



Traffic Data Centre

2018

Parking Stress Assessment



London Borough of Sutton

Parking Stress Assessment – London Borough of Sutton

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Version Control

Rev	Prepared by	Quality Checked by	Approved by	Detail
01	Leah Felton Barry Hallam	John Elliot	Felix Emmanuel	DRAFT ISSUE
02	Leah Felton	Barry Hallam	Felix Emmanuel	Final

2 INTRODUCTION

2.1 BACKGROUND

Following adoption of the Parking Strategy in September 2016, the London Borough of Sutton has undertaken a range of information gathering and consultation processes. In late 2017 / early 2018 the first resident's survey on the Parking Strategy was undertaken covering 43,000 households. This gave a better understanding of residents parking concerns to begin considering potential solutions.

To support the proposals being proposed in various roads, the Council appointed Traffic Data Centre (TDC) carry out a Parking Stress Assessment/Parking Beat Survey. The purpose of the Survey is to assess trends of parking demand associated with specific attractors in the borough and provide additional insight into parking trends within all the 9 Council Wards covered by this current consultation (Phase 1) area sampling 46 roads. These surveys covered each road (See 2.2) for the day at regular intervals of 2 hours in order to build a profile of the parking demand in the road throughout the day. Some roads were surveyed on both a weekday and a weekend and some just on a weekday

2.2 SITE LOCATIONS

Selected roads in the 9 Council Wards were surveyed. The Wards surveyed are shown in *Figure 1*

Figure 1: Map of surveyed Wards

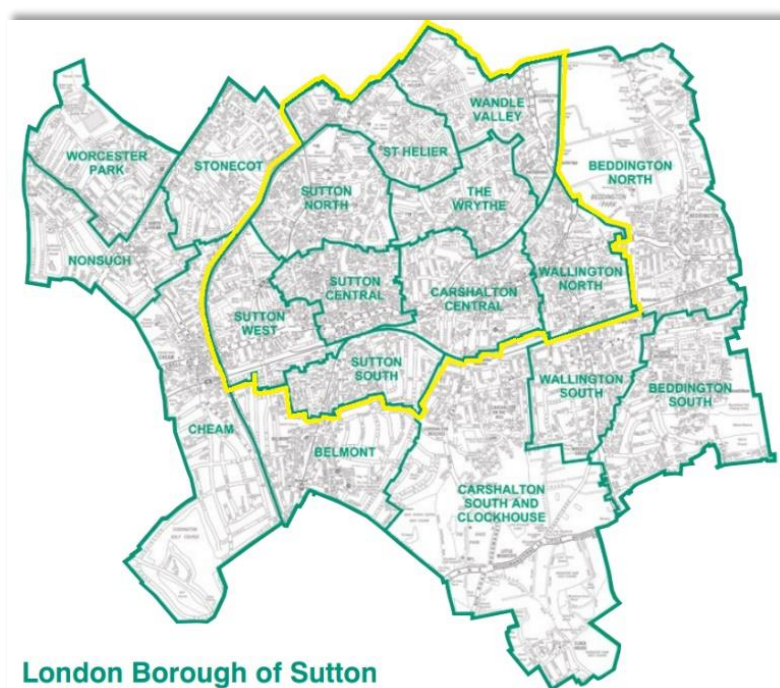


Table 1: Roads included in survey

<u>Ward</u>	<u>Road</u>	<u>Survey Days</u>
Carshalton Central	Carshalton Grove	Weekday only
	Colston Ave	Weekday & Weekend
	Florian Ave	Weekday only
	Mill Lane	Weekday & Weekend
	Papermill Close	Weekday & Weekend
	Rossdale	Weekday & Weekend
	Shorts Road	Weekday & Weekend
St Helier	Robertsbridge Road	Weekday & Weekend
	Tintern Road	Weekday & Weekend
	Titchfield Road	Weekday & Weekend
	Tweeddale Road	Weekday & Weekend
	Winchcombe Road	Weekday & Weekend
Sutton Central	Bramley Road	Weekday & Weekend
	Gauntlett Road	Weekday & Weekend
	Thicket Crescent	Weekday & Weekend
Sutton North	Aultone Way	Weekday & Weekend
	Blenheim Road	Weekday & Weekend
	Greenhill	Weekday & Weekend
	Hillview Road	Weekday only
	Marlborough Road	Weekday & Weekend
	Waverley Avenue	Weekday only
	Woodend	Weekday & Weekend
Sutton South	Audley Place	Weekday only
	Camborne Road	Weekday only
	The Ridgway	Weekday only
Sutton West	Norman Road	Weekday only
	St James Avenue	Weekday only
	Sunningdale Road	Weekday only
	Tate Road	Weekday only
The Wrythe	Aultone Way	Weekday & Weekend
	Culvers Way	Weekday & Weekend
	Denmark Road	Weekday & Weekend
	Fellowes Road	Weekday & Weekend
	Groveside Close	Weekday & Weekend
	Hackbridge Park Gardens	Weekday & Weekend
	West Street (Camden Rd to Wrythe Lane)	Weekday & Weekend
	William Street	Weekday & Weekend
Wallington North	Caraway Place	Weekday & Weekend
	Meadow Walk	Weekday & Weekend
	Prince Charles Way	Weekday & Weekend
	Wandle Road	Weekday & Weekend
Wandle Valley	Link Road	Weekday & Weekend
	Longfield Avenue	Weekday & Weekend
	Quarr Road	Weekday only
	Revesby Road	Weekday only
	Shrewsbury Road	Weekday only

