clear	6
○ Parking Bay	10

○	Single Yellow	2
○	White Line	1
○	White Line/ dropped Kerb	1

The average occupancy level for those parked on double yellow throughout the weekday survey was 14%, on the weekend this figure was 29%. The parking bay had an average occupancy of 66% during the weekday survey and had 61% occupancy during the weekend survey.

5.2.28 Lavengro Road

Figure 26. Lavengro Road



Lavengro Road is a two way through road, approximately 200 metres in length. The road is a residential road consisting of terraced housing linking Lancaster Avenue in the north to Towton Road in the south.

Table 27. Lavengro Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	392	352	68	45	67%	57	84%
Saturday				43	63%	49	72%

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

- Dropped Kerb 1
- Restricted Carriageway 4

The average occupancy level for those parked on restricted carriageway throughout the weekday survey was 28%, on the weekend this figure was 33%.

5.2.29 Mount Villas

Figure 27. Mount Villas



Mount Villas is a two way through road, approximately 75 metres in length linking Canterbury Grove with Lansdowne Hill. Land use on Mount Villas is mixed with residential units, in the form of terraced housing, on the western side of the road, and the railway tracks are to the east of the road.

Table 28. Mount Villas Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	142	39	7	5	78%	8	114%
Saturday				4	63%	6	86%

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

- Double Yellow 17
- Dropped Kerb 1

There were no instances of vehicles parking on either of the above restrictions during the weekday or weekend survey.

5.2.30 Nettlefold Place

Nettlefold Place is a one way road, approximately 125 metres in length. Land use on Nettlefold Place is comprised of retail and office units. St Luke's Church is also nearby on Knight's Hill.

On Nettlefold Place, there is no unrestricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○	Double Yellow	34
○	Double Yellow/ Pedestrian Crossing	2
○	Parking Bay	7
○	Pedestrian Crossing	1
○	Single Yellow/Dropped Kerb	1

No vehicles were observed parked on double yellow lines throughout the weekday survey, with a single vehicle observed on the weekend this figure was 2%. The parking bays had an average occupancy of 111% during the weekday survey and had 78% occupancy during the weekend survey.

5.2.31 Norwood High Street

Figure 28. Norwood High Street



Norwood High Street is a one way through road, approximately 565 metres in length. Land use is mixed nearby, however it consists of predominantly retail units. Vehicle access to West Norwood Cemetery and Crematorium is via Norwood High Street; St. Luke's Church is also present in the area between Knight's Hill and Norwood High Street, pedestrian access is available via Norwood High Street. Pedestrian access is also available for Alphabet Lanes Nursery and Pre-school.

On Norwood High Street, there is no unrestricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○	Bus Stop	10
○	Double Yellow	9
○	Double Yellow/ Access	2
○	Parking Bay	18
○	Pedestrian Crossing	3
○	Single Yellow	88
○	Single Yellow/ Access	5
○	Single Yellow/ Dropped Kerb	4
○	Zig Zag	19

The average occupancy level for those parked on single yellow line throughout the weekday survey was just 8%, on the weekend this figure was 5%. The parking bay had an average occupancy of 35% during the weekday survey and had 41% occupancy during the weekend survey.

5.2.32 Norwood Road

Norwood Road is a two way through road; the section of Norwood Road in the survey areas runs from the junction with Knight's Hill and Norwood High Street in the south to the junction with York Hill and Lancaster Avenue in the north and is approximately 340 metres long. Land use on Norwood Road is stereotypical of a high street consisting of predominantly retail units, and services.

On Norwood Road, there is no unrestricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○	Bus Stop	18
○	Double Yellow	15
○	Double Yellow/ Access	1
○	Parking Bay	22
○	Pedestrian Crossing	5
○	Single Yellow	18
○	Single Yellow / Access	2
○	Zig Zags	19

The average occupancy level for those parked on single yellow lines throughout the weekday survey was just 6%, on the weekend this figure was 4%. The parking bay had an average occupancy of 49% during the weekday survey and had 58% occupancy during the weekend survey.

5.2.33 Pilgrim Hill

Figure 29. Pilgrim Hill



Pilgrim Hill is approximately 150 metres in length, the section to the south west of the junction is one way in a southwestern direction, with the other section two way. Land use on Pilgrim Hill is predominantly residential however there is a car garage near the junction with Auckland Hill.

Table 29. Pilgrim 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 (%)
Thursday	272	49	8	5	63%	7	88%
Saturday				1	14%	2	25%

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

○ Access	3
○ Double Yellow	1
○ Dropped Kerb	4
○ Keep Clear	1
○ Parking Bay	8
○ Restricted Carriageway	6
○ Single Yellow	7
○ Single Yellow / Pedestrian Crossing	2

The average occupancy level for those parked on single yellow lines throughout the weekday survey was 41%, on the weekend this figure was 29%. The parking bay had an average occupancy of 67% during the weekday survey and had 63% occupancy during the weekend survey.

5.2.34 Robson Road

Figure 30. Robson Road



Robson Road is a two way through road, approximately 545 metres in length. The road consists of housing on the northern side and is bounded by West Norwood Cemetery to the south. At the western end lots of retail units are present, including a Tesco Express. More retail units are present on Norwood Road. An Aspire Wellbeing Health & Wellbeing Centre is located at the eastern end of Chestnut Road, near to the junction with Robson Road.

Table 30. Robson Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1146	795	151	71	47%	87	58%
Saturday				52	34%	57	38%

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

○ Access	1
○ Business Permit	12
○ Disabled Bay	2
○ Double Yellow	31
○ Double Yellow/ Access	2
○ Dropped Kerb	2
○ Restricted Carriageway	3
○ White Line/ Dropped Kerb	2

The average occupancy level for those parked on double yellow lines throughout the weekday survey was just 5%, on the weekend no vehicles were observed parking on this restriction. There were no instances of vehicles parked in the business permit or disabled bay restrictions during either survey.

Figure 31. Selsdon Road



Selsdon Road is a two way through road, approximately 280 metres in length. The road is a residential road consisting of mainly semi-detached housing linking Canterbury Grove in the north to Wolfington Road in the south.

Table 31. Selsdon Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	539	487	91	58	64%	68	75%
Saturday				58	63%	68	75%

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

- Disabled Bay1

The average occupancy level for those parked on disabled bay throughout the weekday survey was just 22%, on the weekend this figure was 100%.

5.2.36 St. Julian's Farm Road

Figure 32. St. Julian's Farm Road



St. Julian's Farm Road is a two way through road, approximately 435 metres in length. The road is a residential road consisting of a mixture of residential units, however there are some retail units at the eastern end. The section of St. Julian's Farm Road included in the survey area runs from Knight's Hill in the east to the junction with Thurlby Road in the west.

Table 32. St. Julian's Farm Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	856	705	134	107	80%	114	85%
Saturday				92	69%	113	84%

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

○ Disabled Bay	1
○ Double Yellow	8
○ Dropped Kerb	2
○ Parking Bay	3
○ Single Yellow	3
○ Single Yellow/ Pedestrian Crossing	2
○ White Line/ Dropped Kerb	3

The average occupancy level for those on parking bays throughout the weekday survey was 56%, on the weekend this figure was 44%. The disabled bay had an average occupancy of 44% during the weekday survey but was not observed to be occupied during the weekend survey.

5.2.37 Thornlaw Road

Figure 33. Thornlaw Road



Thornlaw Road is a two way through road, approximately 395 metres in length. The road is a residential road consisting of a mixture of residential units however there are some retail units at the eastern end. Norwood Bus Garage is also near the eastern end of Thornlaw Road, it is situated on the corner of the junction between Ernest Avenue and Knight’s Hill. The section of Thornlaw Road included in the survey area runs from Knight’s Hill in the east to the junction with Thurlby Road in the west.

Table 33. Thornlaw Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	765	641	121	92	76%	100	83%
Saturday				79	65%	88	73%

In addition to the areas of unrestricted parking on Thornlaw 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 6
- Single Yellow 5
- White Line/ Dropped Kerb 2

The average occupancy level for those on dropped kerb throughout the weekday survey was 61%, on the weekend this figure was 54%. The disabled bay had an average occupancy of 100% during the weekday survey and had 100% occupancy during the weekend survey.

5.2.38 Thurlby Road

Figure 34. Thurlby Road



Thurlby Road is a two way through road approximately 235 metres in length. Land use on the street is entirely residential, consisting of a mixture of semi-detached and terraced housing.

