LAMBETH PARKING SURVEYS – STREATHAM HILL REPORT

SYSTRA

LAMBETH PARKING STUDY

LAMBETH PARKING SURVEYS – STREATHAM HILL REPORT

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1. INTRODUCTION

1.1 Background

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

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

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

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

The Streatham Hill Area abuts one CPZ to the east (Tulse Hill). There is a possibility that there may be a 'ripple' effect of residents from this area in the Streatham Hill Area to minimise or eliminate their use of permits.

1.2 Controlled Parking Zones (CPZ)

The densely populated nature of the LBL, with its competing land use demands, places pressure on kerb-side parking provision, with many areas historically suffering from high levels of parking stress. This can lead to discontent amongst residents, businesses and other road users, as well as having a negative impact on the economic vitality of the area.

CPZs have been introduced in parts of the borough in order to ensure that local residents, businesses and their visitors are able to park easily and conveniently.

The Council wishes to fully understand the current capacity of parking provision across the borough and, in particular, highlight the areas in which parking stress is experienced. This process will help to inform future decisions on parking restrictions, both within and surrounding CPZs, along with identifying opportunities to consolidate existing Traffic Management Orders (TMOs).

1.3 Parking Survey Objectives

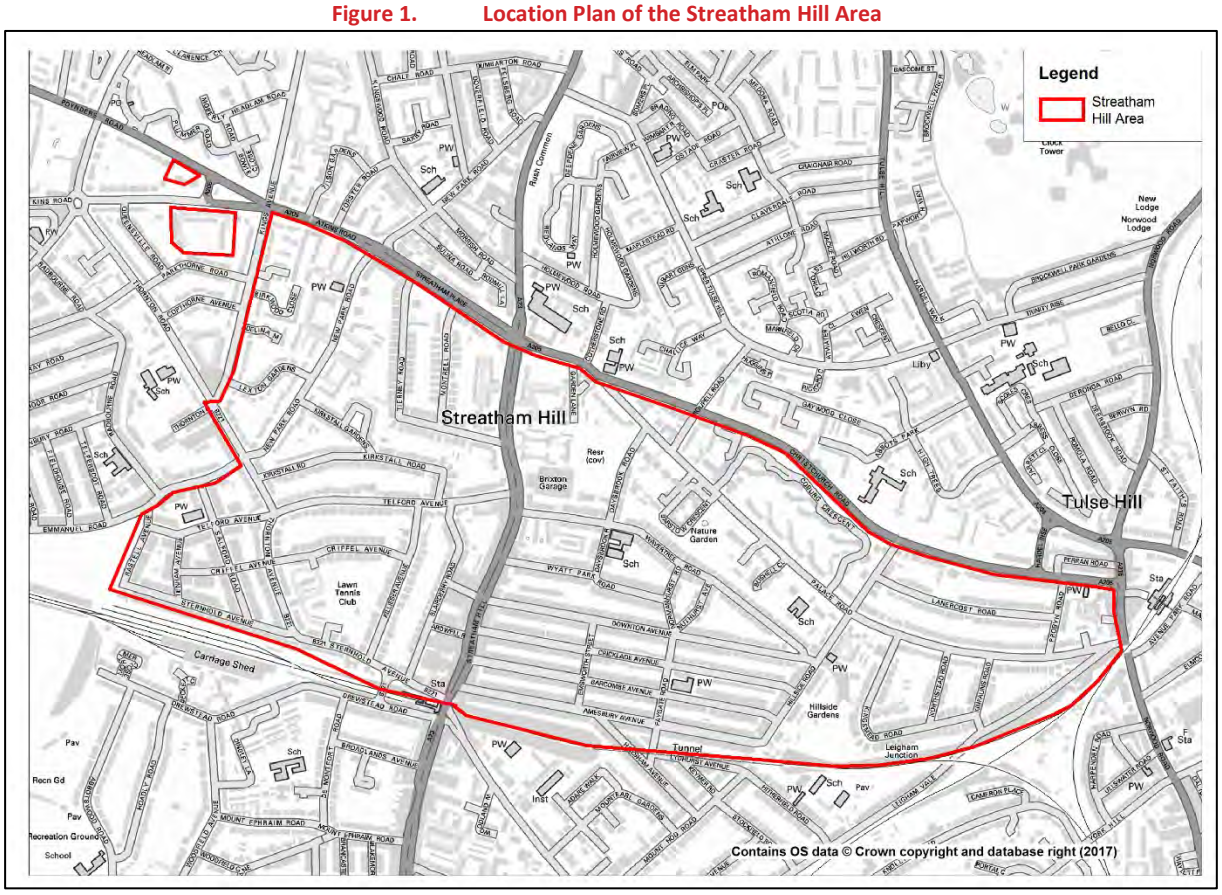
The objective of the parking stress surveys are to determine the level of parking stress on a street-by-street basis across the whole of the Streatham Hill Area during a typical weekday and Saturday. The aim is to provide an understanding of parking supply (including the different types of kerbside parking), demand (including length of stay) and user characteristics (resident / non-residents, short-stay / long-stay) throughout the survey periods.

1.4 Site Location

The Streatham Hill area is located in the south of the LBL and is bounded by the South Circular Road to the north and A23 to the west. The Area also has access to Streatham Hill railway station highlighting links to central London for commuters.

The Area is densely residential with a high concentration of housing and unrestricted parking provision. It is likely that the demand for parking is high as residents and commuters have access to parking without any restrictions.

Figure 1. Location Plan of the Streatham Hill Area



There are currently no Controlled Parking Zone restrictions in place, but the immediate area surrounding the east is subjected to a Controlled Parking Zone, this includes:

- Tulse Hill (H) Monday – Friday, 08.30am – 18.30pm

The close proximity of other CPZs is thought likely increase the pressures on parking within the Streatham Hill Area as it provides the only unrestricted parking provision.

2. EXISTING PARKING RESTRICTIONS

2.1 Kerbside restrictions within the Streatham Hill Area

Although a Controlled Parking Zone does not exist within the Streatham Hill 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)
- Double red lines (Transport for London Red Route Clearways)

2.2 Waiting Restrictions

Double yellow lines are located throughout the study area at junctions and in other areas that are considered unsafe for parking. This can include narrow roads and pinch points in the carriageway.

Single yellow lines are also present in a number of locations, restricting waiting between certain times but generally allowing overnight parking to alleviate the parking stress for residents of the area.

Double red lines, designating Transport for London Red Route Clearways, are present on major strategic routes across the borough to prevent any vehicular obstructions (parking, loading, or stopping to drop-off – except taxis and Blue Badge holders) along these routes at any time.

2.3 Parking Bays

A number of disabled (Blue Badge) parking spaces are provided in each area. The majority of the disabled bays identified within the study areas are situated outside residential properties or close to shops and commercial businesses where there is a demand for such facilities. These bays are reserved for anyone in possession of a Blue Badge and are in operation 24 hours a day, seven days a week.

In addition a number of Loading, Ambulance, Doctors, and Car Club parking bays are located across the areas providing designated parking for each specified use only.

2.4 Other Controlled Areas

Bus-stop clearways, bus stops, bus stands, school keep clear markings, and pedestrian crossing zig-zag markings are located in specific parts of the study area, each restricting kerbside parking and loading within these locations.

2.5 Access Protection Markings (H-Bars)

Access protection markings are provided across the study area and are used to discourage obstructive parking and to help maintain safe access to buildings and services.

2.6 Unrestricted kerbside space in the Streatham Hill Area

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

- Unrestricted parking area
- Dropped kerb
- Accesses

3. SURVEY METHODOLOGY

3.1 Methodology

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

Surveys were carried out on Saturday 12th November 2016 and Thursday 17th November 2016. These provide a representation of a weekday and a weekend day, which are likely to have different parking patterns and characteristics. Further surveys were carried out on 26th January and 28th January 2017 to verify data for specific streets.

3.2 Pre-survey Audit

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

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

3.3 Survey

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

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

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

3.4 Survey Monitoring

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

3.5 Survey Outputs

The survey outputs permit an assessment of:

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

3.6 Assessment Criteria

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

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

4. SUMMARY RESULTS

4.1 Overview

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

4.2 Parking Supply and Demand

4.2.1 Supply

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

- Unrestricted parking area = 3468 defined parking spaces
- Dropped Kerb / Access = 267 defined parking spaces
- Designated Parking Bay = 91 defined parking spaces
- Single Yellow Line = 120 defined parking spaces
- Single Yellow Line (with crossover) = 4 defined parking spaces
- Double Yellow Line = 254 defined parking spaces
- Double Red Line = 151 defined parking spaces
- Other Formal Restriction = 674 defined parking spaces
- Informal White Line Markings = 224 defined parking spaces
- **Total = 5253 defined parking spaces**

This indicates that there are 3,559 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the Streatham Hill Area.

This increases to a potential 3,679 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 Demand and utilisation

The overall maximum parking demand was observed across the entire Streatham Hill Area of around 3,099 vehicles during the weekday and 2,904 during the weekend. This suggests that the equivalent of around 80% to 85% all of the unrestricted parking and designated parking bays across the area were occupied at least once during the survey periods. This provides an initial indication that there are high levels of parking stress across the area.

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

During the Thursday survey, a total of 4,771 unique vehicle registration plates were recorded across the study area. 57% of these were recorded at the outset of the survey (04:00) and therefore represent overnight demand. A large proportion of this is likely to local residential demand from the area; however, it is also likely to encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).

During the course of the Thursday an additional 2,034 plates were recorded (43% 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 4,183 unique vehicle registration plates were recorded across the study area. 70% of these were recorded at the outset of the survey (04:00) and therefore represent overnight demand. A large proportion of this is likely to local residential demand from the

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

During the course of the weekend period, an additional 1,274 plates were recorded (30% of total), indicating non-residential short-stay parking. This indicates that during the weekend, there is less parking demand for 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	1610	29%	1593	37%
Between 12-16 hours	295	5%	234	5%
Between 8-12 hours	647	12%	546	13%
Between 4-8 hours	1116	20%	561	13%
Between 2-4 hours	928	17%	766	18%
Less than 2 hours	890	16%	634	15%
Total	6556	100%	4334	100%

It is evident from **Table 1** that the duration of stay tends to be based around either all day parking (more than 16 hours) which is 41% of weekday demand and 37% of weekend demand.

This is matched by short stay parking demand which equated to 28% in the weekday and 33% at the weekend. This is demand of less than 4 hours. Demand over the middle of the day (4-8 hours) is also significant.

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)	% of Vehicles Parked All Day (Saturday)
AMESBURY AVENUE	43%	56%
ARDWELL ROAD	35%	67%
BARCOMBE AVENUE	51%	58%
BARRHILL ROAD	13%	23%
BELLASIS AVENUE	75%	59%
BLAIRDERRY ROAD	36%	54%
COBURG CRESCENT	50%	62%
CRICKLADE AVENUE	44%	66%

CRIFFEL AVENUE	54%	65%
DAYSBROOK ROAD	40%	62%
DOWNTON AVENUE	53%	71%
EMSWORTH STREET	53%	65%
FAYGATE ROAD	62%	71%
GOODMAN CRESCENT	50%	59%
HAILSHAM AVENUE	46%	68%
HILLSIDE ROAD	51%	59%
KILLIESER AVENUE	44%	65%
KINFAUNS ROAD	40%	48%
KINGSMEAD ROAD	54%	50%
KIRKSTALL GARDENS	55%	92%
KIRKSTALL ROAD	52%	78%
LANERCOST ROAD	45%	68%
LEIGHAM VALE	43%	49%
LEXTON GARDENS	71%	90%
MONTRELL ROAD	40%	61%
NEW PARK ROAD	61%	91%
NORMANHURST ROAD	35%	66%
NORTHSTEAD ROAD	50%	51%
NUTHURST AVENUE	44%	83%
PALACE ROAD	39%	47%
PROBYN ROAD	38%	58%
RAILWAY BRIDGE	-	-
RESTELL AVENUE	56%	65%
ROUPELL ROAD	60%	43%
SALFORD ROAD	46%	60%
STERNHOLD AVENUE	59%	62%
STREATHAM HILL	4%	6%
TELFORD AVENUE	50%	69%
TENHAM AVENUE	57%	63%
THORNTON AVENUE	54%	84%
TIERNEY ROAD	41%	57%
WAVERTREE ROAD	48%	67%
WYATT PARK ROAD	51%	61%

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 5486 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:

- 3070 vehicles (56%) were parked from the outset of the survey at 04:00
    - 567 (18%) of these remained parked between 0 and 4 hours, departing by 8am;

- 514 (17%) of these remained parked between 4 and 8 hours, departing by 12noon;
- 256 (8%) of these remained parked between 8 and 12 hours departing by 4pm;
- 123 (4%) of these remained parked between 12 and 16 hours, departing by 8pm; and
- 1610 (52%) of these remained parked for over 16 hours, and are therefore considered to have been parked all day.