3 SURVEY METHODOLOGY

The following parking stress survey methodology was agreed with the Council in advance of surveys undertaken. Surveys were carried out on between 17 November and 1 December 2018. These provide a representation of a weekday and a weekend day, which are likely to have different parking patterns and characteristics.

3.1 PRE-SURVEY MEASUREMENTS

Prior to the surveys commencing a team from TDC visited each Ward to collect data regarding the current characteristics of each road to be surveyed. This included the restrictions and the distances of all kerbside space located on the public highway, noting areas of restricted and non-restricted carriageway.

Based on 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). These calculations were used to prepare field sheets for use on survey day.

Separately, a calculation was also made of available, unrestricted, parking spaces (**capacity**). For this purpose, the results were rounded down e.g. if a length of available parking was only 4 metres then it was not classified as a place to park – unless it was an individually marked parking bay. On narrow roads where it is not possible to park on both sides of the road without obstructing the flow of traffic, the capacity was calculated by reference to one side only, being the side where most vehicles were parked. If, on such a road, vehicles were parked on both sides, the capacity for both sides of the road was calculated and the higher capacity side taken as available.

3.2 SURVEY DAY

Surveyors walked the area undertaking a parking beat every two hours. This ensured that data was captured regularly across the day to ensure periods of high demand were observed and parking patterns, such as durations of stay, were identifiable. The survey was scheduled to encompass the period from early morning (6am) through to early evening (post 6pm). The two hourly beats meant that exact start and end times varied across the survey area.

The number of vehicles parked upon each available parking section of restriction was noted during each beat, along with a partial vehicle registration number which was used to ascertain the length of stay of that vehicle.

3.3 SURVEY MONITORING

TDC Supervisors staff attended the sites during the survey in order to ensure that adequate resources were deployed and to undertake spot check surveys on several 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

4 SUMMARY RESULTS

4.1 RESULTS

Detailed results can be found in [Appendix A](#)

The following is a summary showing, for each road surveyed, the maximum parking stress (vehicles parked divided by available spaces as a percentage) and the vehicles that parked all day as a percentage of those parked at the start of each day (6am).

Table 2: Summary of Results

Road	Ward	Capacity (available parking spaces)	Total length of parking spaces (m)	Weekday		Weekend	
				Maximum Stress	Vehicles parked all day	Maximum Stress	Vehicles parked all day
Carshalton Grove	Carshalton Central	38	190	118%	37%		
Colston Avenue	Carshalton Central	37	185	105%	53%	100%	56%
Florian Avenue	Carshalton Central	30	150	73%	35%		
Mill Lane	Carshalton Central	83	415	77%	45%	80%	39%
Papermill Close	Carshalton Central	18	90	100%	75%	78%	29%
Rossdale	Carshalton Central	19	95	100%	42%	95%	47%
Shorts Road	Carshalton Central	15	75	127%	25%	127%	18%
Robertsbridge Road	St Helier	65	325	98%	31%	112%	28%
Tintern Road	St Helier	66	330	103%	29%	83%	39%
Titchfield Road	St Helier	45	225	111%	58%	91%	54%
Tweeddale Road	St Helier	36	180	131%	33%	117%	24%
Winchcombe Road	St Helier	142	710	75%	35%	77%	44%
Bramley Road	Sutton Central	30	150	110%	52%	113%	48%
Gauntlett Road	Sutton Central	17	85	147%	52%	188%	44%
Thicket Crescent	Sutton Central	66	330	85%	47%	80%	50%