Table 34. Thurlby Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	162	129	24	14	59%	18	75%
Saturday				15	63%	21	88%

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

○ Double Yellow	2
○ Dropped Kerb	1

There were no instances of vehicles parking in the double yellow restrictions during either the weekday or weekend survey. However the dropped kerb had an average occupancy of 11% during the weekday survey and an average occupancy of 22% during the weekend survey.

5.2.39 Thurlestone Road

Figure 35. Thurlestone Road



Thurlestone Road is a two way through road, approximately 360 metres in length. The road is a residential road consisting of mainly semi-detached housing linking Canterbury Grove in the north to St. Julian's Farm Road in the south.

Table 35. Thurlestone Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	701	621	120	74	61%	94	78%
Saturday				74	62%	85	71%

In addition to the areas of unrestricted parking on Thurlestone 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	3
○ Dropped Kerb	4

The average occupancy level for those on disabled bays throughout the weekday survey was 100%, on the weekend this figure was also 100%. The dropped kerb had an average occupancy of 56% during the weekday survey and had 17% occupancy during the weekend survey.

5.2.40 Towton Road

Towton Road is a two way through road, approximately 145 metres in length. The road is residential and consists of terraced housing on the southern side, junctions with Lavengro Road and Hexham Road are on the northern side. Towton Road runs East-West and links Ardlui Road and Tulsemere Road.

Table 36. Towton Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	249	189	35	21	59%	22	63%
Saturday				21	59%	23	66%

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

- Restricted Carriageway 7
- White Line/ Dropped Kerb 1

The average occupancy of the restricted carriageway was 25% during the weekday survey however during the weekend survey this figure decreased to 14%.

5.2.41 Tulsemere Road



Figure 36. Tulsemere Road

Tulsemere Road is a two way through road, approximately 305 metres in length. The road is a residential road consisting of terraced housing linking Lancaster Avenue in the north to Idmiston Road in the south. Rosemead Preparatory School is to the north of the junction of Tulsemere Road and Lancaster Avenue.

Table 37. Tulsemere Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	589	495	96	70	73%	76	79%
Saturday				63	65%	74	77%

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

○ Disabled Bay	2
○ Double Red	1
○ Double Red / Dropped Kerb	2
○ Dropped Kerb	1
○ Restricted Carriageway	1
○ White Line	5

The average occupancy level for those parked on the white line restriction throughout the weekday survey was 42%, but no vehicles were observed parking on this restriction on the weekendThe disabled bay had an average occupancy of 11% during the weekday survey and had 28% occupancy during the weekend survey.

5.2.42 Waldeck Grove

Figure 37. Waldeck Grove



Waldeck Grove is a two way through road, approximately 110 metres in length. The road is a residential road consisting mainly of terraced housing linking Lansdowne Hill in the north to Canterbury Grove in the south.

Table 38. Waldeck 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 (%)
Thursday	211	193	37	24	65%	28	76%
Saturday				25	68%	30	81%

In addition to the areas of unrestricted parking on Waldeck Grove, 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 1

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

Figure 38. Waring Street



Waring Street is a two way road, approximately 75 metres in length. Land use on Waring Street consists of a mix of residential and business units.

Table 39. Waring Street Parking Stress – Unrestricted Parking

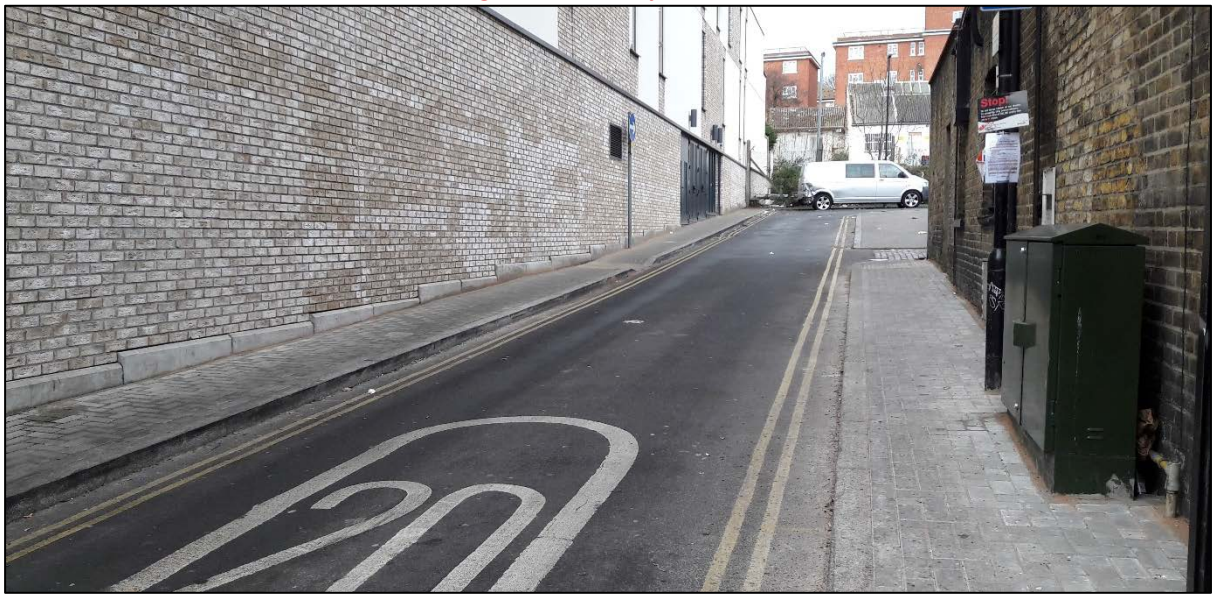
DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday				2	40%	2	40%
Saturday	130	27	5	2	40%	2	40%

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

- Access 1
- Double Yellow 2
- Parking Bay 2
- Single Yellow 13

The average occupancy level for those on single yellow throughout the weekday survey was 4%, on the weekend this figure was 8%. The parking bays had an average occupancy of 94% during the weekday survey and had 56% occupancy during the weekend survey.

Figure 39. Waylett Place



Waylett Place is a one way road, approximately 125 metres in length. Land use on Waylett Place consists of mainly business units however Waylett Place connects to Norwood Road which has a significant amount of retail units, including an Iceland store at the junction between Norwood Road and Waylett Place.

On Waylett Place, there is no unrestricted parking however, there are estimated to be the following number of vehicle spaces available of different types of formal and informal restrictions:

○	Double Yellow	27
○	Double Yellow / Access	4
○	Double Yellow / Dropped Kerb	2
○	Parking Bay	9

The average occupancy of the parking bays on the weekday was 62%, during the weekend survey this figure increased to 80%.

5.2.45 Windsor Grove

Figure 40. Windsor Grove



Windsor Grove is a narrow two way road leading to a dead end, and is approximately 140 metres in length. The road consists of mixed land use, to the north land use is largely industrial, including a Royal Mail sorting office and to the south there is access to the residential properties on Windsor Close.

Table 40. Windsor 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 (%)
Thursday	294	67	12	12	100%	12	100%
Saturday				12	101%	13	108%

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

○ Access	5
○ Double Yellow	10
○ Double Yellow/ Access	1
○ Parking Bay	15
○ Single Yellow	7

The average occupancy level for the parking bay throughout the weekday survey was 92%, on the weekend this figure was 95%. The double yellow had an average occupancy of 82% during the weekday survey and had 58% occupancy during the weekend survey.

5.2.47 Wolfington Road

Figure 41. Wolfington Road



Wolfington Road is a two way through road, approximately 390 metres in length. The road consists of a mixture of residential units, in addition at the western end of Wolfington Road, surrounding the junction with Knight's Hill, lots of retail units are present. Julian's Primary School is also present on Wolfington Road.

Table 41. Wolfington Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	745	557	106	82	78%	92	87%
Saturday				69	65%	84	79%

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

○ Disabled Bay	3
○ Double Yellow	5
○ Dropped Kerb	1
○ Keep Clear	10
○ Parking Bay	2
○ Pedestrian Crossing	1
○ Single Yellow	4
○ White Line / Dropped Kerb	1

The average occupancy level for those on keep clear throughout the weekday survey was 34%, on the weekend this figure was 19%. The disabled bay had an average occupancy of 78% during the weekday survey and had 41% occupancy during the weekend survey.

5.2.48 York Hill

Figure 42. York Hill



York Hill is a two way through road, approximately 345 metres in length. The road consists of a mixture of residential units and provides access to the York Hill estate. A central section of the road consists of a bridge over the railway lines. At the eastern end of York Hill, surrounding the junction with Norwood Road, lots of retail units are present.