- 397 vehicles (7%) arrived between 8am and 10am

  - 140 (35%) of these remained parked between 0 and 4 hours, departing by
  - 12noon;
  - 82 (21%) of these remained parked between 4 and 8 hours, departing by
  - 4pm;
  - 85 (21%) of these remained parked between 8 and 12 hours, departing by
  - 8pm; and
  - 90 (23%) of these remained parked between 12 and 14 hours and therefore are considered to have been parked for the rest of the day.

- 1046 (19%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm

  - 275 (26%) of these remained parked for 2 hours, departing by 4pm at the latest;
  - 194 (19%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
  - 106 (10%) of these remained parked between 4 and 6 hours, departing by 8pm at the latest;
  - 112 (11%) of these remained parked between 6 and 10 hours but are not considered to have been parked for the rest of the day; and
  - 359 (34%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.

- 597 (11%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm

  - 127 (21%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
  - 470 (79%) of these remained parked until the end of the survey (i.e. staying beyond the final beat (8pm to 10pm)).

A total of 4753 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:

- 2910 vehicles (61%) were parked from the outset of the survey at 04:00

  - 453 (16%) of these remained parked between 0 and 4 hours, departing by 8am;
  - 430 (15%) of these remained parked between 4 and 8 hours, departing by 12noon;
  - 272 (9%) of these remained parked between 8 and 12 hours departing by 4pm;
  - 162 (6%) of these remained parked between 12 and 16 hours, departing by

8pm; and
- 1593 (55%) of these remained parked for over 16 hours, and are therefore considered to have been parked all day.

- 235 vehicles (5%) arrived between 8am and 10am

    - 91 (39%) of these remained parked between 0 and 4 hours, departing by 12noon;
    - 55 (23%) of these remained parked between 4 and 8 hours, departing by 4pm;
    - 33 (14%) of these remained parked between 8 and 12 hours, departing by 8pm; and
    - 56 (24%) of these remained parked between 12 and 14 hours and therefore are considered to have been parked for the rest of the day.

- 785 (17%) vehicles arrived (or returned) during the middle period of the day between 10am and 4pm

    - 230 (29%) of these remained parked for 2 hours, departing by 4pm at the latest;
    - 103 (13%) of these remained parked between 2 and 4 hours, departing by 6pm at the latest;
    - 79 (10%) of these remained parked between 4 and 6 hours, departing by
    - 8pm at the latest;
    - 83 (11%) of these remained parked between 6 and 10 hours but are not
    - considered to have been parked for the rest of the day; and
    - 290 (37%) of these remained parked between 8 and 12 hours and are considered to have been parked for the rest of the day.

- 673 (14%) vehicles arrived (or returned) at the end of the day between 4pm and 8pm

    - 175 (26%) of these remained parked for the rest of the day (i.e. departing by the final beat (8pm to 10pm)); and
    - 498 (74%) 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 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
- Capacity = 10

On this basis the following would apply:

- Average Occupancy % = 66%
- Maximum Occupancy % = 70%

5.2 Parking Supply, Demand and Occupancy by Street

5.2.1 Amesbury Avenue

Figure 2. Amesbury Avenue

Amesbury Avenue is a wide road measuring approximately 660 metres in length. It is a largely residential road with commercial units apparent at the western end of the road where it links to A23. There is a mini roundabout that connects to Faygate Road. There is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. The road links to Hillside Road in the east at a junction.

Table 3. Amesbury 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	1272	987	187	144	77%	158	84%
Saturday				146	78%	162	87%

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

- Disabled Bay 18
- Double Red Line 1
- Parking Bay 6
- Restricted Carriageway 1
- White Line / Access 1

On the weekday the parking bays were on average 65% occupied with a maximum occupancy of 100%, on the weekend these figures were 57% and 83% respectively. The highest occupancy level for the restricted carriageway was 62% which occurred on the weekend.

5.2.2 Ardwell Road

Figure 3. Ardwell Road

Ardwell Road is a narrow through road, measuring approximately 95 metres in length. The road contains residential and commercial units. On-street parking is apparent on the westbound side of the carriageway and double yellow restrictions on the eastbound side of the road, allowing for a single flow of traffic along Ardwell Road.

Table 4. Ardwell 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	159	21	3	4	119%	4	133%
Saturday				4	133%	4	133%

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

- Double Red Line / Pedestrian Kerb 2
- Double Yellow Line 10
- Dropped Kerb 2
- Loading Bay 2
- Red Route 2
- Restricted Carriageway 1
- Suspended 2

The restricted carriageway averaged 89% occupancy during the weekday and 100% occupancy during the weekend. There was a maximum of one vehicle parking on the double yellow lines throughout the weekday and no instances of this on the weekend.

5.2.3 Barcombe Avenue

Figure 4. Barcombe Avenue

Barcombe Avenue is a wide road measuring approximately 675 metres in length. It is a largely residential road with commercial units apparent at the western end of the road where it links to A23. There is a mini roundabout that connects to Emsworth Street and a crossroads which links to Faygate Road. There is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. The road links to Hillside Road in the east at a junction.

Table 5. Barcombe 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	1286	1024	196	160	82%	182	93%
Saturday				156	80%	175	89%

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

- Access 1
- Disabled Bay 14
- Double Red 1
- Parking Bay 6
- Pedestrian Kerb 1
- Restricted Carriageway 14
- White Line / Access 2

On average 9 of the disabled bays were occupied on the weekday, a maximum of 11 were occupied at once. On the weekend the average was 8 and maximum was 9. On the weekday on average 2 of the 6 parking bays were occupied, on the weekend this figure rose to 3 of the 6 parking bays.

5.2.4 Barrhill Road

Figure 5. Barrhill Road

Barrhill Road is a narrow two way through road, measuring approximately 75 metres in length. The road contains residential and commercial units, including a bingo hall at the junction with Streatham Hill. On-street parking is apparent on the both sides of the carriageway allowing for a single flow of traffic along Barrhill Road.

Table 6. Barrhill 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	148	50	8	8	101%	11	138%
Saturday				6	78%	9	113%

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

- Access 1
- Double Red 2
- Double Red / Pedestrian Kerb 2
- Parking Bay 6
- Restricted Carriageway 1
- White Line / Access 2

On the weekday the restricted carriageway was on average occupied by two vehicles (200%); on the weekend the average was 67% and the maximum was 100%. The parking bays were on average 50% occupied on the weekday, with a maximum occupancy of 7 (117%); on the weekend the parking bays were on average occupied by two vehicles and a maximum of four (67%).

5.2.5 Bellasis Avenue

Bellasis Avenue is a narrow two way through road, measuring approximately 125 metres in length. The road stretches from Criffel Avenue in the north to Goodman Crescent in the south, through a residential estate.

Table 7. Bellasis 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	230	84	15	5	32%	5	33%
Saturday				5	34%	6	40%

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

- Dropped Kerb 3
- Restricted Carriageway 19

During the weekday survey there were no instances of vehicles parking on the dropped kerb restriction however the restricted carriageway had an average occupancy of 16%. During the weekend survey both of the above restrictions had instances of vehicles parking in them, with a 33% average occupancy for the dropped kerb and 26% average occupancy for the restricted carriageway.

5.2.6 Blairderry Road

Figure 6. Blairderry Road

Blairderry Road is a narrow through road, measuring approximately 400 metres in length. The road is largely a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Blairderry Road. In the south, Blairderry Road meets Sternhold Avenue (B221) and in the north Telford Avenue.

Table 8. Blairderry 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	427	72	57	79%	62	86%
Saturday				54	75%	58	81%

In addition to the areas of unrestricted parking on Blairderry 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 24
- Double Yellow/Pedestrian Crossing 1
- Dropped Kerb 5
- Restricted Carriageway 7
- White Line 1
- White Line / Access 1
- White Line / Dropped Kerb 4

The disabled bay was occupied from 14:00 onwards on the weekday, however there were no instances of vehicles parked in the disabled bay on the weekend.

5.2.7 Coburg Crescent

Figure 7. Coburg Crescent

Coburg Crescent is a relatively narrow road that loops around a residential estate containing flats and a small local shop, with the road measuring approximately 580 metres in length. There are double yellow line restrictions implemented on the southbound side of the carriageway, however parking is still taking place on both sides of the road. There are traffic calming measures in place to reduce speeding. Coburg Crescent has two vehicle access points which are approximately 320 metres apart on Palace Road.

Table 9. Coburg Crescent Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	1407	357	73	23	31%	29	40%
Saturday				24	33%	26	36%

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

- Access 5
- Double Yellow 109
- Double Yellow / Access 2
- Double Yellow / Dropped Kerb 1
- Dropped Kerb 55
- Restricted Carriageway 22

During the weekday survey the average occupancy of the double yellow restrictions was 18%, with an average occupancy of 22% during the weekend survey. The restricted carriageway had a weekday average occupancy of 1%, compared with 9% on the weekend.

5.2.8 Cricklade Avenue

Figure 8. Cricklade Avenue

Cricklade Avenue is a wide road measuring approximately 700 metres in length. It is a largely residential road with commercial units apparent at the western end of the road where it links to A23. There is a mini roundabout that connects to Emsworth Street and a crossroads which links to Faygate Road. There is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. The road links to Hillside Road in the east at a junction.

Table 10. Cricklade 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	1331	1079	204	145	71%	156	76%
Saturday				129	63%	147	72%

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

- Disabled Bay 10
- Double Red 2
- Dropped Kerb 2
- Loading Bay 3
- Parking Bay 3
- Pedestrian Kerb 4
- Restricted Carriageway 8
- White Line / Dropped Kerb 3

On average four of the ten disabled bays were occupied during the weekday survey, this figure rises to five of the ten during the weekend survey. The parking bays were on average occupied by one vehicle during the weekday and on the weekend.

5.2.9 Criffel Avenue

Figure 9. Criffel Avenue

Criffel Avenue is a narrow through road, measuring approximately 495 metres in length. The road is a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Salford Road. To the east the road connects with Killieser Avenue and to the west connects with Tenham Avenue.

Table 11. Criffel 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	935	705	121	90	75%	96	79%
Saturday				87	72%	96	79%

In addition to the areas of unrestricted parking on Criffel Avenue, 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 2
- Restricted Carriageway 6
- White Line / Dropped Kerb 7

The occupancy percentage for the dropped kerb was high during the weekday survey with an average of 183%, on the weekend however this figure reduced to 50%. There were no instances of vehicles parked on double yellow lines in the weekday survey however on the weekend an average of one vehicle was parked on the double yellow sections.

5.2.10 Daysbrook Road

Figure 10. Daysbrook Road

Daysbrook Road is a relatively narrow through road, approximately 340 metres in length. It is a residential road with parking on both sides of the carriageway, allowing for a single lane of traffic to pass along the road. There is also a school towards the southern section of Daysbrook Road. The road is accessed from Wyatt Park Road in the south and Palace Road in the north. Traffic calming measures are in place along the road to reduce speeding.

Table 12. Daysbrook 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	653	511	95	68	72%	79	83%
Saturday				57	60%	62	65%

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

- Access 1
- Car Club 2
- Disabled Bay 2
- Double Yellow 2
- Keep Clear 3
- Keep Clear / Dropped Kerb 1
- Restricted Carriageway 4
- White Line 1
- White Line / Dropped Kerb 3

On the weekday, the car club bays were on average 39% occupied, this figure was also 39% for the weekend survey. The disabled bays were 33% occupied on average during the weekday but on the weekend they were 67% occupied on average.

5.2.11 Downton Avenue

Figure 11. Downton Avenue

Downton Avenue is a relatively narrow through road, approximately 715 metres in length. It is a largely residential road with a few commercial units based at the western end of the road where it connects with A23. There is parking apparent on both sides of the carriageway, allowing for a single lane of traffic to pass along the road. Traffic calming measures are in place along the road to reduce speeding. The road links to a mini roundabout in the east which connects to Wavertree Road in the north and Hillside Road in the east at a junction.

Table 13. Downton 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	1380	1023	190	141	74%	150	79%
Saturday				121	63%	134	71%

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

- Disabled Bay 11
- Double Red 2
- Dropped Kerb 2
- Loading Bay 1
- Parking Bay 4
- Restricted Carriageway 24
- White Line / Dropped Kerb 1

On average 45% of the disabled bays were occupied during the weekday surveys, rising to 52% on average on a weekend. On average the restricted carriageway was 11% occupied during the weekday survey and 4% during the weekend survey.

5.2.12 Emsworth Street

Figure 12. Emsworth Street

Emsworth Street is a wide road measuring approximately 190 metres in length. It is a largely residential road with two mini roundabouts in place which connect to Cricklade Avenue and Barcombe Avenue. There is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. The road connects to Downton Avenue in the north and Amesbury Avenue in the south.

Table 14. Emsworth 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	333	183	30	29	96%	31	103%
Saturday				22	72%	26	87%

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

- Disabled Bay 1
- Dropped Kerb 2
- Restricted Carriageway 10
- White Line / Dropped Kerb 1

There were no instances of the disabled bay being occupied by a vehicle in the weekday or weekend survey. The restricted carriageway was heavily occupied during the weekday survey, at an average of 89%; on the weekend the average occupancy for the restricted carriageway was 44%.