				Weekday		Weekend	
Road	Ward	Capacity (available parking spaces)	Total length of parking spaces (m)	Maximum Stress	Vehicles parked all day	Maximum Stress	Vehicles parked all day
Aultone Way	Sutton North	104	520	98%	53%	79%	43%
Blenheim Way	Sutton North	21	105	95%	40%	152%	50%
Greenhill	Sutton North	41	205	80%	45%	71%	45%
Hillview Road	Sutton North	14	70	179%	46%		
Marlborough Road	Sutton North	24	120	92%	47%	113%	36%
Waverley Avenue	Sutton North	42	210	107%	53%		
Woodend	Sutton North	44	220	48%	40%	66%	31%
Audley Place	Sutton South	46	230	89%	32%		
Camborne Road	Sutton South	72	360	75%	35%		
The Ridgway	Sutton South	145	725	70%	38%		
Norman Road	Sutton West	52	260	160%	43%		
St James Avenue	Sutton West	53	265	125%	45%		
Sunningdale Road	Sutton West	61	305	85%	35%		
Tate Road	Sutton West	12	60	158%	43%		
Aultone Way	The Wrythe	35	175	91%	26%	103%	31%
Culvers Way	The Wrythe	188	940	40%	31%	49%	39%
Denmark Road	The Wrythe	84	420	93%	37%	62%	32%
Fellowes Road	The Wrythe	50	250	92%	41%	106%	38%
Groveside Close	The Wrythe	31	155	55%	41%	55%	41%

				Weekday		Weekend	
Road	Ward	Capacity (available parking spaces)	Total length of parking spaces (m)	Maximum Stress	Vehicles parked all day	Maximum Stress	Vehicles parked all day
Hackbridge Park Gardens	The Wrythe	16	80	100%	70%	138%	36%
West Street (Camden Rd to Wrythe Lane)	The Wrythe	8	40	138%	71%	138%	36%
William Street	The Wrythe	15	75	107%	36%	127%	38%
Caraway Place	Wallington North	3	15	167%	40%	233%	20%
Meadow Walk	Wallington North	8	40	125%	29%	113%	33%
Prince Charles Way	Wallington North	19	95	121%	38%	105%	45%
Wandle Road	Wallington North	64	320	128%	45%	114%	45%
Link Road	Wandle Valley	33	165	100%	57%	76%	40%
Longfield Avenue	Wandle Valley	35	175	137%	49%	143%	32%
Quarr Road	Wandle Valley	7	35	157%	22%		
Revesby Road	Wandle Valley	14	70	143%	40%		
Shrewsbury Road	Wandle Valley	33	165	152%	26%		

4.2 LEVEL OF PARKING STRESS

It is possible for the parking stress to exceed 100%. Taking Carshalton Grove as an example:

There is available parking on this road for 38 vehicles which is made up of marked parking bays and some unrestricted lengths of road. At one point during the day all 38 spaces were occupied and an additional 7 vehicles parked on the road (across driveways) making a total of 45 vehicles and a stress of 118%.

5 RESULTS BY WARD

5.1 CARSHALTON CENTRAL

Seven roads were surveyed in Carshalton Central. All were surveyed on a weekday (Wednesday 21 November 2018) and 5 were also surveyed on a weekend (Saturday 24 November 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

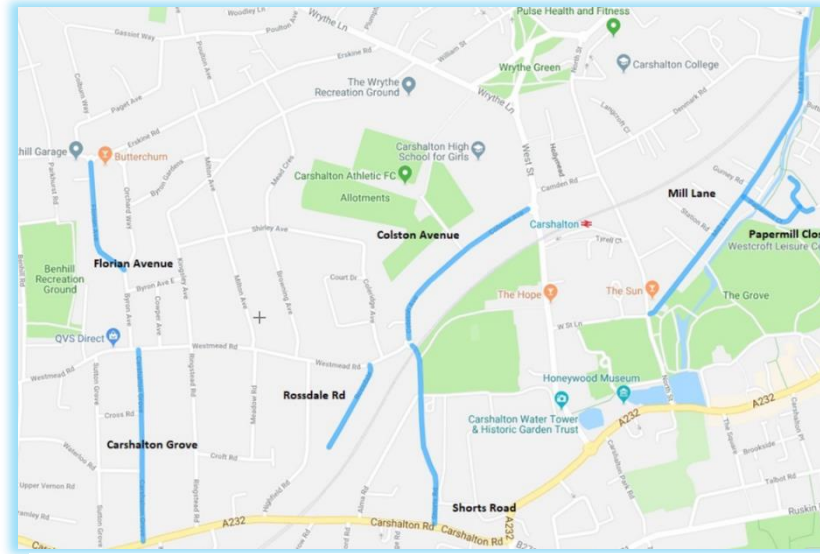


Figure 2: Carshalton Central - Map of Surveyed Roads

This Ward borders the Ward of Carshalton South and Clockhouse. Consultation for this ward is ongoing (Phase 2)