Table 42. York 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 (%)
Thursday	654	122	22	8	36%	10	45%
Saturday				6	26%	8	36%

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

○ Access	4
○ Double Yellow	14
○ Dropped Kerb	2
○ Restricted Carriageway	3
○ Single Yellow	46
○ Single Yellow/ Dropped Kerb	22
○ White Line/ Dropped Kerb	1

The average occupancy level for those on single yellow throughout the weekday survey was just 1%, and no vehicles were observed parking 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 West Norwood 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 West Norwood 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 5th November 2016 and Thursday 8th November 2016. Further surveys were carried out on 26th and 28th January 2017 to verify data for specific streets. Surveyors 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 West Norwood Area. Where restrictions cross over, lines have been prioritised in the classification below.

○ Unrestricted parking area	=	2,143 defined spaces
○ Dropped Kerb / Access	=	187 defined spaces
○ Designated Parking Bay	=	191 defined spaces
○ Single Yellow Line	=	399 defined spaces
○ Single Yellow Line (with crossover)	=	68 defined spaces
○ Double Yellow Line	=	272 defined spaces
○ Double Red Line	=	6 defined spaces
○ Other Formal Restriction	=	336 defined spaces
○ Informal White Line Markings	=	87 defined spaces
○ Total	=	3,689

This indicates that there are 2,334 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the West Norwood Area.

This increases to a potential 2,733 defined spaces overnight, if single yellow line space were to be included (but not single yellow lines which cross over another restriction, for example a dropped kerb).

6.4 Parking Stress

Parking stress (or % occupancy) is a measure of demand for parking against the available supply. It is defined by the number of vehicles parked in relation to the unrestricted on-street capacity. This is expressed as a percentage figure of the overall capacity.

Across the West Norwood Area as a whole, the level of parking stress appears moderately high with maximum observed parking demand of 1,924 around 400 below the daytime parking supply of 2,334 spaces across the area.

The breakdown of maximum parking stress levels, by individual street, has been identified and this is reflected in **Figure 43** and **Figure 44** below. This relates to parking stress on unrestricted parking bays.

Figure 43. Parking Stress Levels - Proportion of Streets by Category (Weekday)

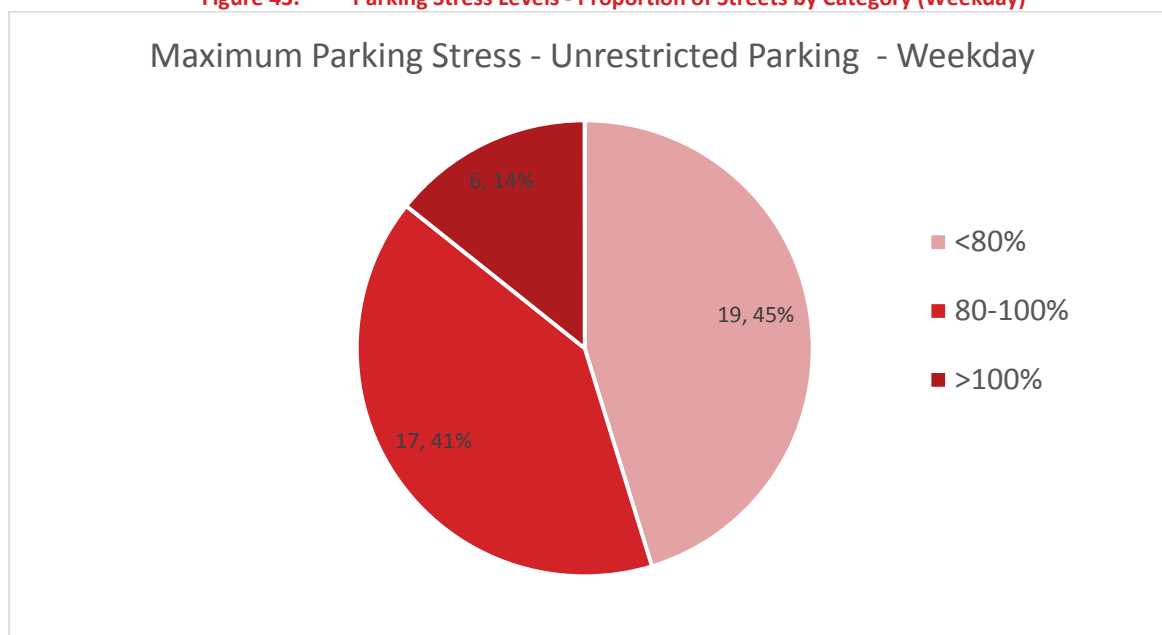
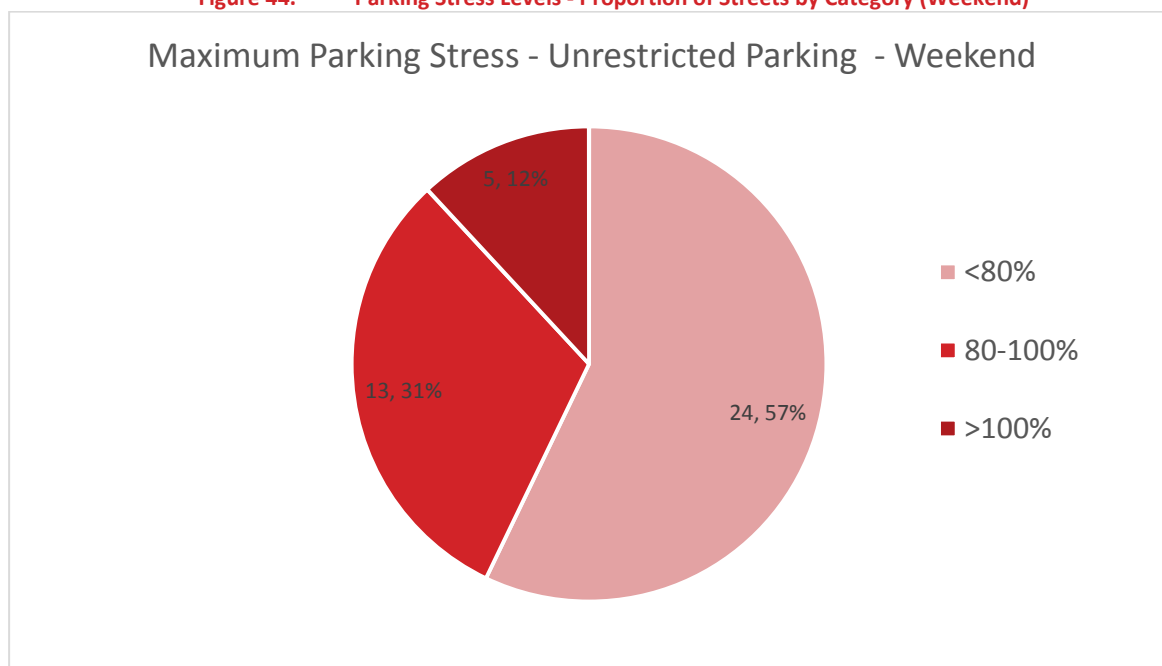


Figure 44. Parking Stress Levels - Proportion of Streets by Category (Weekend)



This data consists of the following breakdown of streets:

- A total of **16** roads had parking stresses of less than 80%, and these were:
 - Arduli Road;
 - Barston Road;
 - Canterbury Grove; Dodbrooke Road; East Place; Hexham Road;
 - Idmiston Road;
 - Lansdowne Hill; Prioress Road;
 - Robson Road;
 - Selsdon Road; Thurlestone Road;
 - Towton Road;
 - Tulsemere Road; Waring Street; and
 - York Hill.
- A total of **18** roads had parking stresses of between 80% and 100%, and these were:
 - Beadman Street;
 - Bloom Grove;
 - Casewick Road;
 - Chatsworth Road;
 - Chestnut Road;
 - Cranfield Close;
 - Dunbar Street;
 - Dunelm Grove;
 - Dunkirk Street;
 - Hainthorpe Road;
 - Hubbard Road;
 - Lavengro Road;
 - Pilgrim Hill;
 - St Julian's Farm Road;
 - Thornlaw Road;
 - Thurlby Road; and
 - Waldeck Grove;
 - Wolfington Road.
- A total of **eight** roads had parking stresses of over 100%, and these were:
 - Auckland Hill;
 - Dalton Street;
 - Hennen Road;
 - Knights Hill Square;
 - Lancaster Avenue;
 - Langmead Street;
 - Mount Villas; and
 - Windsor Grove.

6.5 Parking Demand

During the Thursday survey, a total of 3,236 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 may also encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).

During the course of the Thursday an additional 1,579 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 2,877 unique vehicle registration plates were recorded across the study area. 58% of these were recorded at the outset of the survey (04:00) and therefore

represent overnight demand. A large proportion of this is likely to local residential demand from the area; however, it may also encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).