5.2.13 Faygate Road

Figure 13. Faygate Road

Faygate Road is a wide road measuring approximately 250 metres in length. It is a residential road and there are two mini roundabouts, the first that connects to Amesbury Avenue and the second to Downton Avenue and Normanhurst Road. There is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. The road links to Normanhurst Road in the north at the mini roundabout and Hailsham Avenue in the south at a junction.

Table 15. Faygate 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	463	251	43	22	52%	25	58%
Saturday				21	50%	26	60%

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

- Access 1
- Car Club 1
- Dropped Kerb 2
- Restricted Carriageway 18

The restricted carriageway was occupied by an average of four vehicles during the weekday survey and an average of five vehicles during the weekend survey.

5.2.14 Goodman Crescent

Figure 14. Goodman Crescent

Goodman Crescent is a narrow two way through road, measuring approximately 240 metres in length. The road stretches from Bellasis Avenue in the north to Sternhold Avenue in the south, through a residential estate.

Table 16. Goodman Crescent Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	505	49	7	0	0%	0	0%
Saturday				2	32%	3	43%

In addition to the areas of unrestricted parking on Goodman Crescent, 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 52
- Restricted Carriageway 28

During the weekday survey the average occupancy of the restricted carriageway was 4%, during the weekend survey this was 16%.

5.2.15 Hailsham Avenue

Figure 15. Hailsham Avenue

Hailsham Avenue is a wide road measuring approximately 100 metres in length. It is a residential road and there is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. The road links to Amesbury Avenue in the north and Mount Nod Road in the south at a junction.

Table 17. Hailsham Avenue Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	199	183	35	29	82%	33	94%
Saturday				29	84%	32	91%

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

- Restricted Carriageway 1

There were no instances of vehicles parking in the restricted carriageway sections of Hailsham Avenue during either survey.

5.2.16 Hillside Road

Figure 16. Hillside Road

Hillside Road is a wide through road containing residential units, measuring approximately 510 metres in length. On-street parking is apparent on both sides of the carriageway and traffic calming measures are in place to reduce speeding. Hillside Road has one mini roundabout that connects to Palace Road. In the north, the road links to South Circular Road at a junction and in the south turns into Amesbury Avenue.

Table 18. Hillside 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	959	583	104	52	50%	69	66%
Saturday				56	54%	65	63%

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

- Business Permit 6
- Disabled Bay 3
- Double Red 5
- Double Yellow 1
- Dropped Kerb 2
- Parking Bay 2
- Restricted Carriageway 17
- White Line / Access 1
- White Line / Dropped Kerb 14

During the weekday survey a maximum of two of the three disabled bays were occupied, the weekend results were the same. On average, during the weekday survey there were two vehicles parked on the restricted carriageway, this rose to four on the weekend.

5.2.17 Killieser Avenue

Figure 17. Killieser Avenue

Killieser Avenue is a narrow through road, measuring approximately 345 metres in length. The road is largely a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Killieser Avenue. In the south, Killieser Avenue meets Sternhold Avenue (B221) and in the north Telford Avenue.

Table 19. Killieser 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	678	408	63	56	89%	62	98%
Saturday				48	76%	56	89%

In addition to the areas of unrestricted parking on Killieser Avenue, 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 5
- Pedestrian Kerb 4
- Restricted Carriageway 4
- White Line / Dropped Kerb 10

During the weekday survey the restricted carriage was on average 50% occupied, on the weekend this figure was 11%.

5.2.18 Kinfauns Road

Figure 18. Kinfauns Road

Kinfauns Road is a narrow through road containing residential units, measuring approximately 160 metres in length. On-street parking is apparent on both sides of the carriageway. Kinfauns Road joins with Palace Road in the north at a junction and in the south-west links to Kingsmead Road.

Table 20. Kinfauns Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	317	194	32	23	72%	29	91%
Saturday				17	53%	20	63%

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

- Dropped Kerb 2
- Restricted Carriageway 6
- White Line / Dropped Kerb 5

On average during the weekday three vehicles were observed in the dropped kerb area, the weekend average was two vehicles.

5.2.19 Kingsmead Road

Figure 19. Kingsmead Road

Kingsmead Road is a relatively narrow through road containing residential units, measuring approximately 460 metres in length. On-street parking is apparent on both sides of the carriageway and traffic calming measures are in place to reduce speeding. Hillside Road links to Palace Road from the north at a junction and travels south where it turns east and splits off to become Kinfauns Road to the north and a cyclist access point to the south which links to Leigham Vale.

Table 21. Kingsmead 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	912	724	131	86	66%	96	73%
Saturday				74	57%	86	66%

In addition to the areas of unrestricted parking on Kingsmead 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 8
- Restricted Carriageway 8
- White Line / Dropped Kerb 2

On average, two vehicles were occupying the disabled spaces throughout the survey period the weekday, however only the weekend average was only one vehicle. The average occupancy percentage for the restricted carriageway was 36%, with a maximum occupancy of 50%, on the weekend these values were 21% and 25% respectively.

5.2.20 Kirkstall Gardens

Figure 20. Kirkstall Gardens

Kirkstall Gardens is a narrow two way through road, joining onto Kirkstall Road in the south and New Park Road in the north. The road measures approximately 325 metres in length. The road is a residential road with on-street parking on both sides of the carriageway, permitting only a single flow of traffic.

Table 22. Kirkstall Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	630	372	70	47	68%	51	73%
Saturday				41	59%	44	63%

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

- Disabled Bay 1
- Dropped Kerb 4
- Restricted Carriageway 34
- White Line / Dropped Kerb 3

On average, the disabled bay was occupied by 1 vehicle during the weekday but there were no instances of a vehicle using this bay on a weekend. The maximum occupancy of the restricted carriageway was 21% on the weekday and 12% on the weekend.

5.2.21 Kirkstall Road

Figure 21. Kirkstall Road

Kirkstall Road is a narrow through road, approximately 470 metres in length. The road is a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Kirkstall Road. To the west the road connects with the B221 and to the south connects with Telford Avenue.

Table 23. Kirkstall 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	923	679	121	100	82%	110	91%
Saturday				92	76%	99	82%

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

- Car Club 1
- Disabled Bay 5
- Double Yellow 5
- Dropped Kerb 3
- Restricted Carriageway 2
- White Line 1
- White Line / Dropped Kerb 11

The car club bay was on average 100% occupied during the weekday survey, whereas in the weekend survey there were no instances of a vehicle parked in this bay. The disabled bays were on average 40% occupied during both the weekday and weekend survey.

5.2.22 Lanercost Road

Figure 22. Lanercost Road

Lanercost Road is a relatively wide through road, measuring approximately 395 metres in length. The road is a residential road with on-street parking on both sides of the carriageway, and permitting two way traffic to flow along the road. It is accessed from Probyn Road to the east at a junction and Hillside Road from the west, also at a junction.

Table 24. Lanercost 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	775	560	95	68	72%	83	87%
Saturday				63	66%	73	77%

In addition to the areas of unrestricted parking on Lanercost 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 1
- Restricted Carriageway 4
- White Line 1
- White Line / Access 1
- White Line / Dropped Kerb 17

On the weekday, on average one out the two disabled bays was occupied throughout the survey, however this rose to two out of two on the weekend survey.

5.2.23 Leigham Vale

Figure 23. Leigham Vale

Leigham Vale is a two way road containing largely residential and a commercial unit, measuring approximately 410 metres in length. There is signage in place to enforce the 20mph speed limit and to notify HGV drivers that there is a 7.5tonne weight limit on the road. On-street parking is apparent on the southbound side of the carriageway. It can be accessed from Norwood Road in the north-east at a junction and Knollys Road in the east and south at a mini roundabout.

Table 25. Leigham Vale Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	754	191	34	24	72%	29	85%
Saturday				17	51%	21	62%

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

- Dropped Kerb 3
- Restricted Carriageway 2
- Single Yellow 88
- Single Yellow / Dropped Kerb 2
- White Line / Dropped Kerb 2

The maximum number of vehicles noted on the dropped kerbs during the weekday survey was two, on the weekend this figure was one. No vehicles were noted on the single yellow lines during either survey.

5.2.24 Lexton Gardens

Figure 24. Lexton Gardens

Lexton Gardens is a two way through road, measuring approximately 205 metres in length. The road stretches from Kings Avenue to New Park Road. Land use in the area is entirely residential, consisting of semi-detached housing.

Table 26. Lexton Gardens Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	418	239	38	39	103%	42	111%
Saturday				27	70%	28	74%

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

- Double Yellow 3
- Dropped Kerb 9
- Restricted Carriageway 4
- White Line / Pedestrian Kerb 10

Of the formal and informal restrictions listed above, no vehicles were recorded parking in these areas on the weekend survey, however an average of one vehicle was recorded as parking in the dropped kerb area on the weekday survey.

5.2.25 Montrell Road

Figure 25. Montrell Road

Montrell Road is a narrow through road, approximately 260 metres in length. The road is a residential road, containing a mixed tenure of terrace housing and flats. Parking is apparent on both sides of the road, allowing for a single flow of traffic along Montrell Road. To the north the South Circular Road can be accessed by a left turn only. From the south, Tierney Road connects onto Montrell Road.

Table 27. Montrell 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	528	376	69	55	80%	59	86%
Saturday				59	86%	64	93%

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

- Disabled Bay 4
- Double Red 4
- Double Yellow 2
- Parking Bay 3
- White Line / Dropped Kerb 6

The average occupancy of the disabled bays on the weekday survey was 19%, compared with an average of 22% for the weekend. During the weekend survey the average number of vehicles

recorded in the parking bays was 3, with a maximum number of 4, there were no instances of this in the weekday survey.

5.2.26 New Park Road

Figure 26. New Park Road

New Park Road is a wide two way through road on a residential street with on-street parking running along both sides of the carriageway. The road measures approximately 525 metres in length. The northern section of the road has double red lines in place and 20mph signage installed to notify car drivers of the speed limit.

Table 28. New Park Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	963	594	102	83	81%	92	90%
Saturday				77	76%	85	83%

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

- Access 6
- Cycle Lane 1
- Double Red 12
- Double Yellow 6
- Dropped Kerb 6
- Pedestrian Crossing 1
- Restricted Carriageway 9

- White Line / Dropped Kerb 5

During the weekday survey the average occupancy of the restricted carriageway was 84%, during the weekend survey this figure was 67%. The dropped kerb had a weekday average occupancy of 41% and a weekend average occupancy of 44%.

5.2.27 Normanhurst Road

Figure 27. Normanhurst Road

Normanhurst Road is a relatively narrow road, running parallel to Nuthurst Avenue and measuring approximately 135 metres in length. It is a residential road and there is parking apparent on both sides of the carriageway, allowing for a single lane of traffic to flow along the road. There are traffic calming measures in place along the road to reduce speeding. In the north, it links to Wavertree Road at a junction and in the south to Faygate Road and Downton Avenue at a mini roundabout.

Table 29. Normanhurst Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	276	199	36	26	72%	28	78%
Saturday				18	51%	20	56%

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

- Dropped Kerbs 3
- Restricted Carriageway 7

The dropped kerb area was on average 70% occupied during the weekday survey, compared to only 19% during the weekend survey. The averages for the restricted carriageway sections were 21% for the weekday and 14% for the weekend.

5.2.28 Northstead Road

Figure 28. Northstead Road

Northstead Road is a narrow through road containing residential units, measuring approximately 160 metres in length. On-street parking is apparent on both sides of the carriageway. Northstead Road links to Palace Road in the north at a junction and Kingsmead Road to the south, also at a junction.

Table 30. Northstead 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	323	239	41	23	56%	24	59%
Saturday				20	49%	22	54%

In addition to the areas of unrestricted parking on Northstead 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 1
- Restricted Carriageway 4
- White Line / Dropped Kerb 1

On the weekday the disabled bay was occupied throughout the survey period, the disabled bay was also 100% occupied on the weekend survey. The restricted carriageway section of Northstead Road was also heavily occupied on the weekday, at an average of 97%, however on the weekend there were no instances of vehicles parking there.

5.2.29 Nuthurst Avenue

Figure 29. Nuthurst Avenue

Nuthurst Avenue is a relatively narrow road, running parallel to Normanhurst Road and measuring approximately 135 metres in length. It is a residential road and there is parking apparent on both sides of the carriageway, allowing for a single lane of traffic to flow along the road. There are traffic calming measures in place to reduce speeding. In the north, it links to Wavertree Road at a junction and in the south to Faygate Road and Downton Avenue at a mini roundabout.

Table 31. Nuthurst 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	265	206	37	19	51%	21	57%
Saturday				13	36%	28	49%

In addition to the areas of unrestricted parking on Nuthurst Avenue, 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 2

From 12:00 onwards on the weekday there was a vehicle parked on the dropped kerb section of Nuthurst Avenue. On the weekend survey, from the 08:00 survey onwards there were no vehicles parked in this section.