Figure 3: Carshalton Central - Weekday Parking Stress



Figure 4: Carshalton Central - Weekday Duration of Stay

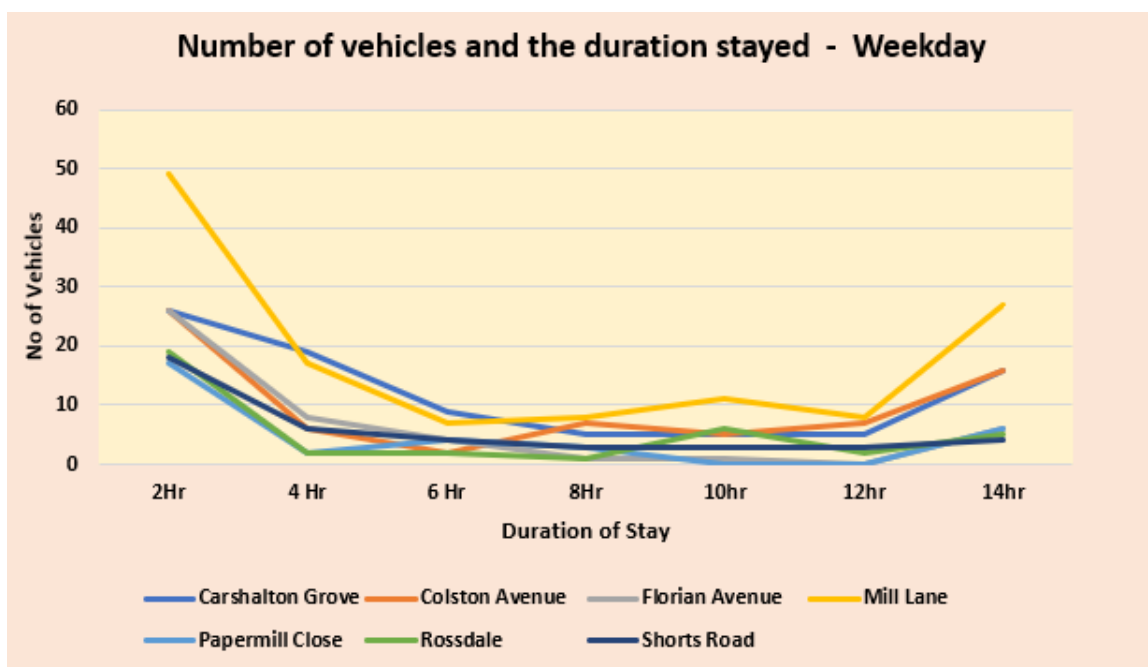


Figure 5: Carshalton Central - Weekend Parking Stress

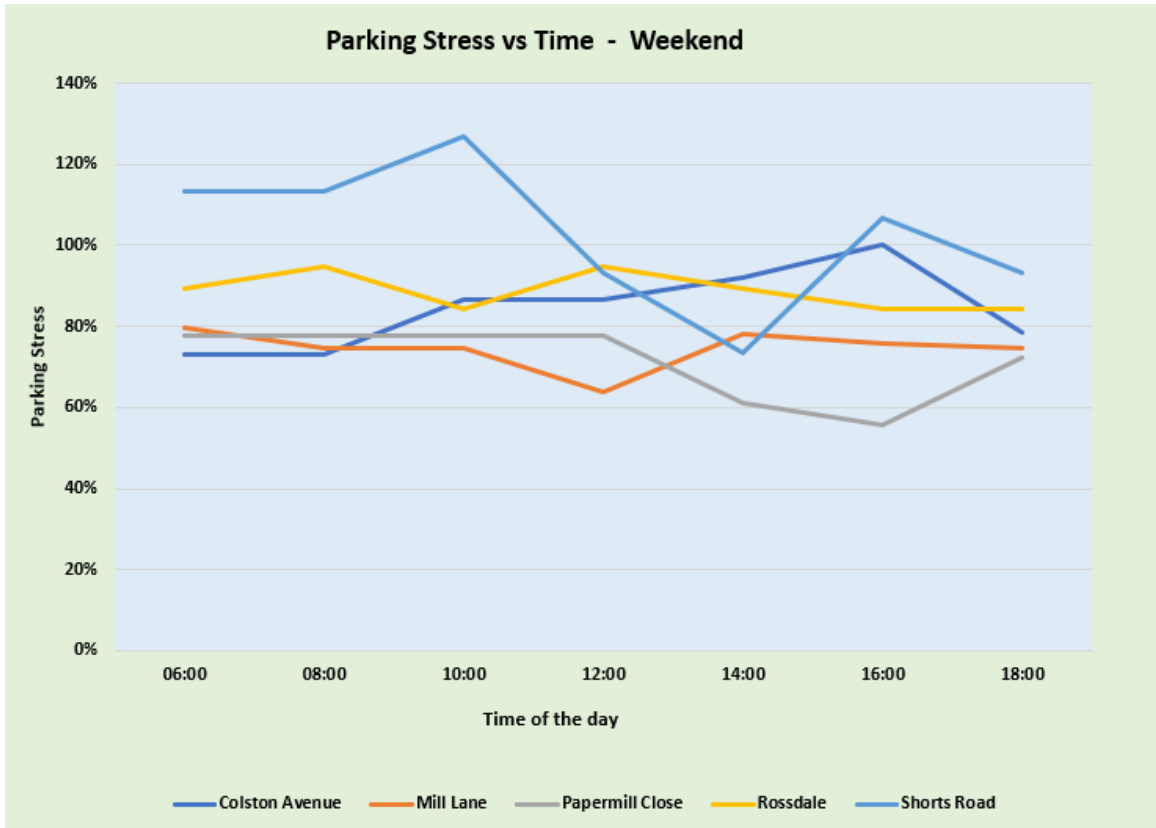
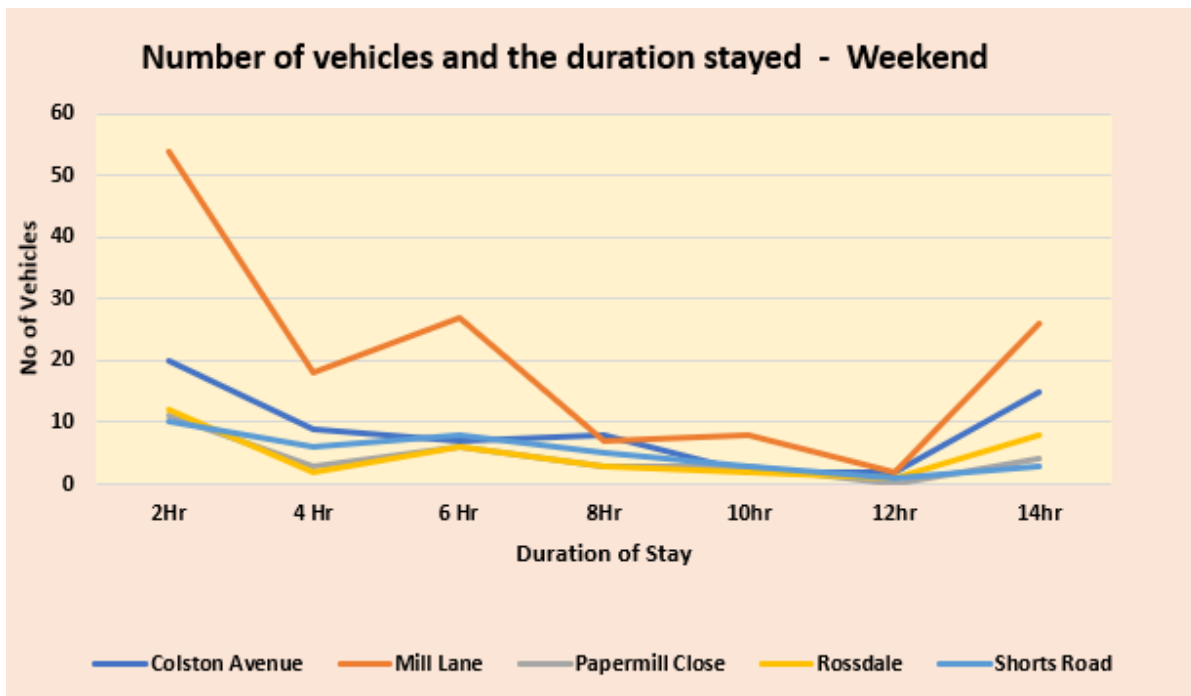


Figure 6: Carshalton Central - Weekend Duration of Stay



5.1.1 Carshalton Grove

Carshalton Grove runs from Westmead Road to Carshalton Road. It is a narrow residential road with part footway parking bays along much of its length. There are “Red Route” parking restrictions at the junction with Carshalton Road. It was surveyed only on a weekday. There are two Disabled Parking Bays