During the course of the weekend period, an additional 1,218 plates were recorded (42% 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 43 provides a breakdown of overall duration of stay of vehicles across the observed survey periods on Thursday and Saturday.

Table 43. Duration of Stay of Vehicles within the Study Area

Length of Stay	No. of vehicles Thursday	% of all vehicles counted Thursday	No. of vehicles Saturday	% of all vehicles counted Saturday
More than 16 hours	744	19%	640	19%
Between 12-16 hours	241	6%	164	5%
Between 8-12 hours	467	12%	827	12%
Between 4-8 hours	773	20%	910	27%
Between 2-4 hours	918	24%	684	20%
Less than 2 hours	698	18%	598	18%
Total	3,841	100%	3,833	100%

It is evident from **Table 43** that the duration of stay is evenly distributed across duration bands. The majority of vehicles in the weekday stay for between 2 – 4 hours, however number of vehicles parked between 4 – 8 hours is also significant, and was the highest proportion on a weekend, and could be an indication of non-residential parking.

Just under one fifth of vehicles were parked for the full duration on both the Thursday and the Saturday. Around the same level is short-stay parking.

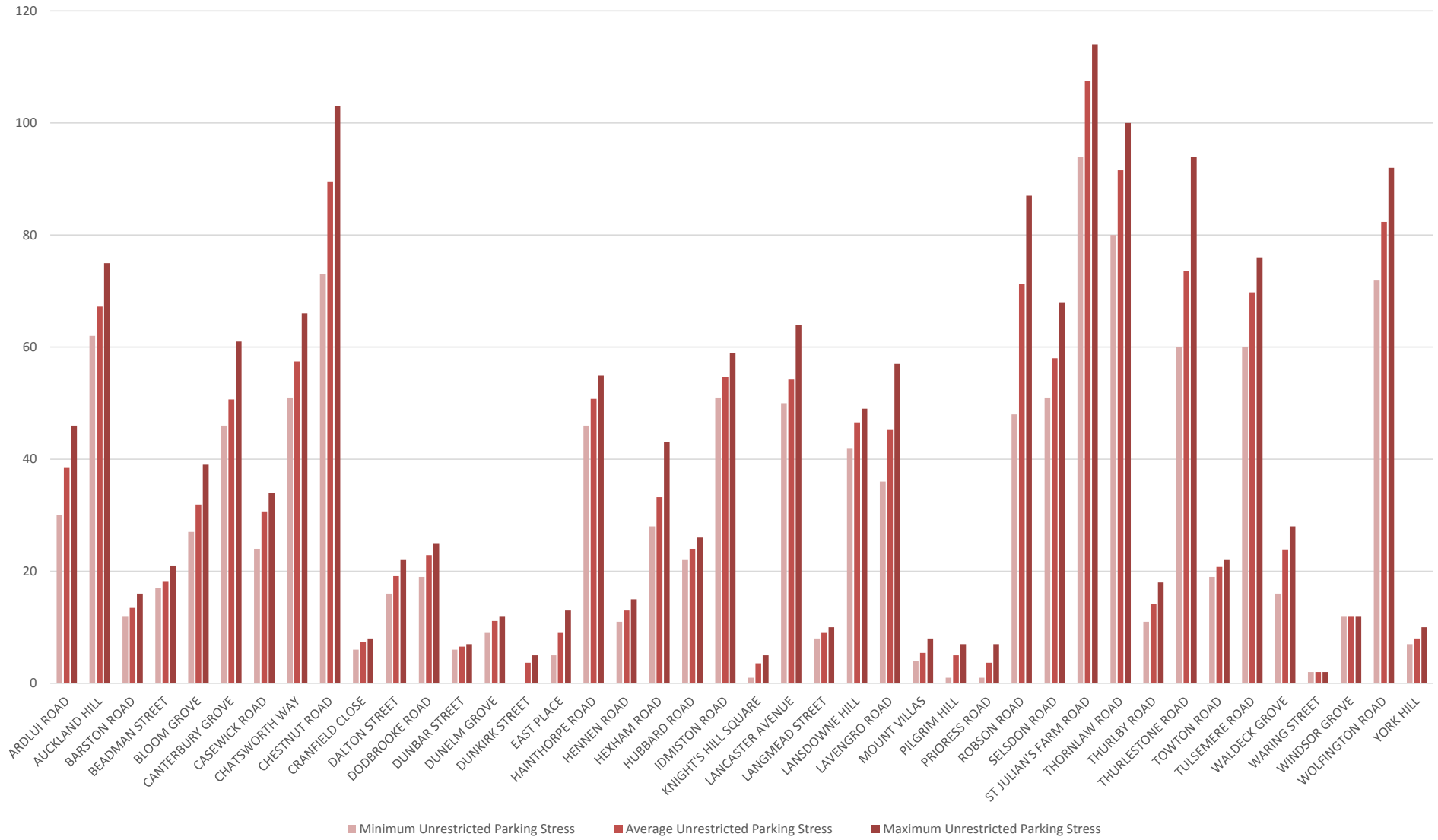
In order to provide insight into parking patterns across the day an analysis of the correlation of duration of stay data against the arrival time of a vehicle has been conducted. The following key insights were obtained from the Thursday data [*Saturday figures in brackets*]:

- Vehicles arriving between 6am and 8am generally departed prior to the end of the survey (10pm)
- Of the vehicles arriving (or returning) during the middle period of the day, 29% [21%] left within 2 hours, and 21% [21%] within 4 hours
- Of the vehicles arriving (or returning) towards the end of the day, 72% [76%] remained parked throughout the remainder of the survey.