5.2.30 Palace Road

Figure 30. Palace Road

Palace Road is a relatively narrow through road, measuring approximately 1260 metres in length. It is a largely residential road with on-street parking dotted along both sides of the carriageway. Traffic calming measures are in place to prevent speeding. There is a barrier in place to split Palace Road at the entrance to Coburg Crescent residential estate, permitting only cyclists access. There is one mini roundabout in place on Palace Road which connects the road to Hillside Road. Palace Road links to Leigham Vale in the east at a junction and there is a dead end to the north east, with only cyclists gaining access to South Circular Road.

Table 32. Palace 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	2459	1288	205	174	85%	189	92%
Saturday				142	69%	153	75%

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

Access	33
Disabled Bay	5
Double Yellow Line	4
Double Yellow Line / Access	3
Dropped Kerb	9
Keep Clear	9
Keep Clear / Access	2
Restricted Carriageway	36
Single Yellow Line	20
White Line	1
White Line / Access	3
White Line / Dropped Kerb	41

The disabled bays were on average 69% occupied throughout the weekday survey, and 67% on the weekend survey. The restricted carriageway was on average 15% occupied during the weekday survey and 13% on the weekend survey.

5.2.31 Probyn Road

Figure 31. Probyn Road

Probyn Road is a narrow through road containing residential units, measuring approximately 165 metres in length. On-street parking is apparent on both sides of the carriageway and it part of the Red Route with no stopping Monday to Saturday, 7am to 7pm. There are also 20mph roundels in place on the road to notify drivers of the speed limit. Probyn Road connects with Christchurch Road to the north and Palace Road in the south, both at junctions.

Table 33. Probyn 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	321	157	27	24	89%	28	104%
Saturday				24	87%	28	104%

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

- Disabled Bay 1
- Double Red Line 2
- Double Yellow Line / Dropped Kerb 1
- Parking Bay 11
- Restricted Carriageway 4
- White Line 2
- White Line / Dropped Kerb 4

On the weekday, the disabled bay was only occupied at 08:00, it was empty for the rest of the survey period. On the weekend survey, the disabled bay was not used. The parking bays were on average 35% occupied during the weekday survey, however on the weekend this figure decreased to 18%.

5.2.32 Railway Bridge

Railway Bridge is a one way northbound through road, measuring approximately 45 metres in length. On the bridge there is a bus stop on the western side and a bus stand directly to the east of this.

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

- Pedestrian Crossing 1
- Zig Zag 6

There were no instances of any vehicles parked on any of the restrictions on Railway Bridge during either survey.

5.2.33 Rastell Avenue

Figure 32. Rastell Avenue

Rastell Avenue is a narrow through road, measuring approximately 180 metres in length. The road is a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Rastell Avenue. To the north the road connects with Emmanuel Road and to the east turns into Sternhold Avenue.

Table 34. Rastell 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	322	243	44	42	96%	46	105%
Saturday				40	91%	42	95%

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

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

The average occupancy percentage for the disabled bay was 63% during the weekday survey, on the weekend the usage of the disabled bay was lower at 33%.

5.2.34 Roupell Road

Figure 33. Roupell Road

Roupell Road is a narrow through road, measuring approximately 90 metres in length. The road is largely residential and signage is installed showing that it is a red route with no stopping Monday to Saturday between 7am-7pm. There are also signs in place notifying the road is operating a 20mph speed limit, with two traffic calming measures in place to also prevent speeding.

Table 35. Roupell 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	191	116	22	9	42%	13	59%
Saturday				10	46%	12	55%

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

- Ambulance Bay 1
- Double Red Line 2
- Red Route 2
- Red Route / Access 1

There were no instances of vehicles parking outside of the unrestricted bays during the weekday survey. During the weekend survey the red route restriction had an average occupancy of 11% and the ambulance bay had an average occupancy of 22%.

5.2.35 Salford Road

Figure 34. Salford Road

Salford Road is a narrow through road, measuring approximately 315 metres in length. The road is a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Salford Road. To the north west the road connects with Emmanuel Road and to the south east connects with Sternhold Avenue.

Table 36. Salford 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	590	433	82	75	91%	82	100%
Saturday				73	89%	77	94%

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

- Disabled Bay 5
- Double Yellow Line 2
- Double Yellow Line / Dropped Kerb 2
- White Line / Access 2
- White Line / Dropped Kerb 6

The disabled bays were on average 64% occupied throughout the weekday survey, however on the weekend survey this figure dropped to 33%.

5.2.36 Sternhold Avenue

Figure 35. Sternhold Avenue

Sternhold Avenue is a two way road approximately 715 metres in length. Land use in the area is predominantly residential, with terraced housing to the west of the junction with Thornton Avenue, however it must be noted that there is a veterinary surgery at the junction. East of this junction land use consists of residential and retail space, with several retail units towards the junction with Streatham Hill.

Table 37. Sternhold 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	1352	846	158	115	73%	124	78%
Saturday				109	69%	120	76%

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

- Access 3
- Business Permit 3
- Disabled Bay 4
- Double Red Line 20
- Double Yellow Line 19
- Double Yellow Line / Access 1
- Pedestrian Crossing 1
- Restricted Carriageway 4
- Single Yellow Line 11
- Single Yellow Line/ Access 1
- Single Yellow Line / Dropped Kerb 1
- White Line / Dropped Kerb 3
- Zig Zag 2

On average the disabled bays were 75% occupied during the weekday survey and 42% occupied on the weekend survey.

5.2.37 Streatham Hill

Streatham Hill (A23) is a TfL Red Route which connects the South Circular Road / Christchurch Road to the north with Streatham High Road to the south. It is approximately 1400m in length and a duel carriageway through the Streatham Hill area. The road has dedicated parking bays along its length on both sides of the road, which serve the retail units adjacent to the carriageway. There is no unrestricted parking.

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

- Access 7
- Bus Stop 48
- Bus Stop / Access 3
- Double Red 54
- Double Red / Access 3
- Double Red / Bus Lane 2
- Double Red / Bus Stand 5
- Double Red / Bus Stop 16
- Loading Bay 9
- Parking Bay 40
- Red Route 4
- Red Route / Access 1
- Red Route / Bus Lane 19
- Zig Zag 29
- Zig Zag / Access 2

There was an average of occupancy of parking bays over the weekday survey was 23% and 25% during the weekend survey. During the weekday survey there were instances of vehicles parked on double red restrictions of around 1% during the survey period.

5.2.38 Telford Avenue

Figure 36. Telford Avenue

Telford Avenue is a narrow through road, approximately 785 metres in length. The road is a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Telford Avenue. To the west the road connects with Rastell Avenue and to the east links to Streatham Hill (A23).

Table 38. Telford 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	1479	901	152	137	90%	148	97%
Saturday				134	88%	140	92%

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

- Disabled Bay 8
- Double Red Line 3
- Double Yellow Line 9
- Dropped Kerb 4
- Parking Bay 2
- Red Route / Access 1
- Restricted Carriageway 6
- White Line / Access 5
- White Line / Dropped Kerb 29

The average occupancy of the disabled bays over the weekday survey was 50%, compared with 22% on the weekend survey. For the parking bays the average occupancy on the weekday was 39% compared with 44% on the weekend.

5.2.39 Tenham Avenue

Figure 37. Tenham Avenue

Tenham Avenue is a narrow through road, measuring approximately 135 metres in length. The road is a residential road and parking is apparent on both sides of the road, allowing for a single flow of traffic along Tenham Avenue. To the north the road connects with Telford Avenue and to the south connects with Sternhold Avenue.

Table 39. Tenham 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	257	219	43	39	91%	42	98%
Saturday				30	71%	34	79%

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

- Double Yellow Line 1
- Dropped Kerb 1

There were no instances of vehicles parking on either the double yellow line or dropped kerb restrictions during the weekday survey, however during the weekend survey they double yellow line section was on average 100% occupied.

5.2.40 Thornton Avenue

Figure 38. Thornton Avenue

Thornton Avenue is a two way through road on a predominantly residential street; the road measures approximately 390 metres in length. Traffic calming measures and bus stops are present on Thornton Avenue.

Table 40. Thornton 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	954	483	85	41	49%	46	54%
Saturday				39	46%	42	49%

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

- Access 1
- Bus Stop 14
- Business Permit 11
- Cycle Lane 1
- Disabled Bay 2
- Double Yellow Line 25
- Dropped Kerb 9
- Restricted Carriageway 2

The dropped kerb restrictions were 7% occupied on average during the weekday survey, there were no instances of vehicles parking on these restrictions during the weekend survey. There were also no instances of vehicles parking in the disabled bays.

5.2.41 Tierney Road

Figure 39. Tierney Road

Tierney Road is a narrow through road, approximately 530 metres in length. It is a residential road with residential parking on both sides of the carriageway, allowing for a single lane of traffic along the road. Tierney Road is accessed from South Circular Road from the north and A23 from the east.

Table 41. Tierney 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	1025	720	128	112	88%	118	92%
Saturday				114	89%	129	101%

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

Access	3
Disabled Bay	4
Double Red Line	3
Double Yellow Line	4
Double Yellow Line / Dropped Kerb	2
Parking Bay	3
Red Route	3
Single Yellow Line	1
White Line / Access	1
White Line / Dropped Kerb	16

The disabled bays were on average 47% occupied throughout the weekday survey, this is considerably lower than the 75% average occupancy in the weekend survey. The parking bays had a higher occupancy percentage on the weekday with an average 70% occupancy level, compared with 37% on the weekend survey.

5.2.42 Wavertree Road

Figure 40. Wavertree Road

Wavertree Road is a wide road measuring approximately 705 metres in length. It is a residential road and there is parking apparent on both sides of the carriageway and there are traffic calming measures in place along the road to reduce speeding. There is a crossroads in operation along Wavertree Road which links to Daysbrook Road. Wavertree Road links to A23 in the west and Downton Avenue in the east.

Table 42. Wavertree 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	1342	975	170	123	73%	134	79%
Saturday				120	70%	128	75%

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

- Access 2
- Disabled Bay 2
- Double Red Line 2
- Double Yellow Line 5
- Double Yellow Line / Dropped Kerb 1
- Double Yellow Line / Pedestrian Kerb 1
- Dropped Kerb 5
- Keep Clear 5
- Keep Clear / Dropped Kerb 2
- Loading Bay 3
- Parking Bay 2
- Restricted Carriageway 1
- White Line / Dropped Kerb 8

On average the disabled bays on Wavertree Road were 78% occupied during the weekday survey, compared with 61% on the weekend. During the weekday survey the keep clear restrictions were on average 49% occupied by vehicles, on the weekend this figure was similar, at 51%.

5.2.43 Wyatt Park Road

Figure 41. Wyatt Park Road

Wyatt Park Road is a relatively narrow through road, approximately 370 metres in length. It is a largely residential road with a few commercial units based at the western end of the road where it connects with A23. There is parking apparent on both sides of the carriageway, allowing for a single lane of traffic to pass along the road. Traffic calming measures are in place along the road to reduce speeding. The road connects to Normanhurst Road in the east at a junction.

Table 43. Wyatt Park Road Parking Stress – Unrestricted Parking

DAY	TOTAL LENGTH OF KERB SPACE (M)	LENGTH OF UNRESTRICTED PARKING (M)	NUMBER OF UNRESTRICTED PARKING SPACES	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (AVERAGE OVER SURVEY PERIOD)	AVERAGE UNRESTRICTED PARKING STRESS (%)	NUMBER OF CARS PARKED ON UNRESTRICTED LENGTHS OF ROAD (MAX OVER SURVEY PERIOD)	MAX UNRESTRICTED PARKING STRESS (%)
Thursday	704	531	100	89	89%	97	97%
Saturday				76	76%	87	87%

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

- Disabled Bay 4
- Double Red Line 1
- Double Red Line / Pedestrian Kerb 2
- Parking Bay 3
- Red Route 4
- Restricted Carriageway 6
- White Line / Dropped Kerb 5

The disabled bays were 67% occupied on average during the weekday survey, whereas during the weekend survey this figure was 25%. The parking bays were heavily occupied on average, 93% on the weekday and 78% on the weekend.

6. SUMMARY

6.1 Overview

SYSTRA has been commissioned by Lambeth Council to undertake a series of parking stress survey relating to on-street parking within the London Borough of Lambeth. This report focusses upon parking within the Streatham Hill Area to the north of the borough. This area is not currently subject to Controlled Parking Zone restrictions.

6.2 Parking Survey Specification

The objective of the parking stress surveys are to determine the level of parking stress on street-by-street basis across the whole of the Streatham Hill Area during a typical weekday and Saturday. The aim is to provide an understanding of parking supply (including the different types of kerbside parking), demand (including length of stay) and user characteristics (resident / non-residents, short-stay / long-stay) throughout the survey periods.

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 12th November 2016 and Thursday 17th November 2016. Further surveys were carried out on 26th January and 28th January 2017 to clarify additional streets. Surveyors then walked the area undertaking a parking beat every two hours. The number of vehicles parked upon each designated parking section of restriction was noted during each beat, along with the vehicle registration mark to ascertain length of stay. A snapshot photograph of parking was taken during the survey, at street level, within each street with a parking occupancy observed in excess of 80%.