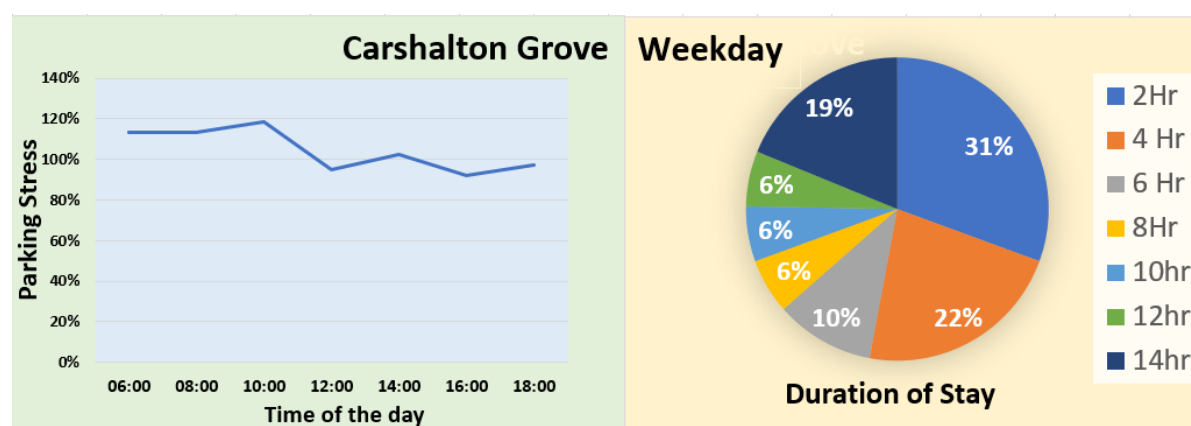


Figure 7: Carshalton Grove

Table 3: Carshalton Grove - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
190	38	45	118%	-	-

Figure 8: Carshalton Grove - Weekday Parking Stress and Duration of Stay



5.1.2 Colston Avenue



Figure 9: Colston Avenue

Colston Avenue is a narrow residential road running between West Street and Westmead Road / Shorts Road. There are parking restrictions (Single and Double Yellow lines) but parking bays are available fully on the footway.

Table 4: Colston Avenue - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
185	37	39	105%	37	100%

Figure 10: Colston Avenue - Weekday Parking Stress and Duration of Stay

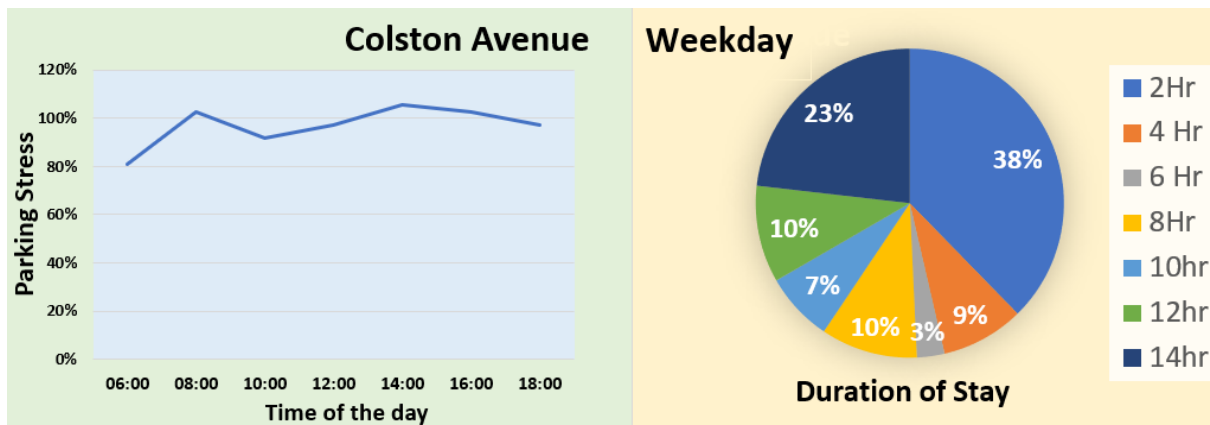
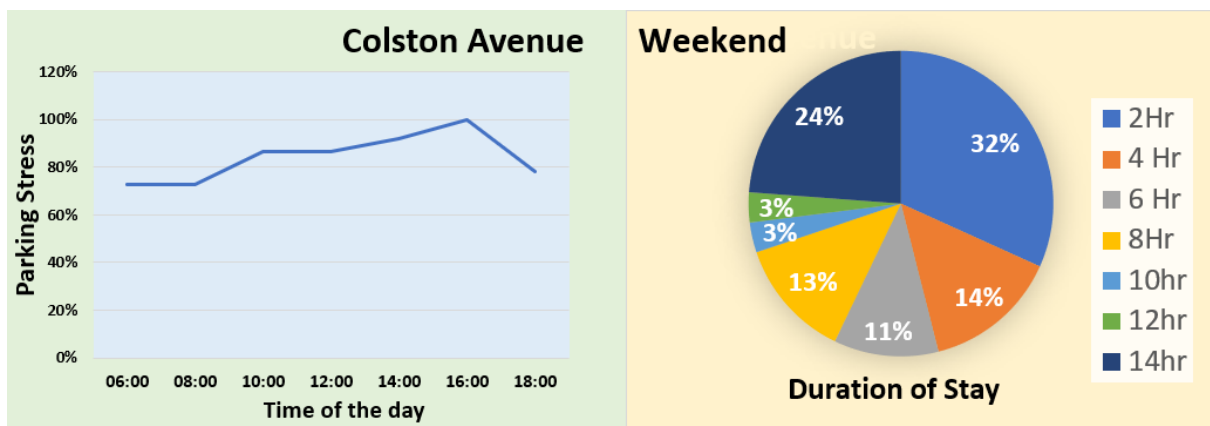