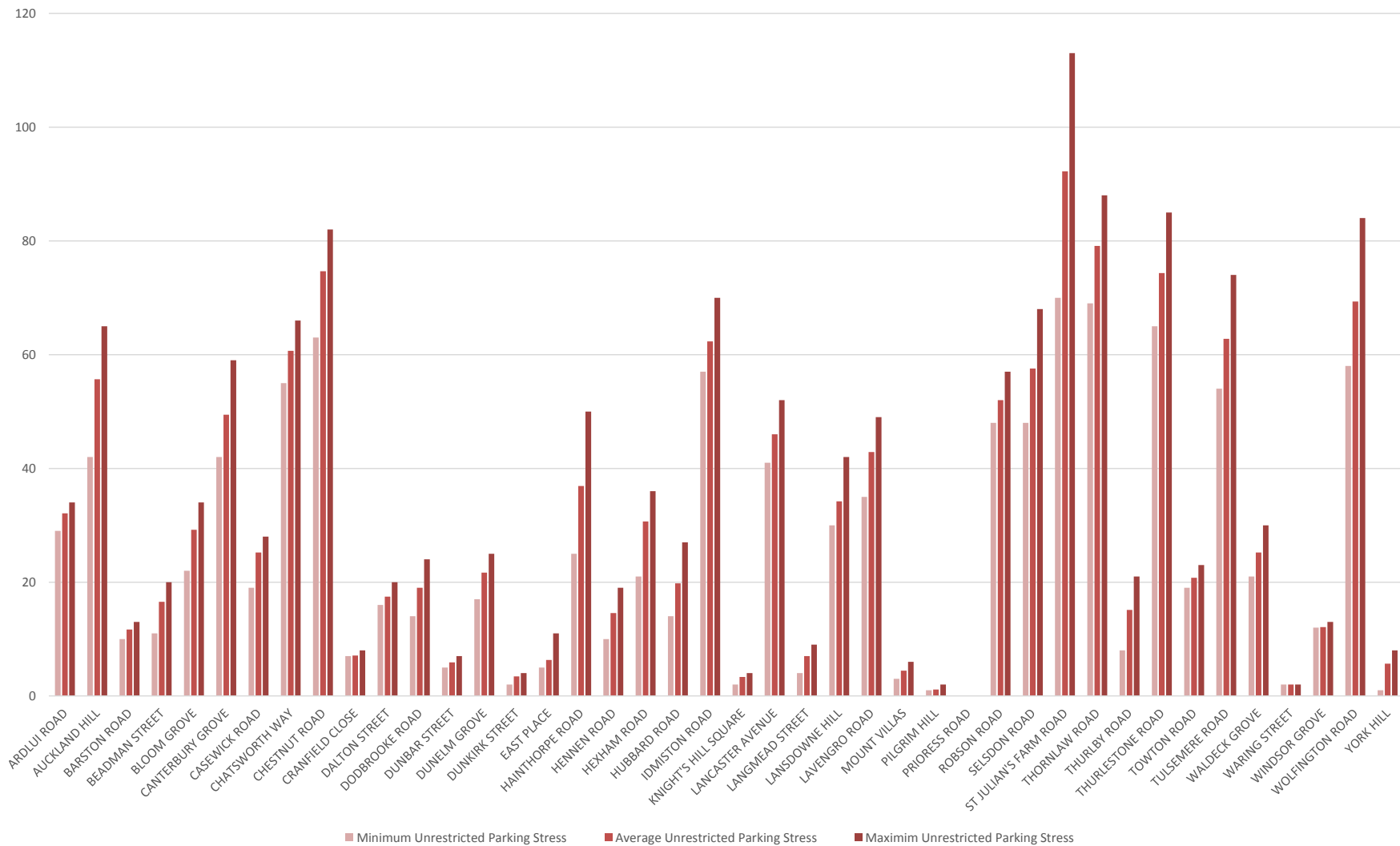
Report Appendix A

MINIMUM, AVERAGE AND MAXIMUM UNRESTRICTED PARKING STRESS

Minimum, Average and Maximum Unrestricted Parking Stress - Weekday



Minimum, Average and Maximum Unrestricted Parking Stress - Weekend



PARKING PRESSURES ACROSS RESTRICTED KERBSIDE

PARKING PRESSURES ACROSS RESTRICTED KERBSIDE		
STREET NAME	REGULATION	CAPACITY
ARDLUI ROAD	DROPPED KERB	10
ARDLUI ROAD	RESTRICTED CARRIAGEWAY	9
AUCKLAND HILL	CAR CLUB	2
AUCKLAND HILL	DISABLED BAY	1
AUCKLAND HILL	DROPPED KERB	10
AUCKLAND HILL	PARKING BAY	1
AUCKLAND HILL	RESTRICTED CARRIAGEWAY	2
AUCKLAND HILL	SINGLE YELLOW	24
AUCKLAND HILL	SINGLE YELLOW/ACCESS	2
AUCKLAND HILL	SINGLE YELLOW/DROPPED KERB	4
AUCKLAND HILL	WHITE LINE/DROPPED KERB	14
BARSTON ROAD	DROPPED KERB	0
BARSTON ROAD	RESTRICTED CARRIAGEWAY	3
BEADMAN STREET	ACCESS	8
BEADMAN STREET	DROPPED KERB	1
BEADMAN STREET	RESTRICTED CARRIAGEWAY	4
BEADMAN STREET	SINGLE YELLOW	5
BEADMAN STREET	WHITE LINE/ACCESS	2
BLOOM GROVE	DISABLED BAY	1
BLOOM GROVE	SINGLE YELLOW	9
BLOOM GROVE	SINGLE YELLOW/DROPPED KERB	1
BLOOM GROVE	WHITE LINE/DROPPED KERB	1
CANTERBURY GROVE	DISABLED BAY	2
CANTERBURY GROVE	DOUBLE YELLOW	8
CANTERBURY GROVE	DROPPED KERB	12
CANTERBURY GROVE	PARKING BAY	3
CANTERBURY GROVE	RESTRICTED CARRIAGEWAY	13
CANTERBURY GROVE	WHITE LINE/DROPPED KERB	1
CASEWICK ROAD	DOUBLE YELLOW	4
CASEWICK ROAD	DROPPED KERB	2
CHATSWORTH WAY	DISABLED BAY	2
CHATSWORTH WAY	DOCTOR BAY	2
CHATSWORTH WAY	DOUBLE RED	1
CHATSWORTH WAY	DROPPED KERB	13
CHATSWORTH WAY	PARKING BAY	10
CHATSWORTH WAY	RESTRICTED CARRIAGEWAY	1
CHATSWORTH WAY	SINGLE YELLOW	3
CHATSWORTH WAY	SINGLE YELLOW/DROPPED KERB	1
CHATSWORTH WAY	WHITE LINE/DROPPED KERB	13
CHESTNUT ROAD	ACCESS	1
CHESTNUT ROAD	DISABLED BAY	2
CHESTNUT ROAD	DROPPED KERB	6
CHESTNUT ROAD	PARKING BAY	5
CHESTNUT ROAD	RESTRICTED CARRIAGEWAY	4
CHESTNUT ROAD	SINGLE YELLOW	8
CHESTNUT ROAD	SINGLE YELLOW/DROPPED KERB	0
CHESTNUT ROAD	WHITE LINE/DROPPED KERB	11
COTSWOLD STREET	DOUBLE YELLOW	27
COTSWOLD STREET	PARKING BAY	12
COTSWOLD STREET	PEDESTRIAN CROSSING	0
CRANFIELD CLOSE	DISABLED BAY	2
CRANFIELD CLOSE	KEEP CLEAR	1
CRANFIELD CLOSE	KEEP CLEAR/DROPPED KERB	0
CRANFIELD CLOSE	PARKING BAY	1
CRANFIELD CLOSE	SINGLE YELLOW	4

THURSDAY						
MIN	% MIN	AVE	% AVE	MAX	% MAX	
0	0%	1	12%	2	20%	
1	11%	2	19%	2	22%	
0	0%	1	56%	2	100%	
0	0%	1	89%	1	100%	
5	50%	7	66%	7	70%	
0	0%	1	78%	1	100%	
0	0%	0	0%	0	0%	
11	46%	18	75%	21	88%	
0	0%	1	61%	2	100%	
1	25%	3	81%	4	100%	
5	36%	7	48%	9	64%	
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0	0%	0	7%	1	33%	
0	0%	0	3%	1	13%	
1	100%	1	100%	1	100%	
3	75%	4	108%	5	125%	
1	20%	2	36%	3	60%	
0	0%	1	33%	2	100%	
0	0%	0	0%	0	0%	
0	0%	0	1%	1	11%	
0	0%	0	0%	0	0%	
1	100%	1	100%	1	100%	
0	0%	1	39%	1	50%	
0	0%	0	6%	1	13%	
0	0%	1	7%	3	25%	
0	0%	2	63%	3	100%	
2	15%	2	17%	3	23%	
0	0%	0	33%	1	100%	
1	25%	1	25%	1	25%	
1	50%	2	78%	3	150%	
0	0%	2	78%	2	100%	
0	0%	1	44%	2	100%	
0	0%	1	67%	1	100%	
0	0%	1	9%	3	23%	
0	0%	2	23%	7	70%	
0	0%	1	67%	1	100%	
0	0%	0	7%	1	33%	
0	0%	0	0%	0	0%	
0	0%	0	3%	1	8%	
0	0%	0	22%	1	100%	
0	0%	1	39%	1	50%	
2	33%	5	76%	8	133%	
1	20%	4	78%	6	120%	
1	25%	2	39%	2	50%	
1	13%	4	54%	6	75%	
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1	9%	3	26%	5	45%	
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6	50%	9	74%	12	100%	
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1	50%	2	89%	2	100%	
1	100%	1	100%	1	100%	
0	-	1	-	1	-	
1	100%	1	100%	1	100%	
2	50%	2	56%	3	75%	

SATURDAY						
MIN	% MIN	AVE	% AVE	MAX	% MAX	
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0	0%	1	9%	1	11%	
0	0%	1	56%	2	100%	
0	0%	1	89%	1	100%	
2	20%	3	33%	5	50%	
0	0%	1	89%	1	100%	
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10	42%	14	60%	18	75%	
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2	14%	3	25%	5	36%	
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1	33%	1	48%	2	67%	
0	0%	1	10%	1	13%	
0	0%	1	56%	1	100%	
3	75%	4	92%	5	125%	
0	0%	1	20%	4	80%	
0	0%	1	33%	2	100%	
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0	0%	0	2%	1	11%	
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0	0%	1	111%	2	200%	
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0	0%	2	15%	3	25%	
1	33%	2	74%	3	100%	
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1	50%	2	78%	2	100%	
0	0%	0	22%	1	100%	
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1	100%	1	100%	1	100%	
2	50%	2	56%	3	75%	