6.3 Supply

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

- Unrestricted parking area = 3468 defined parking spaces
- Dropped Kerb / Access = 267 defined parking spaces
- Designated Parking Bay = 91 defined parking spaces
- Single Yellow Line = 120 defined parking spaces
- Single Yellow Line (with crossover) = 4 defined parking spaces
- Double Yellow Line = 254 defined parking spaces
- Double Red Line = 151 defined parking spaces
- Other Formal Restriction = 674 defined parking spaces
- Informal White Line Markings = 224 defined parking spaces
- **Total = 5253 defined parking spaces**

This indicates that there are 3559 defined parking spaces that could be utilised during the day (unrestricted parking plus parking bays) in the Streatham Hill Area.

This increases to a potential 3679 defined spaces overnight, if single yellow line space were to be included.

6.4 Parking Stress

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

Across the Streatham Hill area as a whole, the level of parking stress appears moderately high with maximum observed parking demand of 3,099 around 460 below the daytime parking supply of 3,559 spaces across the area.

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

Figure 42. Parking Stress Level – Proportion of Streets by Category (Weekday)

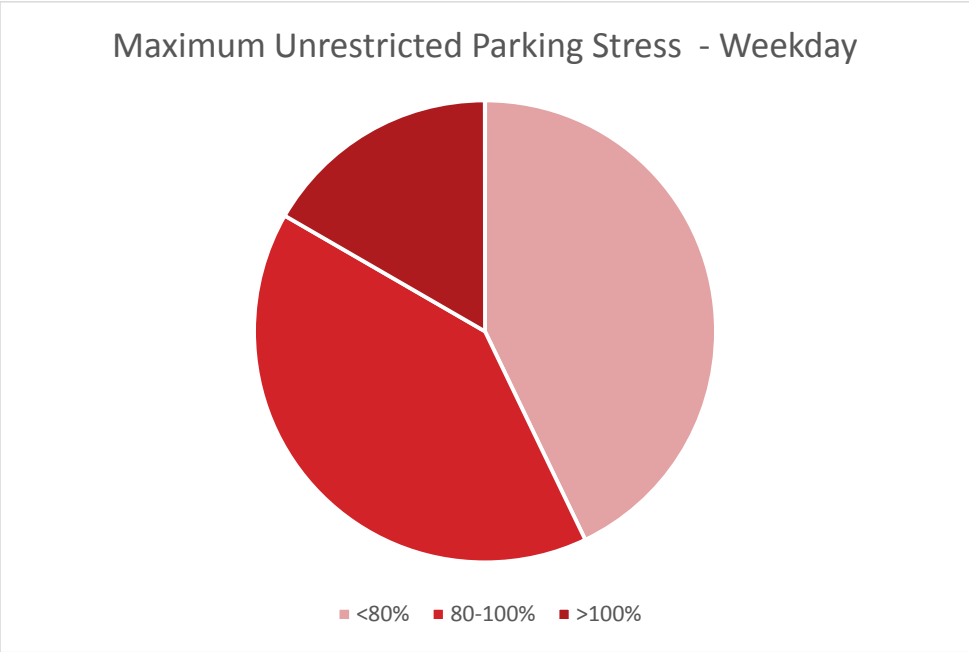


Figure 43. Parking Stress Level – Proportion of Streets by Category (Weekend)

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

- A total of **18** roads had unrestricted parking stresses of less than 80%, and these were:
    - Bellasis Avenue;
    - Coburg Crescent;
    - Cricklade Avenue;
    - Criffel Avenue;
    - Downton Avenue;
    - Faygate Road;
    - Goodman Crescent;
    - Hillside Road;
    - Kingsmead Road;
    - Kirkstall Gardens;
    - Normanhurst Road;
    - Northstead Road;
    - Nuthurst Avenue;
    - Restell Avenue;
    - Salford Road;
    - Sternhold Avenue;
    - Tenham Avenue; and
    - Tierney Road.
- A total of **16** roads had parking stresses of between 80% and 100%, and these were:
    - Amesbury Avenue;
    - Barcombe Avenue;
    - Blairderry Road;
    - Daysbrrok Road;
    - Hailsham Avenue;
    - Killieser Avenue;
    - Kinfauns Road;
    - Kirkstall Road;
    - Lanercost Road;
    - Leigham Vale;
    - Montrell Road;
    - New Park Road;
    - Palace Road;
    - Streatham Hill;
    - Telford Avenue; and
    - Wavertree Road.
- A total of **8** roads had parking stresses of over 100%, and these were:
    - Ardwell Road;
    - Barrhill Road;
    - Emsworth Street;
    - Lexton Gardens;
    - Probyn Road;
    - Railway Bridge;
    - Roupell Road; and
    - Thornton Avenue.

6.5 Parking Demand

During the Thursday survey, a total of 4,771 unique vehicle registration plates were recorded across the study area. 57% of these were recorded at the outset of the survey (04:00) and therefore represent overnight demand. A large proportion of this is likely to local residential demand from the area; however, it is also likely to encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).

During the course of the Thursday an additional 2,034 plates were recorded (43% 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 4,183 unique vehicle registration plates were recorded across the study area. 70% of these were recorded at the outset of the survey (04:00) and therefore represent overnight demand. A large proportion of this is likely to local residential demand from the area; however, it is also likely to encompass some overnight demand from residents from nearby controlled parking zones, as well as non-residential long-stay parking (e.g. parking of commercial vehicles).

During the course of the weekend period, an additional 1,274 plates were recorded (30% of total), indicating non-residential short-stay parking. This indicates that during the weekend, there is less parking demand for non-residential vehicles.

6.6 Duration of Stay

Table 44 provides a breakdown of overall duration of stay of vehicles across the observed survey periods on Thursday and Saturday.

Table 44. 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	1610	29%	1593	37%
Between 12-16 hours	295	5%	234	5%
Between 8-12 hours	647	12%	546	13%
Between 4-8 hours	1116	20%	561	13%
Between 2-4 hours	928	17%	766	18%
Less than 2 hours	890	16%	634	15%
Total	6556	100%	4334	100%

It is evident from **Table 44** that the duration of stay tends to be based around either all day parking (more than 16 hours) which is 29% of weekday demand and 37% of weekend demand.

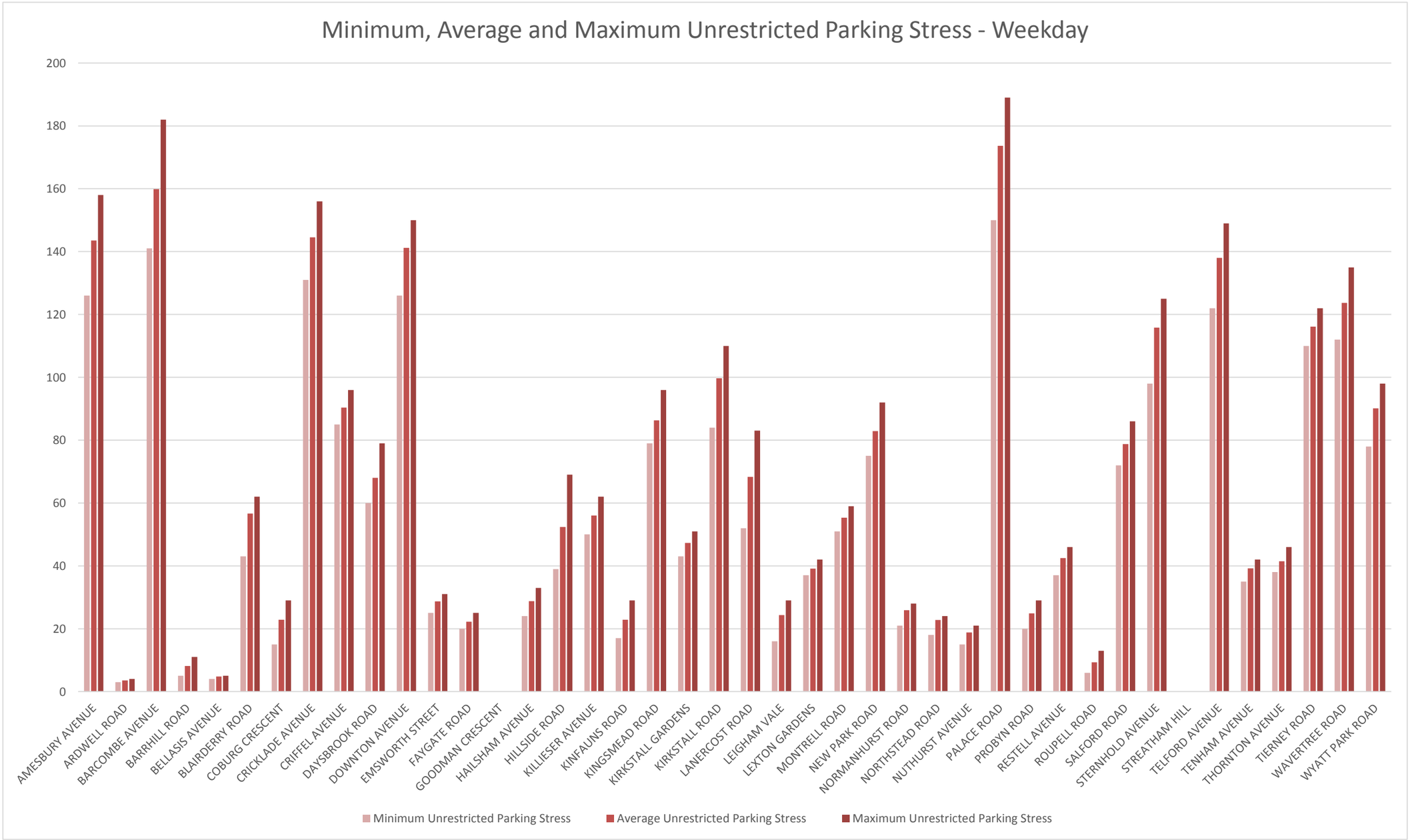
This is matched by short stay parking demand which equated to 33% in the weekday and 33% at the weekend. This is demand of less than 4 hours. Demand over the middle of the day (4-8 hours) is also significant.

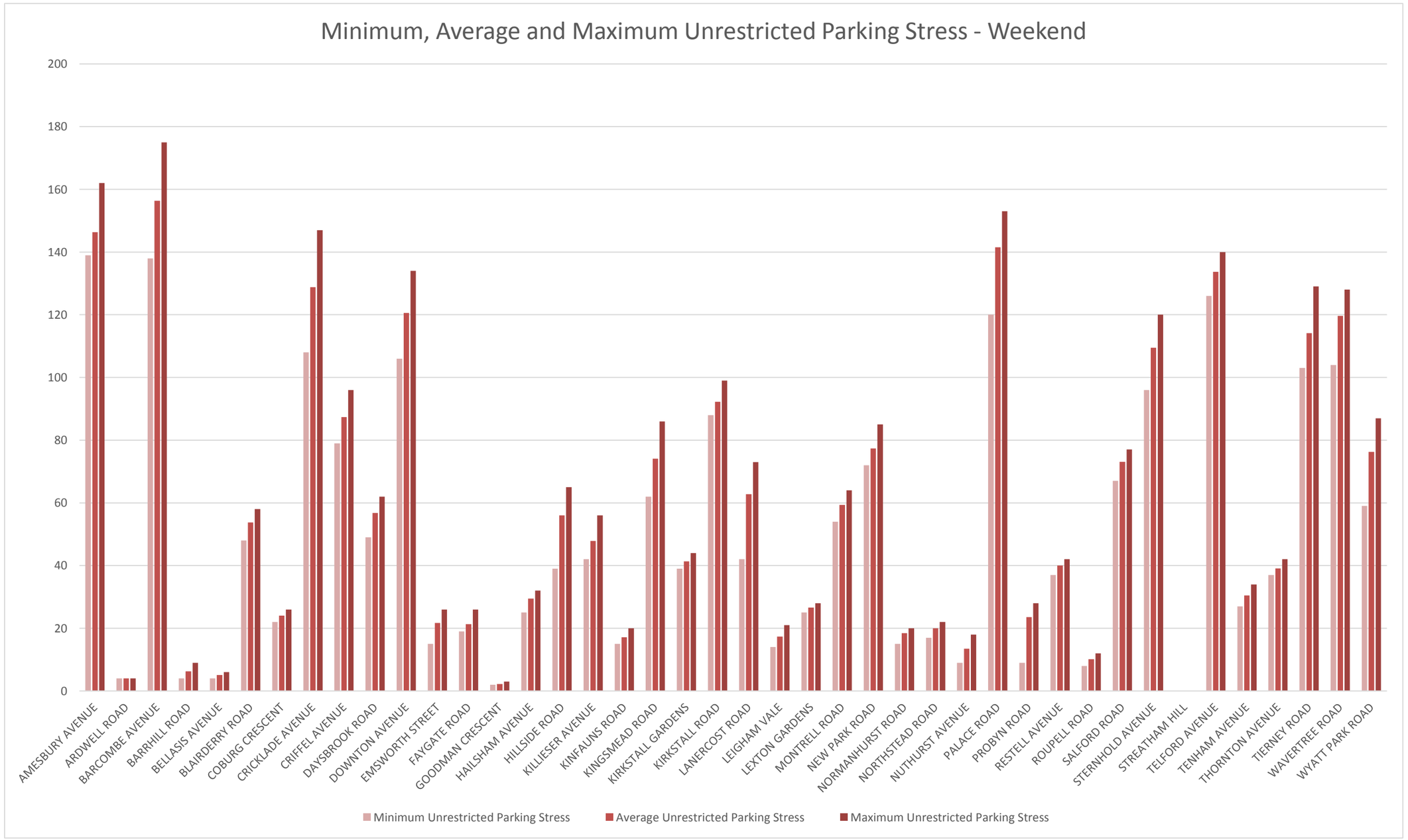
In order to provide insight into parking patterns across the day an analysis of the correlation of duration of stay data against the arrival time of a vehicle has been conducted. The following key insights were obtained from the Thursday data [*Saturday figures in brackets*]:

- 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, 26% *[29%]* left within 2 hours, and 19% *[13%]* within 4 hours
- Of the vehicles arriving (or returning) towards the end of the day, 79% *[74%]* 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
200
180
160
140
120
100
80
60
40
20
0
AMESBURY AVENUE
ARDWELL ROAD
BARCOMBE AVENUE
BARRHILL ROAD
BELLASIS AVENUE
BLAIRDERRY ROAD
COBURG CRESCENT
CRICKLADE AVENUE
CRIFFEL AVENUE
DAYSBROOK ROAD
DOWNTON AVENUE
EMSWORTH STREET
FAYGATE ROAD
GOODMAN CRESCENT
HAILSHAM AVENUE
HILLSIDE ROAD
KILLIESER AVENUE
KINFAUNS ROAD
KINGSMEAD ROAD
KIRKSTALL GARDENS
KIRKSTALL ROAD
LANERCOST ROAD
LEIGHAM VALE
LEXTON GARDENS
MONTRELL ROAD
NEW PARK ROAD
NORMANHURST ROAD
NORTHSTEAD ROAD
NUTHURST AVENUE
PALACE ROAD
PROBYN ROAD
RESTELL AVENUE
ROUPELL ROAD
SALFORD ROAD
STERNHOLD AVENUE
STREATHAM HILL
TELFORD AVENUE
TENHAM AVENUE
THORNTON AVENUE
TIERNEY ROAD
WAVERTREE ROAD
WYATT PARK ROAD
Minimum Unrestricted Parking Stress
Average Unrestricted Parking Stress
Maximum Unrestricted Parking Stress


Minimum, Average and Maximum Unrestricted Parking Stress - Weekend
200
180
160
140
120
100
80
60
40
20
0
AMESBURY AVENUE
ARDWELL ROAD
BARCOMBE AVENUE
BARRHILL ROAD
BELLASIS AVENUE
BLAIRDERRY ROAD
COBURG CRESCENT
CRICKLADE AVENUE
CRIFFEL AVENUE
DAYSBROOK ROAD
DOWNTON AVENUE
EMSWORTH STREET
FAYGATE ROAD
GOODMAN CRESCENT
HAILSHAM AVENUE
HILLSIDE ROAD
KILLIESER AVENUE
KINFAUNS ROAD
KINGSMEAD ROAD
KIRKSTALL GARDENS
KIRKSTALL ROAD
LANERCOST ROAD
LEIGHAM VALE
LEXTON GARDENS
MONTRELL ROAD
NEW PARK ROAD
NORMANHURST ROAD
NORTHSTEAD ROAD
NUTHURST AVENUE
PALACE ROAD
PROBYN ROAD
RESTELL AVENUE
ROUPELL ROAD
SALFORD ROAD
STERNHOLD AVENUE
STREATHAM HILL
TELFORD AVENUE
TENHAM AVENUE
THORNTON AVENUE
TIERNEY ROAD
WAVERTREE ROAD
WYATT PARK ROAD
Minimum Unrestricted Parking Stress
Average Unrestricted Parking Stress
Maximum Unrestricted Parking Stress

Report Appendix B

PARKING PRESSURES ACROSS RESTRICTED KERBSIDE

PARKING ACROSS RESTRICTED KERBSIDE			THURSDAY						SATURDAY					
STREET NAME	REGULATION	CAPACITY	MIN.	% MIN.	AVE.	% AVE.	MAX.	% MAX.	MIN.	% MIN.	AVE.	% AVE.	MAX.	% MAX.
AMESBURY AVENUE	DISABLED BAY	18	6	33%	6	35%	7	39%	4	22%	5	30%	6	33%
AMESBURY AVENUE	DOUBLE RED	1	0	0%	0	0%	0	0%	0	0%	0	22%	1	100%
AMESBURY AVENUE	PARKING BAY	6	2	33%	4	65%	6	100%	2	33%	3	57%	5	83%
AMESBURY AVENUE	RESTRICTED CARRIAGEWAY	13	3	23%	4	31%	5	38%	5	38%	6	45%	8	62%
ARDWELL ROAD	DOUBLE YELLOW	10	0	0%	0	1%	1	10%	0	0%	0	0%	0	0%
ARDWELL ROAD	DROPPED KERB	2	1	50%	2	89%	3	150%	0	0%	1	44%	2	100%
ARDWELL ROAD	LOADING BAY	2	1	50%	2	89%	2	100%	0	0%	0	17%	1	50%
ARDWELL ROAD	RESTRICTED CARRIAGEWAY	1	0	0%	1	89%	1	100%	1	100%	1	100%	1	100%
BARCOMBE AVENUE	DISABLED BAY	14	8	57%	9	66%	11	79%	6	43%	8	57%	9	64%
BARCOMBE AVENUE	DROPPED KERB	0	0	-	0	-	0	-	0	-	0	-	1	-
BARCOMBE AVENUE	PARKING BAY	6	0	0%	2	30%	5	83%	0	0%	3	46%	5	83%
BARCOMBE AVENUE	RESTRICTED CARRIAGEWAY	14	2	14%	4	30%	5	36%	5	36%	6	40%	6	43%
BARCOMBE AVENUE	WHITE LINE/ACCESS	2	0	0%	0	0%	0	0%	0	0%	1	44%	1	50%
BARRHILL ROAD	ACCESS	1	0	0%	1	78%	1	100%	0	0%	0	33%	1	100%
BARRHILL ROAD	PARKING BAY	6	0	0%	3	50%	7	117%	1	17%	2	39%	4	67%
BARRHILL ROAD	RESTRICTED CARRIAGEWAY	1	2	200%	2	200%	2	200%	0	0%	1	67%	1	100%
BARRHILL ROAD	WHITE LINE/ACCESS	2	0	0%	0	22%	2	100%	0	0%	0	11%	1	50%
BELLASIS AVENUE	DROPPED KERB	3	0	0%	0	0%	0	0%	0	0%	0	11%	1	33%
BELLASIS AVENUE	RESTRICTED CARRIAGEWAY	19	2	11%	3	16%	4	21%	4	21%	5	26%	6	32%
BLAIRDERRY ROAD	DISABLED BAY	1	0	0%	0	44%	1	100%	0	0%	0	0%	0	0%
BLAIRDERRY ROAD	DOUBLE YELLOW	24	0	0%	0	1%	1	4%	0	0%	0	0%	0	0%
BLAIRDERRY ROAD	DROPPED KERB	5	6	120%	8	158%	9	180%	2	40%	2	42%	3	60%
BLAIRDERRY ROAD	RESTRICTED CARRIAGEWAY	7	3	43%	4	52%	4	57%	2	29%	4	56%	5	71%
BLAIRDERRY ROAD	WHITE LINE/DROPPED KERB	4	4	100%	5	122%	5	125%	3	75%	3	75%	3	75%
COBURG CRESCENT	DOUBLE YELLOW	109	15	14%	19	18%	24	22%	20	18%	24	22%	27	25%
COBURG CRESCENT	DROPPED KERB	55	4	7%	6	10%	8	15%	7	13%	8	15%	9	16%
COBURG CRESCENT	RESTRICTED CARRIAGEWAY	22	0	0%	0	1%	1	5%	2	9%	2	9%	2	9%
CRICKLADE AVENUE	DISABLED BAY	10	2	20%	4	40%	7	70%	5	50%	5	50%	5	50%
CRICKLADE AVENUE	DOUBLE RED	2	0	0%	0	0%	0	0%	0	0%	0	6%	1	50%
CRICKLADE AVENUE	DROPPED KERB	2	2	100%	2	100%	2	100%	0	0%	1	39%	1	50%
CRICKLADE AVENUE	LOADING BAY	3	0	0%	1	48%	2	67%	0	0%	1	26%	1	33%
CRICKLADE AVENUE	PARKING BAY	3	0	0%	1	33%	3	100%	0	0%	1	48%	3	100%
CRICKLADE AVENUE	RESTRICTED CARRIAGEWAY	8	1	13%	3	38%	5	63%	2	25%	2	28%	3	38%
CRICKLADE AVENUE	WHITE LINE/DROPPED KERB	3	0	0%	1	33%	2	67%	0	0%	0	4%	1	33%
CRIFFEL AVENUE	ACCESS	0	1	-	1	-	1	-	1	-	1	-	1	-
CRIFFEL AVENUE	DOUBLE YELLOW	3	0	0%	0	0%	0	0%	1	33%	1	33%	1	33%
CRIFFEL AVENUE	DROPPED KERB	2	3	150%	4	183%	5	250%	1	50%	1	50%	1	50%
CRIFFEL AVENUE	RESTRICTED CARRIAGEWAY	6	1	17%	1	17%	1	17%	1	17%	1	17%	1	17%
CRIFFEL AVENUE	WHITE LINE/DROPPED KERB	7	0	0%	1	17%	2	29%	2	29%	2	29%	2	29%
DAYSBROOK ROAD	ACCESS	1	0	0%	0	0%	0	0%	0	0%	0	33%	1	100%
DAYSBROOK ROAD	CAR CLUB	2	0	0%	1	39%	1	50%	0	0%	1	39%	1	50%
DAYSBROOK ROAD	DISABLED BAY	2	0	0%	1	33%	1	50%	1	50%	1	67%	2	100%
DAYSBROOK ROAD	DOUBLE YELLOW	2	0	0%	1	56%	2	100%	0	0%	0	0%	0	0%
DAYSBROOK ROAD	DOUBLE YELLOW/DROPPED KERB	0	0	-	0	-	1	-	0	-	0	-	0	-
DAYSBROOK ROAD	DROPPED KERB	0	1	-	1	-	2	-	1	-	1	-	2	-
DAYSBROOK ROAD	KEEP CLEAR/DROPPED KERB	1	0	0%	0	0%	0	0%	0	0%	1	67%	1	100%
DAYSBROOK ROAD	RESTRICTED CARRIAGEWAY	4	0	0%	1	17%	1	25%	1	25%	2	47%	2	50%
DAYSBROOK ROAD	WHITE LINE	1	0	0%	0	33%	1	100%	1	100%	1	100%	1	100%
DAYSBROOK ROAD	WHITE LINE/DROPPED KERB	3	1	33%	2	70%	4	133%	1	33%	2	63%	2	67%
DOWNTON AVENUE	DISABLED BAY	11	4	36%	5	45%	6	55%	5	45%	6	52%	6	55%
DOWNTON AVENUE	DROPPED KERB	2	5	250%	6	300%	8	400%	6	300%	7	367%	9	450%
DOWNTON AVENUE	LOADING BAY	1	0	0%	0	33%	1	100%	0	0%	0	11%	1	100%
DOWNTON AVENUE	PARKING BAY	4	0	0%	0	3%	1	25%	0	0%	0	6%	1	25%
DOWNTON AVENUE	RESTRICTED CARRIAGEWAY	24	2	8%	3	11%	3	13%	0	0%	1	4%	1	4%
DOWNTON AVENUE	SUSPENDED	0	0	-	1	-	1	-	1	-	1	-	1	-
DOWNTON AVENUE	WHITE LINE/DROPPED KERB	1	0	0%	0	11%	1	100%	0	0%	0	0%	0	0%
EMSWORTH STREET	ACCESS	0	0	-	1	-	1	-	0	-	0	-	0	-
EMSWORTH STREET	DROPPED KERB	2	0	0%	1	56%	2	100%	0	0%	0	0%	0	0%
EMSWORTH STREET	RESTRICTED CARRIAGEWAY	10	7	70%	9	89%	10	100%	4	40%	4	44%	5	50%
EMSWORTH STREET	WHITE LINE/DROPPED KERB	1	0	0%	0	44%	1	100%	0	0%	0	0%	0	0%
FAYGATE ROAD	CAR CLUB	1	0	0%	1	133%	2	200%	1	100%	1	144%	2	200%
FAYGATE ROAD	DROPPED KERB	2	0	0%	0	6%	1	50%	0	0%	0	22%	1	50%
FAYGATE ROAD	RESTRICTED CARRIAGEWAY	18	3	17%	4	21%	5	28%	4	22%	5	26%	6	33%