Figure 11: Colston Avenue - Weekend Parking Stress and Duration of Stay



5.1.3 Florian Avenue

Florian Avenue is a residential road, running between Erskine Road, where there are some shops, and Orchard Way/Byron Road. Apart from some Double Yellow lines at either end and some parking bays near the shops, the road has no parking restrictions. This road was surveyed only on a weekday. There is one Disabled Parking Bay.

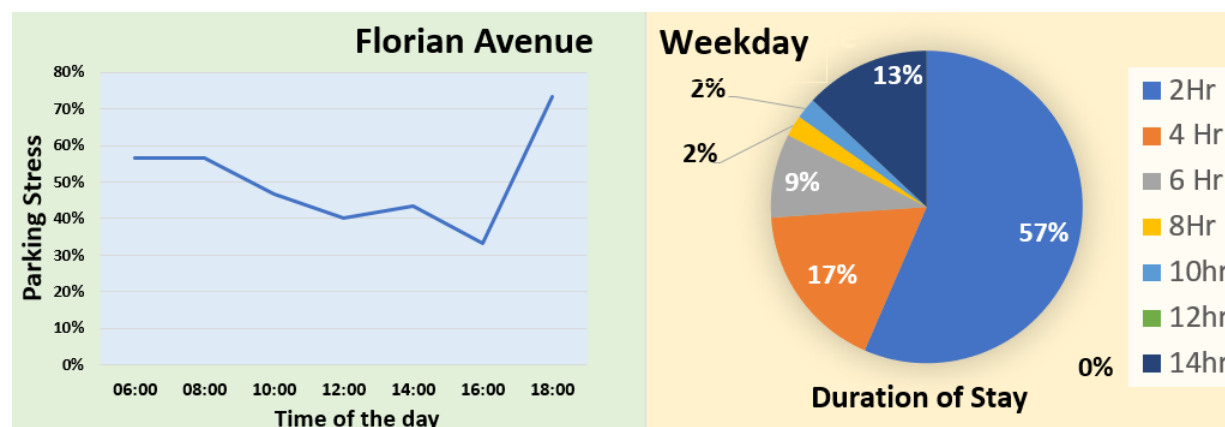


Figure 12: Florian Avenue

Table 5: Florian Avenue - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
150	30	22	73%	-	-

Figure 13: Florian Avenue - Weekday Parking Stress and Duration of Stay



5.1.4 Mill Lane



Figure 14: Mill Lane

Mill lane is a long residential road which is narrow at its southern end which limits available parking spaces. It runs from Strawberry Lane to North Street. There are no marked parking bays and few restrictions apart from the southern end near to North Street

Table 6: Mill Lane - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
415	83	64	77%	66	80%