DALTON STREET	DROPPED KERB	2
DALTON STREET	KEEP CLEAR/ACCESS	4
DALTON STREET	PARKING BAY	12
DALTON STREET	SINGLE YELLOW	0
DALTON STREET	SINGLE YELLOW/ACCESS	2
DALTON STREET	SINGLE YELLOW/DROPPED KERB	1
DODDBROOKE ROAD	DROPPED KERB	1
DUNBAR STREET	DROPPED KERB	1
DUNBAR STREET	PARKING BAY	6
DUNBAR STREET	SINGLE YELLOW	5
DUNELM GROVE	DISABLED BAY	1
DUNELM GROVE	DOUBLE YELLOW	4
DUNELM GROVE	DOUBLE YELLOW/DROPPED KERB	0
DUNELM GROVE	DROPPED KERB	2
DUNELM GROVE	KEEP CLEAR	0
DUNELM GROVE	RESTRICTED CARRIAGEWAY	11
EAST PLACE	DROPPED KERB	16
EAST PLACE	RESTRICTED CARRIAGEWAY	5
EAST PLACE	SINGLE YELLOW	2
HAINTHORPE ROAD	DISABLED BAY	2
HAINTHORPE ROAD	DROPPED KERB	2
HAINTHORPE ROAD	RESTRICTED CARRIAGEWAY	0
HENNEN ROAD	SINGLE YELLOW	19
HENNEN ROAD	SINGLE YELLOW/DROPPED KERB	1
HEXHAM ROAD	RESTRICTED CARRIAGEWAY	3
HUBBARD ROAD	DISABLED BAY	1
HUBBARD ROAD	DOUBLE YELLOW	2
HUBBARD ROAD	DROPPED KERB	2
HUBBARD ROAD	KEEP CLEAR/DROPPED KERB	0
HUBBARD ROAD	RESTRICTED CARRIAGEWAY	5
HUBBARD ROAD	WHITE LINE/DROPPED KERB	0
IDMISTON ROAD	DISABLED BAY	3
IDMISTON ROAD	DROPPED KERB	11
IDMISTON ROAD	RESTRICTED CARRIAGEWAY	10
KNIGHT'S HILL	DISABLED BAY	1
KNIGHT'S HILL	PARKING BAY	24
KNIGHT'S HILL	SINGLE YELLOW	55
KNIGHT'S HILL	SINGLE YELLOW/DROPPED KERB	2
KNIGHT'S HILL	ZIG ZAG	15
KNIGHT'S HILL SQUARE	DROPPED KERB	1
KNIGHT'S HILL SQUARE	PARKING BAY	3
KNIGHT'S HILL SQUARE	RESTRICTED CARRIAGEWAY	5
KNIGHT'S HILL SQUARE	SINGLE YELLOW	14
KNIGHT'S HILL SQUARE	SINGLE YELLOW/DROPPED KERB	2
LANCASTER AVENUE	DOUBLE YELLOW	1
LANCASTER AVENUE	DROPPED KERB	35
LANCASTER AVENUE	KEEP CLEAR	3
LANCASTER AVENUE	PARKING BAY	13
LANCASTER AVENUE	RESTRICTED CARRIAGEWAY	4
LANCASTER AVENUE	SINGLE YELLOW	7
LANCASTER AVENUE	WHITE LINE	0
LANCASTER AVENUE	WHITE LINE/DROPPED KERB	18
LANGMEAD STREET	ACCESS	2
LANGMEAD STREET	DISABLED BAY	2
LANGMEAD STREET	DROPPED KERB	0
LANGMEAD STREET	SINGLE YELLOW	2
LANGMEAD STREET	WHITE LINE/ACCESS	1

1	50%	2	94%	2	100%
0	0%	0	11%	1	25%
2	17%	4	33%	6	50%
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0	0%	0	17%	1	50%
0	0%	1	67%	1	100%
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
3	50%	5	91%	8	133%
3	60%	4	76%	4	80%
1	100%	1	100%	1	100%
1	25%	1	25%	1	25%
0	-	1	-	1	-
1	50%	1	50%	1	50%
0	-	2	-	2	-
3	27%	5	49%	6	55%
1	6%	2	13%	4	25%
3	60%	3	64%	4	80%
1	50%	1	50%	1	50%
2	100%	2	100%	2	100%
1	50%	2	100%	3	150%
0	-	0	-	1	-
0	0%	3	15%	6	32%
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0	0%	0	17%	1	50%
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1	10%	2	21%	3	30%
0	0%	0	22%	1	100%
4	17%	12	50%	19	79%
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0	0%	1	28%	1	50%
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0	0%	0	44%	1	100%
2	67%	3	85%	3	100%
0	0%	1	18%	1	20%
0	0%	2	11%	3	21%
0	0%	1	33%	2	100%
0	0%	0	22%	1	100%
1	3%	4	10%	6	17%
0	0%	0	0%	0	0%
2	15%	4	28%	7	54%
1	25%	2	44%	4	100%
1	14%	1	14%	1	14%
1	-	1	-	2	-
0	0%	0	2%	1	6%
0	0%	0	6%	1	50%
0	0%	0	11%	1	50%
0	-	0	-	0	-
0	0%	0	6%	1	50%
0	0%	0	0%	0	0%

2	100%	3	133%	3	150%
3	75%	3	86%	4	100%
1	8%	4	32%	6	50%
1	-	1	-	2	-
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
1	100%	1	100%	1	100%
0	0%	0	33%	1	100%
4	67%	5	85%	6	100%
2	40%	2	44%	3	60%
0	0%	1	67%	1	100%
1	25%	1	25%	1	25%
0	-	0	-	0	-
0	0%	0	0%	0	0%
0	-	0	-	1	-
0	0%	0	0%	0	0%
0	0%	1	6%	2	13%
3	60%	3	60%	3	60%
1	50%	1	56%	2	100%
2	100%	2	100%	2	100%
1	50%	1	72%	2	100%
0	-	0	-	0	-
0	0%	1	4%	1	5%
0	0%	0	0%	0	0%
1	33%	2	52%	2	67%
1	100%	1	100%	1	100%
0	0%	0	11%	1	50%
0	0%	1	39%	1	50%
0	-	1	-	2	-
3	60%	4	82%	5	100%
0	-	0	-	1	-
0	0%	1	19%	1	33%
2	18%	3	29%	4	36%
4	40%	5	53%	6	60%
0	0%	0	0%	0	0%
0	0%	7	30%	11	46%
0	0%	3	6%	10	18%
0	0%	0	17%	1	50%
0	0%	0	1%	1	7%
0	0%	0	0%	0	0%
1	33%	2	74%	3	100%
0	0%	1	18%	1	20%
0	0%	0	3%	2	14%
0	0%	0	17%	1	50%
0	0%	0	0%	0	0%
0	0%	0	1%	1	3%
0	0%	0	11%	1	33%
2	15%	5	38%	10	77%
0	0%	1	17%	1	25%
1	14%	2	25%	3	43%
0	-	1	-	1	-
1	6%	2	11%	4	22%
0	0%	0	0%	0	0%
0	0%	0	6%	1	50%
0	-	0	-	1	-
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%

LANSDOWNE HILL	DISABLED BAY	3
LANSDOWNE HILL	DOUBLE YELLOW	12
LANSDOWNE HILL	DROPPED KERB	6
LANSDOWNE HILL	PARKING BAY	10
LANSDOWNE HILL	SINGLE YELLOW	2
LANSDOWNE HILL	WHITE LINE	1
LANSDOWNE HILL	WHITE LINE/DROPPED KERB	1
LAVENGRO ROAD	DROPPED KERB	1
LAVENGRO ROAD	RESTRICTED CARRIAGEWAY	4
NETTLEFOLD PLACE	DOUBLE YELLOW	34
NETTLEFOLD PLACE	PARKING BAY	7
NORWOOD HIGH STREET	DOUBLE YELLOW	9
NORWOOD HIGH STREET	DOUBLE YELLOW/ACCESS	2
NORWOOD HIGH STREET	DOUBLE YELLOW/DROPPED KERB	0
NORWOOD HIGH STREET	PARKING BAY	18
NORWOOD HIGH STREET	SINGLE YELLOW	88
NORWOOD ROAD	PARKING BAY	22
NORWOOD ROAD	SINGLE YELLOW	18
NORWOOD ROAD	ZIG ZAG	19
PILGRIM HILL	ACCESS	3
PILGRIM HILL	KEEP CLEAR	1
PILGRIM HILL	PARKING BAY	8
PILGRIM HILL	RESTRICTED CARRIAGEWAY	6
PILGRIM HILL	SINGLE YELLOW	7
PRIORESS ROAD	DROPPED KERB	1
PRIORESS ROAD	KEEP CLEAR	7
PRIORESS ROAD	KEEP CLEAR/DROPPED KERB	1
PRIORESS ROAD	PARKING BAY	5
PRIORESS ROAD	RESTRICTED CARRIAGEWAY	1
ROBSON ROAD	DOUBLE YELLOW	31
ROBSON ROAD	DROPPED KERB	2
ROBSON ROAD	WHITE LINE/DROPPED KERB	5
SELSDON ROAD	DISABLED BAY	1
SELSDON ROAD	DOUBLE YELLOW	0
SELSDON ROAD	DROPPED KERB	0
SELSDON ROAD	WHITE LINE/DROPPED KERB	0
ST JULIAN'S FARM ROAD	DISABLED BAY	1
ST JULIAN'S FARM ROAD	DOUBLE YELLOW	8
ST JULIAN'S FARM ROAD	DROPPED KERB	2
ST JULIAN'S FARM ROAD	PARKING BAY	3
ST JULIAN'S FARM ROAD	WHITE LINE/DROPPED KERB	3
THORNLAWS ROAD	DISABLED BAY	1
THORNLAWS ROAD	DOUBLE YELLOW	0
THORNLAWS ROAD	DROPPED KERB	6
THORNLAWS ROAD	SINGLE YELLOW	5
THORNLAWS ROAD	WHITE LINE/DROPPED KERB	2
THURLBY ROAD	DROPPED KERB	1
THURLESTONE ROAD	DISABLED BAY	1
THURLESTONE ROAD	DROPPED KERB	4
TOWTON ROAD	RESTRICTED CARRIAGEWAY	7
TULSEMER ROAD	DISABLED BAY	2
TULSEMER ROAD	DROPPED KERB	1
TULSEMER ROAD	RESTRICTED CARRIAGEWAY	1
TULSEMER ROAD	WHITE LINE	5
WARING STREET	DOUBLE YELLOW	2
WARING STREET	PARKING BAY	2
WARING STREET	SINGLE YELLOW	13