GOODMAN CRESCENT	DROPPED KERB	52	0	0%	0	0%	1	2%	1	2%	4	7%	6	12%
GOODMAN CRESCENT	RESTRICTED CARRIAGEWAY	28	1	4%	1	4%	1	4%	3	11%	5	16%	7	25%
HILLSIDE ROAD	DISABLED BAY	3	1	33%	1	44%	2	67%	0	0%	1	33%	2	67%
HILLSIDE ROAD	DOUBLE YELLOW	1	0	0%	0	11%	1	100%	0	0%	0	0%	0	0%
HILLSIDE ROAD	DROPPED KERB	2	1	50%	2	100%	3	150%	0	0%	0	6%	1	50%
HILLSIDE ROAD	PARKING BAY	2	0	0%	0	6%	1	50%	0	0%	0	11%	1	50%
HILLSIDE ROAD	RESTRICTED CARRIAGEWAY	17	1	6%	2	12%	4	24%	3	18%	4	24%	5	29%
HILLSIDE ROAD	WHITE LINE	0	0	-	1	-	1	-	0	-	0	-	0	-
HILLSIDE ROAD	WHITE LINE/DROPPED KERB	14	2	14%	2	16%	3	21%	1	7%	1	8%	2	14%
KILLIESER AVENUE	DROPPED KERB	5	2	40%	4	78%	5	100%	1	20%	2	38%	3	60%
KILLIESER AVENUE	PEDESTRIAN KERB	4	0	0%	1	17%	1	25%	1	25%	2	42%	2	50%
KILLIESER AVENUE	RESTRICTED CARRIAGEWAY	4	1	25%	2	50%	4	100%	0	0%	0	11%	1	25%
KILLIESER AVENUE	WHITE LINE	0	0	-	0	-	1	-	0	-	0	-	0	-
KILLIESER AVENUE	WHITE LINE/DROPPED KERB	10	2	20%	4	36%	7	70%	1	10%	2	21%	4	40%
KINFAUNS ROAD	DROPPED KERB	2	1	50%	3	128%	3	150%	2	100%	2	106%	3	150%
KINFAUNS ROAD	RESTRICTED CARRIAGEWAY	6	2	33%	3	54%	4	67%	0	0%	1	15%	1	17%
KINGSMEAD ROAD	DISABLED BAY	2	1	50%	2	89%	2	100%	1	50%	1	50%	1	50%
KINGSMEAD ROAD	DROPPED KERB	8	0	0%	1	11%	3	38%	2	25%	3	38%	4	50%
KINGSMEAD ROAD	RESTRICTED CARRIAGEWAY	8	2	25%	3	36%	4	50%	1	13%	2	21%	2	25%
KINGSMEAD ROAD	WHITE LINE/DROPPED KERB	2	0	0%	0	11%	1	50%	1	50%	1	50%	1	50%
KIRKSTALL GARDENS	DISABLED BAY	1	0	0%	1	67%	1	100%	0	0%	0	0%	0	0%
KIRKSTALL GARDENS	DROPPED KERB	4	0	0%	1	17%	1	25%	0	0%	0	0%	0	0%
KIRKSTALL GARDENS	RESTRICTED CARRIAGEWAY	34	4	12%	5	16%	7	21%	4	12%	4	12%	4	12%
KIRKSTALL GARDENS	WHITE LINE/DROPPED KERB	3	1	33%	1	33%	1	33%	0	0%	0	0%	0	0%
KIRKSTALL ROAD	CAR CLUB	1	1	100%	1	100%	1	100%	0	0%	0	0%	0	0%
KIRKSTALL ROAD	DISABLED BAY	5	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%
KIRKSTALL ROAD	DROPPED KERB	3	3	100%	4	137%	5	167%	3	100%	4	141%	5	167%
KIRKSTALL ROAD	RESTRICTED CARRIAGEWAY	2	0	0%	1	28%	1	50%	0	0%	1	39%	1	50%
KIRKSTALL ROAD	WHITE LINE	1	0	0%	0	0%	0	0%	0	0%	0	11%	1	100%
KIRKSTALL ROAD	WHITE LINE/ACCESS	0	0	-	0	-	1	-	0	-	0	-	0	-
KIRKSTALL ROAD	WHITE LINE/DROPPED KERB	11	1	9%	2	19%	4	36%	2	18%	3	26%	3	27%
LANERCOST ROAD	DISABLED BAY	2	0	0%	1	61%	2	100%	1	50%	2	89%	2	100%
LANERCOST ROAD	DROPPED KERB	1	1	100%	1	100%	1	100%	0	0%	1	111%	2	200%
LANERCOST ROAD	RESTRICTED CARRIAGEWAY	4	2	50%	3	83%	4	100%	1	25%	4	89%	4	100%
LANERCOST ROAD	WHITE LINE	1	0	0%	0	0%	0	0%	0	0%	1	89%	1	100%
LANERCOST ROAD	WHITE LINE/DROPPED KERB	17	1	6%	3	17%	5	29%	2	12%	2	14%	3	18%
LANERCOST ROAD	WHITE LINE/PEDESTRIAN KERB	0	0	-	0	-	0	-	0	-	1	-	1	-
LEIGHAM VALE	DROPPED KERB	3	1	33%	2	56%	2	67%	0	0%	0	15%	1	33%
LEIGHAM VALE	WHITE LINE/DROPPED KERB	2	2	100%	2	106%	3	150%	0	0%	1	50%	2	100%
LEXTON GARDENS	DROPPED KERB	9	0	0%	1	6%	1	11%	0	0%	0	0%	0	0%
MONTRELL ROAD	DISABLED BAY	4	0	0%	1	19%	3	75%	0	0%	1	22%	2	50%
MONTRELL ROAD	DOUBLE RED	4	0	0%	0	8%	1	25%	0	0%	0	0%	0	0%
MONTRELL ROAD	DOUBLE YELLOW	2	1	50%	2	78%	2	100%	0	0%	0	0%	0	0%
MONTRELL ROAD	DOUBLE YELLOW/DROPPED KERB	0	1	-	1	-	1	-	0	-	0	-	0	-
MONTRELL ROAD	DROPPED KERB	0	1	-	2	-	3	-	1	-	1	-	2	-
MONTRELL ROAD	PARKING BAY	3	0	0%	0	0%	0	0%	2	67%	3	111%	4	133%
MONTRELL ROAD	WHITE LINE/DROPPED KERB	6	1	17%	3	43%	5	83%	2	33%	3	44%	4	67%
NEW PARK ROAD	ACCESS	6	1	17%	2	26%	2	33%	3	50%	3	50%	3	50%
NEW PARK ROAD	DOUBLE YELLOW	6	0	0%	0	2%	1	17%	1	17%	1	17%	1	17%
NEW PARK ROAD	DROPPED KERB	6	2	33%	2	41%	3	50%	2	33%	3	44%	3	50%
NEW PARK ROAD	RESTRICTED CARRIAGEWAY	9	5	56%	8	84%	9	100%	6	67%	6	67%	6	67%
NORMANHURST ROAD	DROPPED KERB	3	1	33%	2	70%	3	100%	0	0%	1	19%	1	33%
NORMANHURST ROAD	RESTRICTED CARRIAGEWAY	7	1	14%	1	21%	2	29%	1	14%	1	14%	1	14%
NORTHSTEAD ROAD	DISABLED BAY	1	1	100%	1	100%	1	100%	1	100%	1	100%	1	100%
NORTHSTEAD ROAD	DROPPED KERB	1	0	0%	0	0%	0	0%	0	0%	0	22%	1	100%
NORTHSTEAD ROAD	RESTRICTED CARRIAGEWAY	4	3	75%	4	97%	5	125%	0	0%	0	0%	0	0%
NORTHSTEAD ROAD	WHITE LINE/DROPPED KERB	1	0	0%	0	44%	1	100%	0	0%	0	0%	0	0%
NUTHURST AVENUE	DOUBLE YELLOW	0	0	-	0	-	0	-	0	-	1	-	1	-
NUTHURST AVENUE	DROPPED KERB	1	0	0%	1	56%	1	100%	0	0%	0	22%	1	100%
NUTHURST AVENUE	RESTRICTED CARRIAGEWAY	2	0	0%	0	22%	1	50%	0	0%	0	0%	0	0%