2	67%	2	78%	3	100%
0	0%	2	14%	3	25%
1	17%	2	28%	3	50%
1	10%	7	66%	11	110%
0	0%	0	6%	1	50%
0	0%	1	67%	1	100%
0	0%	0	22%	1	100%
0	0%	0	22%	1	100%
0	0%	1	28%	2	50%
0	0%	0	0%	1	3%
7	100%	8	111%	8	114%
0	0%	1	16%	3	33%
0	0%	1	39%	1	50%
0	-	0	-	1	-
2	11%	6	35%	10	56%
2	2%	7	8%	11	13%
1	5%	11	49%	14	64%
0	0%	1	6%	3	17%
0	0%	0	1%	1	5%
2	67%	3	85%	3	100%
0	0%	0	22%	1	100%
5	63%	5	67%	6	75%
0	0%	0	0%	0	0%
1	14%	3	41%	5	71%
0	0%	0	44%	1	100%
0	0%	3	41%	5	71%
0	0%	0	11%	1	100%
0	0%	0	2%	1	20%
0	0%	1	67%	1	100%
0	0%	1	5%	3	10%
0	0%	0	17%	1	50%
3	60%	4	82%	5	100%
0	0%	0	22%	1	100%
1	-	1	-	3	-
0	-	0	-	1	-
0	-	0	-	0	-
0	0%	0	44%	1	100%
0	0%	0	0%	0	0%
1	50%	1	50%	1	50%
1	33%	2	56%	3	100%
0	0%	1	30%	1	33%
1	100%	1	100%	1	100%
0	-	0	-	0	-
3	50%	4	61%	5	83%
1	20%	1	20%	1	20%
0	0%	0	0%	0	0%
0	0%	0	11%	1	100%
1	100%	1	100%	1	100%
2	50%	2	56%	3	75%
1	14%	2	25%	2	29%
0	0%	0	11%	1	50%
1	100%	1	133%	2	200%
0	0%	0	0%	0	0%
1	20%	2	42%	3	60%
0	0%	0	22%	1	50%
1	50%	2	94%	2	100%
0	0%	1	4%	1	8%

1	33%	1	41%	2	67%
3	25%	3	29%	5	42%
1	17%	2	35%	3	50%
3	30%	6	61%	10	100%
1	50%	2	94%	2	100%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
0	0%	1	33%	2	50%
0	0%	1	2%	3	9%
3	43%	5	78%	8	114%
0	0%	0	0%	0	0%
0	0%	0	6%	1	50%
0	-	0	-	0	-
4	22%	7	41%	10	56%
2	2%	5	5%	9	10%
1	5%	13	58%	16	73%
0	0%	1	4%	2	11%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
5	63%	5	63%	5	63%
0	0%	0	2%	1	17%
2	29%	2	29%	2	29%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	0	0%	0	0%
0	0%	1	24%	2	40%
1	100%	1	100%	1	100%
0	-	0	-	0	-
1	-	3	-	3	-
0	-	1	-	1	-
0	0%	0	0%	0	0%
0	0%	0	6%	1	13%
0	0%	1	67%	2	100%
1	33%	1	44%	2	67%
0	0%	0	0%	0	0%
1	100%	1	100%	1	100%
1	-	1	-	1	-
2	33%	3	54%	4	67%
0	0%	0	4%	1	20%
0	0%	1	28%	1	50%
0	0%	0	22%	1	100%
1	100%	1	100%	1	100%
0	0%	1	14%	1	14%
0	0%	1	28%	1	50%
1	100%	2	178%	2	200%
0	0%	1	78%	1	100%
0	0%	0	0%	0	0%
0	0%	1	61%	2	100%
0	0%	1	56%	2	100%
0	0%	1	8%	2	15%

WAYLETT PLACE	DOUBLE YELLOW	27	0	0%	0	2%	1	4%	0	0%	0	1%	1	4%
WAYLETT PLACE	DOUBLE YELLOW/ACCESS	4	0	0%	0	0%	0	0%	0	0%	0	3%	1	25%
WAYLETT PLACE	DOUBLE YELLOW/DROPPED KERB	2	0	0%	1	28%	1	50%	0	0%	0	0%	0	0%
WAYLETT PLACE	PARKING BAY	9	4	44%	6	62%	7	78%	5	56%	7	80%	8	89%
WINDSOR GROVE	ACCESS	5	0	0%	1	16%	1	20%	0	0%	0	0%	0	0%
WINDSOR GROVE	DOUBLE YELLOW	10	6	60%	8	82%	9	90%	5	50%	6	58%	8	80%
WINDSOR GROVE	DOUBLE YELLOW/ACCESS	1	0	0%	1	56%	1	100%	0	0%	0	0%	0	0%
WINDSOR GROVE	PARKING BAY	15	13	87%	14	92%	15	100%	14	93%	14	95%	15	100%
WINDSOR GROVE	SINGLE YELLOW	7	3	43%	3	48%	4	57%	2	29%	4	54%	8	114%
WOLFINGTON ROAD	DISABLED BAY	3	2	67%	2	78%	3	100%	1	33%	1	41%	2	67%
WOLFINGTON ROAD	DOUBLE YELLOW	5	0	0%	1	16%	1	20%	0	0%	0	2%	1	20%
WOLFINGTON ROAD	DROPPED KERB	1	0	0%	0	44%	1	100%	0	0%	0	11%	1	100%
WOLFINGTON ROAD	KEEP CLEAR	10	0	0%	3	34%	5	50%	0	0%	2	19%	3	30%
WOLFINGTON ROAD	PARKING BAY	2	0	0%	1	44%	1	50%	1	50%	2	78%	2	100%
WOLFINGTON ROAD	SINGLE YELLOW	4	0	0%	1	14%	1	25%	0	0%	0	0%	0	0%
WOLFINGTON ROAD	WHITE LINE/DROPPED KERB	1	1	100%	2	189%	2	200%	1	100%	1	144%	2	200%
YORK HILL	DROPPED KERB	2	0	0%	1	44%	1	50%	0	0%	0	0%	0	0%
YORK HILL	RESTRICTED CARRIAGEWAY	3	0	0%	0	11%	1	33%	0	0%	2	59%	2	67%
YORK HILL	SINGLE YELLOW	46	0	0%	1	1%	2	4%	0	0%	0	0%	1	2%