PALACE ROAD	ACCESS	33	0	0%	2	7%	4	12%	0	0%	2	6%	4	12%
PALACE ROAD	DISABLED BAY	5	2	40%	3	69%	4	80%	3	60%	3	67%	4	80%
PALACE ROAD	DOUBLE YELLOW	4	0	0%	1	17%	1	25%	0	0%	0	0%	0	0%
PALACE ROAD	DROPPED KERB	9	2	22%	2	27%	3	33%	2	22%	3	38%	6	67%
PALACE ROAD	KEEP CLEAR	9	0	0%	1	10%	3	33%	3	33%	5	54%	8	89%
PALACE ROAD	RESTRICTED CARRIAGEWAY	36	3	8%	5	15%	8	22%	3	8%	5	13%	6	17%
PALACE ROAD	SINGLE YELLOW	20	3	15%	4	19%	5	25%	0	0%	0	2%	1	5%
PALACE ROAD	WHITE LINE/DROPPED KERB	41	2	5%	3	8%	5	12%	1	2%	2	5%	3	7%
PROBYN ROAD	DISABLED BAY	1	0	0%	0	11%	1	100%	0	0%	0	0%	0	0%
PROBYN ROAD	PARKING BAY	11	1	9%	4	35%	9	82%	0	0%	1	10%	4	36%
PROBYN ROAD	RESTRICTED CARRIAGEWAY	4	2	50%	3	83%	4	100%	1	25%	3	69%	3	75%
PROBYN ROAD	WHITE LINE	2	2	100%	3	128%	3	150%	2	100%	2	100%	2	100%
PROBYN ROAD	WHITE LINE/DROPPED KERB	4	0	0%	0	3%	1	25%	0	0%	1	22%	1	25%
RESTELL AVENUE	DISABLED BAY	3	1	33%	2	63%	2	67%	0	0%	1	26%	1	33%
RESTELL AVENUE	DOUBLE YELLOW	4	0	0%	1	28%	2	50%	0	0%	1	17%	1	25%
RESTELL AVENUE	RESTRICTED CARRIAGEWAY	1	2	200%	2	200%	2	200%	1	100%	1	100%	1	100%
ROUPELL ROAD	AMBULANCE BAY	1	0	0%	0	0%	0	0%	0	0%	0	22%	1	100%
ROUPELL ROAD	RED ROUTE	2	0	0%	0	0%	0	0%	0	0%	0	11%	1	50%
ROUPELL ROAD	RESTRICTED CARRIAGEWAY	0	0	-	0	-	1	-	0	-	0	-	0	-
SALFORD ROAD	DISABLED BAY	5	3	60%	3	64%	4	80%	1	20%	2	33%	2	40%
SALFORD ROAD	DOUBLE YELLOW/DROPPED KERB	2	0	0%	1	33%	1	50%	0	0%	1	39%	1	50%
SALFORD ROAD	WHITE LINE/DROPPED KERB	6	1	17%	2	41%	4	67%	1	17%	1	17%	1	17%
STERNHOLD AVENUE	DISABLED BAY	4	3	75%	3	75%	3	75%	1	25%	2	42%	2	50%
STERNHOLD AVENUE	DOUBLE RED	20	0	0%	0	0%	0	0%	0	0%	1	3%	1	5%
STERNHOLD AVENUE	DOUBLE YELLOW	19	0	0%	0	0%	0	0%	0	0%	1	3%	1	5%
STERNHOLD AVENUE	DROPPED KERB	0	1	-	1	-	1	-	0	-	0	-	0	-
STERNHOLD AVENUE	SINGLE YELLOW	11	0	0%	0	0%	0	0%	0	0%	1	5%	2	18%
STERNHOLD AVENUE	SINGLE YELLOW/ACCESS	1	0	0%	0	0%	0	0%	0	0%	0	44%	1	100%
STERNHOLD AVENUE	WHITE LINE/DROPPED KERB	3	0	0%	0	0%	0	0%	0	0%	0	11%	1	33%
STREATHAM HILL	BUS STOP	48	0	0%	0	1%	1	2%	0	0%	0	0%	0	0%
STREATHAM HILL	DOUBLE RED	54	0	0%	1	1%	2	4%	0	0%	0	0%	0	0%
STREATHAM HILL	LOADING BAY	9	0	0%	0	0%	0	0%	0	0%	0	4%	2	22%
STREATHAM HILL	PARKING BAY	40	4	10%	9	23%	15	38%	2	5%	10	25%	20	50%
TELFORD AVENUE	DISABLED BAY	8	2	25%	4	50%	5	63%	1	13%	2	22%	4	50%
TELFORD AVENUE	DOUBLE RED	3	0	0%	0	0%	0	0%	0	0%	0	4%	1	33%
TELFORD AVENUE	DOUBLE YELLOW	9	0	0%	1	7%	1	11%	0	0%	0	0%	0	0%
TELFORD AVENUE	DROPPED KERB	4	0	0%	1	22%	2	50%	0	0%	0	3%	1	25%
TELFORD AVENUE	PARKING BAY	2	0	0%	1	39%	2	100%	0	0%	1	44%	2	100%
TELFORD AVENUE	PEDESTRIAN CROSSING	0	0	-	0	-	1	-	0	-	0	-	1	-
TELFORD AVENUE	RED ROUTE	0	0	-	0	-	1	-	0	-	0	-	0	-
TELFORD AVENUE	RESTRICTED CARRIAGEWAY	6	3	50%	5	91%	7	117%	5	83%	5	83%	5	83%
TELFORD AVENUE	WHITE LINE/ACCESS	5	0	0%	0	0%	0	0%	0	0%	0	4%	1	20%
TELFORD AVENUE	WHITE LINE/DROPPED KERB	29	2	7%	4	13%	5	17%	1	3%	2	8%	3	10%
TENHAM AVENUE	DOUBLE YELLOW	1	0	0%	0	0%	0	0%	1	100%	1	100%	1	100%
TENHAM AVENUE	DOUBLE YELLOW/DROPPED KERB	0	0	-	0	-	0	-	1	-	1	-	1	-
THORNTON AVENUE	DROPPED KERB	9	0	0%	1	7%	1	11%	0	0%	0	0%	0	0%
THORNTON AVENUE	RESTRICTED CARRIAGEWAY	2	0	0%	0	11%	1	50%	1	50%	1	50%	1	50%
TIERNEY ROAD	ACCESS	3	0	0%	0	4%	1	33%	0	0%	0	0%	0	0%
TIERNEY ROAD	DISABLED BAY	4	1	25%	2	47%	3	75%	3	75%	3	75%	3	75%
TIERNEY ROAD	DOUBLE YELLOW	4	0	0%	0	0%	0	0%	1	25%	1	25%	1	25%
TIERNEY ROAD	DOUBLE YELLOW/DROPPED KERB	2	0	0%	0	0%	0	0%	1	50%	1	50%	1	50%
TIERNEY ROAD	PARKING BAY	3	0	0%	2	70%	3	100%	0	0%	1	37%	2	67%
TIERNEY ROAD	RED ROUTE	3	0	0%	0	0%	0	0%	0	0%	0	11%	1	33%
TIERNEY ROAD	SINGLE YELLOW	1	0	0%	0	11%	1	100%	0	0%	0	33%	1	100%
TIERNEY ROAD	WHITE LINE	0	0	-	0	-	0	-	0	-	1	-	1	-
TIERNEY ROAD	WHITE LINE/ACCESS	1	1	100%	2	178%	2	200%	0	0%	0	11%	1	100%
TIERNEY ROAD	WHITE LINE/DROPPED KERB	16	4	25%	8	47%	9	56%	2	13%	3	22%	5	31%
WAVERTREE ROAD	ACCESS	2	0	0%	0	6%	1	50%	0	0%	0	6%	1	50%
WAVERTREE ROAD	DISABLED BAY	2	1	50%	2	78%	2	100%	1	50%	1	61%	2	100%
WAVERTREE ROAD	DOUBLE YELLOW	5	0	0%	0	0%	0	0%	0	0%	1	16%	1	20%
WAVERTREE ROAD	DROPPED KERB	5	2	40%	2	40%	2	40%	1	20%	1	27%	2	40%
WAVERTREE ROAD	KEEP CLEAR	5	2	40%	2	49%	3	60%	2	40%	3	51%	3	60%
WAVERTREE ROAD	LOADING BAY	3	0	0%	0	7%	1	33%	1	33%	2	56%	3	100%
WAVERTREE ROAD	PARKING BAY	2	0	0%	2	89%	3	150%	0	0%	1	61%	2	100%
WAVERTREE ROAD	WHITE LINE/DROPPED KERB	8	4	50%	5	63%	6	75%	2	25%	2	29%	3	38%
WYATT PARK ROAD	ACCESS	0	1	-	2	-	2	-	1	-	2	-	2	-
WYATT PARK ROAD	DISABLED BAY	4	2	50%	3	67%	3	75%	1	25%	1	25%	1	25%
WYATT PARK ROAD	DROPPED KERB	0	0	-	0	-	1	-	1	-	1	-	1	-
WYATT PARK ROAD	PARKING BAY	3	2	67%	3	93%	3	100%	0	0%	2	78%	4	133%
WYATT PARK ROAD	RED ROUTE	4	0	0%	1	19%	1	25%	0	0%	0	0%	0	0%
WYATT PARK ROAD	RESTRICTED CARRIAGEWAY	6	0	0%	1	13%	1	17%	2	33%	2	37%	3	50%
WYATT PARK ROAD	WHITE LINE/DROPPED KERB	5	1	20%	2	33%	2	40%	0	0%	1	11%	2	40%

Report Appendix C

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
AMESBURY AVENUE	38%	0%	2%	2%	4%	8%	12%	13%	20%
ARDWELL ROAD	40%	0%	0%	0%	5%	10%	0%	30%	15%
BARCOMBE AVENUE	47%	1%	1%	2%	4%	6%	14%	9%	17%
BARRHILL ROAD	30%	2%	2%	0%	3%	5%	5%	21%	33%
BELLASIS AVENUE	33%	8%	8%	8%	8%	0%	8%	17%	8%
BLAIRDERRY ROAD	36%	2%	3%	5%	8%	10%	8%	15%	13%
COBURG CRESCENT	36%	0%	2%	2%	1%	10%	24%	20%	5%
CRICKLADE AVENUE	44%	3%	2%	4%	4%	7%	9%	16%	13%
CRIFFEL AVENUE	54%	0%	1%	2%	9%	8%	6%	14%	6%
DAYSBROOK ROAD	30%	1%	7%	2%	10%	8%	14%	13%	15%
DOWNTON AVENUE	44%	2%	2%	4%	8%	5%	9%	14%	13%
EMSWORTH STREET	46%	6%	1%	5%	3%	8%	4%	12%	15%
FAYGATE ROAD	50%	4%	0%	10%	2%	6%	4%	6%	19%
GOODMAN CRESCENT	50%	0%	0%	0%	0%	0%	0%	0%	50%
HAILSHAM AVENUE	24%	1%	0%	1%	4%	4%	25%	14%	25%
HILLSIDE ROAD	35%	0%	3%	2%	5%	6%	18%	9%	21%
KILLIESER AVENUE	39%	0%	3%	8%	8%	3%	11%	17%	11%
KINFAUNS ROAD	33%	3%	7%	3%	12%	12%	14%	12%	3%
KINGSMEAD ROAD	41%	2%	11%	2%	3%	4%	12%	19%	6%
KIRKSTALL GARDENS	52%	2%	0%	10%	3%	9%	3%	12%	8%
KIRKSTALL ROAD	49%	2%	4%	5%	5%	7%	3%	12%	13%
LANERCOST ROAD	36%	1%	2%	5%	5%	5%	13%	13%	20%
LEIGHAM VALE	28%	0%	17%	3%	16%	5%	7%	12%	12%
LEXTON GARDENS	71%	2%	0%	4%	4%	15%	2%	4%	0%
MONTRELL ROAD	21%	5%	1%	5%	18%	9%	11%	7%	24%
NEW PARK ROAD	56%	1%	3%	6%	1%	13%	2%	6%	11%
NORMANHURST ROAD	21%	0%	6%	6%	6%	12%	17%	25%	7%
NORTHSTEAD ROAD	38%	2%	5%	5%	3%	14%	17%	14%	2%
NUTHURST AVENUE	31%	0%	0%	4%	7%	27%	16%	7%	9%
PALACE ROAD	30%	1%	5%	3%	8%	7%	11%	25%	11%
PROBYN ROAD	39%	0%	1%	2%	5%	6%	10%	7%	31%
RESTELL AVENUE	57%	0%	0%	3%	5%	11%	8%	10%	5%
ROUPELL ROAD	20%	0%	10%	0%	5%	10%	20%	20%	15%
SALFORD ROAD	46%	4%	1%	2%	8%	6%	8%	15%	12%
STERNHOLD AVENUE	58%	2%	0%	2%	6%	8%	6%	9%	8%
STREATHAM HILL	26%	0%	0%	0%	1%	1%	2%	16%	54%
TELFORD AVENUE	45%	2%	6%	9%	5%	3%	4%	16%	10%
TENHAM AVENUE	56%	0%	1%	3%	6%	6%	13%	10%	7%
THORNTON AVENUE	54%	0%	3%	3%	3%	3%	9%	11%	11%
TIERNEY ROAD	34%	3%	4%	5%	6%	5%	9%	19%	16%
WAVERTREE ROAD	38%	0%	3%	4%	10%	7%	17%	12%	10%
WYATT PARK ROAD	43%	0%	5%	6%	5%	7%	11%	14%	9%

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
AMESBURY AVENUE	25%	1%	2%	8%	5%	9%	16%	20%	14%
ARDWELL ROAD	56%	0%	0%	0%	11%	0%	11%	11%	11%
BARCOMBE AVENUE	28%	2%	3%	12%	2%	3%	15%	20%	15%
BARRHILL ROAD	3%	0%	3%	5%	5%	8%	13%	25%	40%
BELLASIS AVENUE	29%	0%	0%	12%	18%	6%	29%	6%	0%
BLAIRDERRY ROAD	30%	3%	2%	8%	9%	15%	8%	18%	6%
COBURG CRESCENT	43%	1%	0%	2%	7%	8%	9%	17%	12%
CRICKLADE AVENUE	39%	1%	3%	6%	5%	7%	12%	7%	20%
CRIFFEL AVENUE	37%	0%	1%	6%	6%	14%	13%	15%	8%
DAYSBROOK ROAD	29%	0%	12%	3%	3%	9%	14%	24%	6%
DOWNTON AVENUE	46%	1%	1%	9%	4%	6%	11%	11%	12%
EMSWORTH STREET	37%	0%	5%	5%	7%	12%	16%	2%	16%
FAYGATE ROAD	35%	0%	2%	8%	4%	8%	10%	20%	12%
GOODMAN CRESCENT	24%	6%	0%	12%	35%	0%	6%	12%	6%
HAILSHAM AVENUE	45%	0%	0%	4%	0%	15%	17%	6%	13%
HILLSIDE ROAD	23%	4%	2%	13%	1%	7%	12%	21%	17%
KILLIESER AVENUE	40%	0%	4%	6%	12%	14%	8%	6%	11%
KINFAUNS ROAD	20%	0%	5%	5%	18%	15%	8%	20%	10%
KINGSMEAD ROAD	27%	1%	1%	7%	16%	10%	6%	21%	11%
KIRKSTALL GARDENS	82%	2%	6%	2%	0%	2%	6%	0%	0%
KIRKSTALL ROAD	59%	1%	1%	1%	5%	7%	9%	9%	7%
LANERCOST ROAD	25%	12%	7%	13%	1%	2%	11%	13%	16%
LEIGHAM VALE	21%	0%	5%	5%	8%	18%	8%	13%	23%
LEXTON GARDENS	77%	0%	0%	3%	0%	6%	6%	3%	3%
MONTRELL ROAD	32%	0%	14%	0%	0%	6%	13%	31%	4%
NEW PARK ROAD	76%	0%	1%	1%	1%	7%	6%	4%	5%
NORMANHURST ROAD	41%	0%	0%	6%	16%	0%	16%	13%	9%
NORTHSTEAD ROAD	32%	3%	0%	5%	22%	11%	5%	5%	16%
NUTHURST AVENUE	39%	4%	0%	4%	9%	0%	22%	17%	4%
PALACE ROAD	16%	0%	5%	4%	11%	15%	15%	20%	15%
PROBYN ROAD	14%	15%	3%	12%	8%	3%	12%	15%	17%
RESTELL AVENUE	42%	0%	3%	2%	5%	15%	24%	6%	3%
ROUPELL ROAD	26%	0%	0%	0%	4%	9%	17%	26%	17%
SALFORD ROAD	34%	1%	1%	4%	9%	18%	13%	12%	8%
STERNHOLD AVENUE	31%	0%	2%	3%	8%	13%	17%	15%	10%
STREATHAM HILL	0%	0%	0%	0%	0%	0%	0%	2%	98%
TELFORD AVENUE	50%	1%	1%	2%	7%	9%	8%	10%	11%
TENHAM AVENUE	25%	0%	0%	9%	14%	26%	14%	9%	4%
THORNTON AVENUE	65%	0%	0%	6%	4%	10%	6%	4%	6%
TIERNEY ROAD	24%	0%	12%	2%	2%	5%	9%	38%	7%
WAVERTREE ROAD	37%	1%	9%	4%	4%	5%	12%	21%	7%
WYATT PARK ROAD	34%	1%	3%	3%	5%	6%	12%	15%	21%

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