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

DURATION OF STAY SUMMARY

Street	Over 16 hours	14 to 16 hours	12 to 14 hours	10 to 12 hours	8 to 10 hours	6 to 8 hours	4 to 6 hours	2 to 4 hours	Less than 2 hours
ARDLUI ROAD	19%	0%	5%	10%	11%	5%	17%	25%	10%
AUCKLAND HILL	24%	3%	4%	5%	8%	14%	13%	19%	11%
BARSTON ROAD	12%	3%	0%	12%	9%	6%	18%	24%	15%
BEADMAN STREET	9%	5%	3%	5%	9%	9%	18%	14%	28%
BLOOM GROVE	22%	3%	3%	14%	2%	14%	10%	13%	19%
CANTERBURY GROVE	11%	0%	5%	3%	3%	10%	11%	32%	25%
CASEWICK ROAD	25%	7%	8%	5%	8%	8%	2%	13%	25%
CHATSWORTH WAY	21%	0%	1%	9%	7%	9%	13%	26%	14%
CHESTNUT ROAD	20%	2%	3%	2%	16%	13%	14%	21%	8%
COTSWOLD STREET	17%	0%	4%	0%	4%	0%	21%	21%	33%
CRANFIELD CLOSE	41%	0%	9%	5%	0%	14%	14%	14%	5%
DALTON STREET	16%	0%	5%	16%	2%	12%	14%	17%	19%
DODBROOKE ROAD	16%	0%	4%	4%	7%	9%	7%	30%	23%
DUNBAR STREET	24%	7%	0%	0%	17%	24%	10%	17%	0%
DUNELM GROVE	9%	11%	7%	2%	9%	18%	16%	16%	13%
DUNKIRK STREET	0%	33%	0%	0%	17%	50%	0%	0%	0%
EAST PLACE	34%	0%	0%	3%	3%	7%	14%	17%	21%
HAINTHORPE ROAD	17%	0%	6%	2%	9%	5%	6%	39%	16%
HENNEN ROAD	15%	0%	3%	5%	10%	8%	10%	15%	35%
HEXHAM ROAD	26%	0%	0%	7%	9%	4%	13%	27%	14%
HUBBARD ROAD	26%	2%	3%	3%	5%	11%	16%	23%	11%
IDMISTON ROAD	27%	0%	1%	10%	6%	9%	16%	20%	11%
KNIGHT'S HILL	0%	0%	0%	0%	4%	2%	11%	24%	59%
KNIGHT'S HILL SQUARE	0%	0%	4%	7%	29%	7%	4%	11%	39%
LANCASTER AVENUE	23%	0%	4%	6%	4%	7%	9%	29%	17%
LANGMEAD STREET	3%	3%	3%	3%	9%	0%	12%	27%	39%
LANSDOWNE HILL	13%	1%	5%	2%	5%	5%	8%	24%	36%
LAVENGRO ROAD	28%	2%	0%	7%	8%	6%	13%	26%	10%
MOUNT VILLAS	6%	0%	6%	0%	6%	6%	19%	38%	19%
NETTLEFOLD PLACE	45%	0%	18%	0%	9%	9%	0%	9%	9%
NORWOOD HIGH STREET	5%	0%	0%	8%	21%	10%	18%	26%	13%
NORWOOD ROAD	0%	0%	0%	0%	0%	2%	25%	29%	44%
PILGRIM HILL	32%	4%	8%	4%	16%	8%	12%	12%	4%
PRIORESS ROAD	5%	0%	0%	35%	0%	5%	10%	5%	40%
ROBSON ROAD	32%	3%	3%	1%	21%	14%	11%	9%	6%
SELSDON ROAD	16%	0%	7%	2%	4%	6%	13%	37%	15%
ST JULIAN'S FARM ROAD	23%	7%	5%	3%	9%	9%	6%	21%	17%
THORNLAWS ROAD	18%	7%	6%	5%	6%	4%	8%	21%	24%
THURLBY ROAD	28%	8%	16%	4%	0%	0%	4%	8%	32%
THURLESTONE ROAD	17%	2%	5%	1%	4%	9%	14%	35%	12%
TOWTON ROAD	53%	0%	0%	6%	0%	0%	12%	21%	9%
TULSEMER ROAD	32%	0%	2%	8%	5%	8%	16%	26%	6%
WALDECK GROVE	13%	4%	5%	0%	11%	11%	13%	29%	15%
WARING STREET	20%	0%	10%	0%	10%	10%	10%	30%	10%
WAYLETT PLACE	18%	18%	0%	0%	18%	18%	18%	0%	9%
WINDSOR GROVE	56%	4%	2%	4%	2%	4%	9%	7%	13%
WOLFINGTON ROAD	11%	0%	8%	3%	7%	8%	12%	31%	21%
YORK HILL	0%	0%	11%	7%	11%	11%	7%	30%	22%

Street	Over 16 hours	14 to 16 hours	12 to 14 hours	10 to 12 hours	8 to 10 hours	6 to 8 hours	4 to 6 hours	2 to 4 hours	Less than 2 hours
ARDLUI ROAD	25%	2%	10%	5%	8%	10%	15%	18%	7%
AUCKLAND HILL	12%	8%	2%	5%	5%	7%	26%	20%	15%
BARSTON ROAD	29%	4%	0%	0%	13%	21%	25%	4%	4%
BEADMAN STREET	5%	3%	10%	2%	10%	15%	8%	17%	29%
BLOOM GROVE	15%	1%	7%	3%	6%	11%	13%	17%	28%
CANTERBURY GROVE	19%	0%	2%	11%	5%	12%	17%	19%	15%
CASEWICK ROAD	17%	7%	0%	5%	5%	12%	10%	15%	29%
CHATSWORTH WAY	9%	3%	0%	4%	9%	10%	11%	23%	30%
CHESTNUT ROAD	18%	1%	1%	4%	7%	20%	21%	21%	7%
COTSWOLD STREET	15%	0%	5%	5%	5%	15%	15%	10%	30%
CRANFIELD CLOSE	50%	0%	0%	0%	5%	15%	5%	15%	10%
DALTON STREET	14%	0%	1%	1%	6%	9%	3%	26%	39%
DODBROOKE ROAD	56%	0%	0%	4%	15%	11%	4%	4%	7%
DUNBAR STREET	39%	0%	0%	4%	0%	13%	13%	30%	0%
DUNELM GROVE	30%	0%	0%	2%	11%	7%	27%	14%	9%
DUNKIRK STREET	40%	0%	0%	20%	20%	0%	0%	20%	0%
EAST PLACE	45%	0%	0%	0%	0%	0%	18%	18%	18%
HAINTHORPE ROAD	28%	1%	4%	6%	9%	26%	9%	12%	4%
HENNEN ROAD	13%	3%	5%	0%	3%	15%	13%	18%	33%
HEXHAM ROAD	20%	9%	7%	0%	11%	20%	21%	11%	2%
HUBBARD ROAD	19%	0%	0%	8%	5%	7%	31%	20%	10%
IDMISTON ROAD	17%	1%	4%	1%	7%	13%	22%	23%	13%
KNIGHT'S HILL	0%	0%	0%	1%	3%	3%	1%	12%	79%
KNIGHT'S HILL SQUARE	8%	15%	23%	8%	0%	8%	8%	15%	15%
LANCASTER AVENUE	19%	0%	3%	4%	7%	9%	13%	22%	22%
LANGMEAD STREET	0%	0%	17%	0%	0%	13%	13%	21%	38%
LANSDOWNE HILL	18%	1%	2%	5%	4%	5%	14%	17%	35%
LAVENGRO ROAD	24%	1%	2%	1%	11%	18%	10%	24%	8%
MOUNT VILLAS	18%	0%	0%	9%	0%	9%	9%	27%	27%
NETTLEFOLD PLACE	0%	0%	0%	5%	14%	0%	23%	32%	27%
NORWOOD HIGH STREET	2%	0%	0%	2%	0%	12%	31%	33%	19%
NORWOOD ROAD	0%	4%	0%	0%	0%	20%	22%	36%	18%
PILGRIM HILL	80%	0%	0%	0%	0%	0%	0%	0%	20%
PRIORESS ROAD	21%	0%	0%	14%	4%	10%	26%	16%	8%
ROBSON ROAD	40%	0%	2%	11%	13%	13%	6%	10%	5%
SELSDON ROAD	13%	1%	2%	6%	13%	14%	18%	18%	17%
ST JULIAN'S FARM ROAD	19%	3%	4%	7%	6%	12%	11%	22%	16%
THORNLAWS ROAD	17%	0%	10%	14%	0%	28%	0%	24%	7%
THURLBY ROAD	23%	2%	1%	5%	12%	12%	14%	18%	11%
THURLESTONE ROAD	45%	6%	3%	0%	6%	13%	16%	10%	0%
TOWTON ROAD	15%	0%	8%	2%	11%	7%	11%	40%	6%
TULSEMER ROAD	43%	0%	0%	8%	19%	14%	5%	0%	11%
WALDECK GROVE	0%	0%	0%	0%	11%	22%	6%	44%	17%
WARING STREET	23%	15%	0%	15%	8%	0%	15%	0%	23%
WAYLETT PLACE	54%	2%	0%	4%	6%	2%	6%	17%	10%
WINDSOR GROVE	19%	1%	4%	6%	8%	16%	9%	21%	16%
WOLFINGTON ROAD	7%	27%	7%	7%	0%	0%	7%	27%	20%
YORK HILL	19%	2%	3%	5%	8%	12%	15%	20%	18%

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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