Figure 15: Mill Lane - Weekday Parking Stress and Duration of Stay

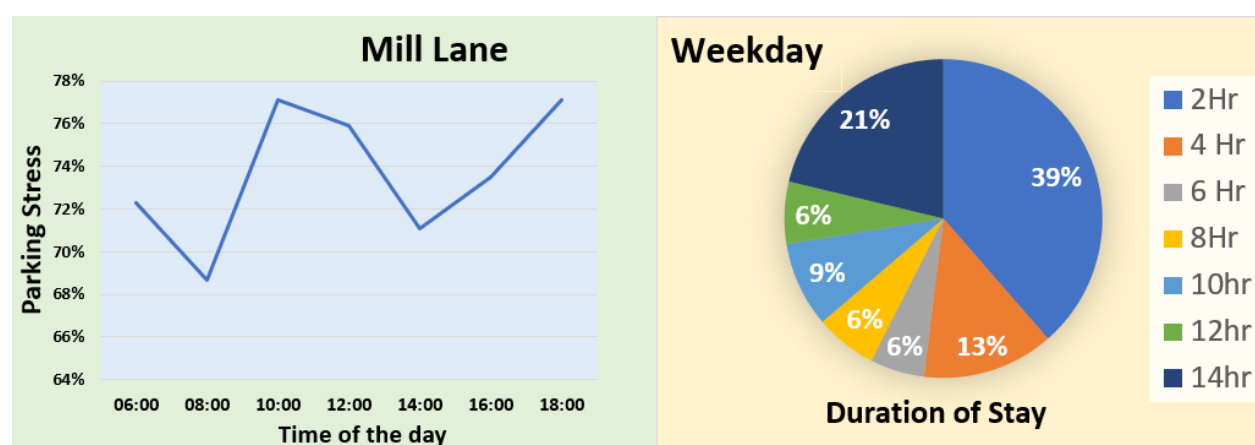
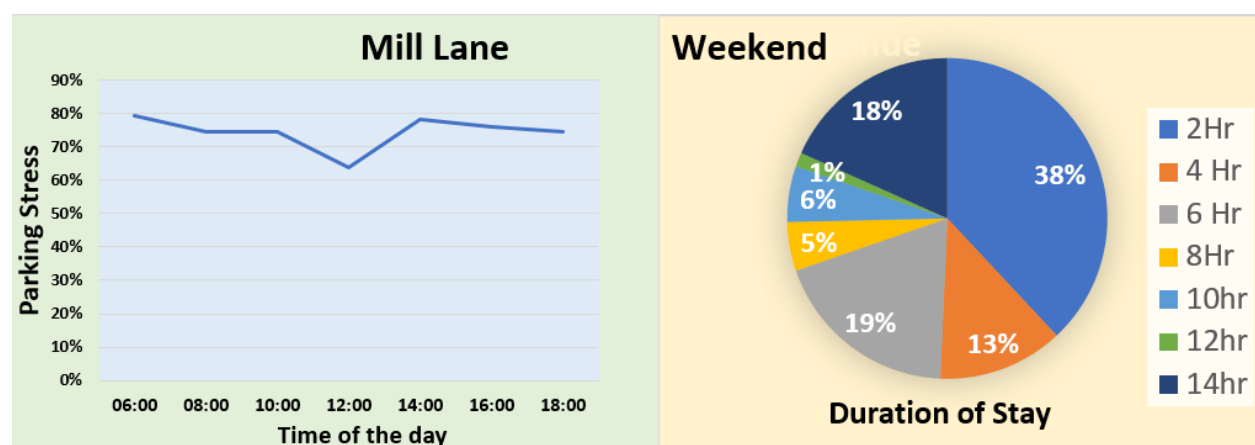


Figure 16: Mill Lane - Weekend Parking Stress and Duration of Stay



5.1.5 Papermill Close

Papermill Lane is a relatively new housing estate off Mill Lane. There are many off-road / private parking areas which were not included in this survey



Figure 17: Papermill Close

Table 7: Papermill Close - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
90	18	18	100%	14	78%

Figure 18: Papermill Close – Weekday Parking Stress and Duration of Stay

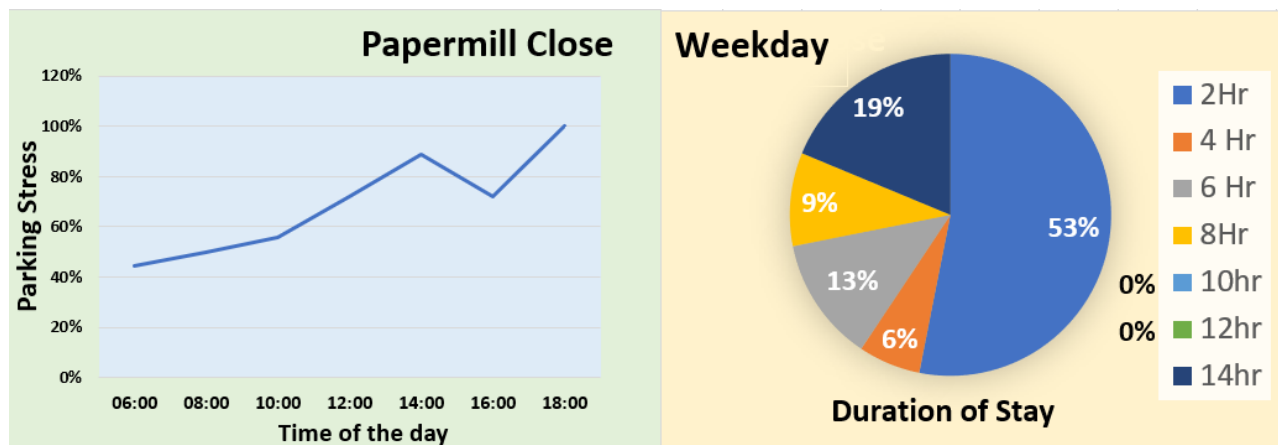
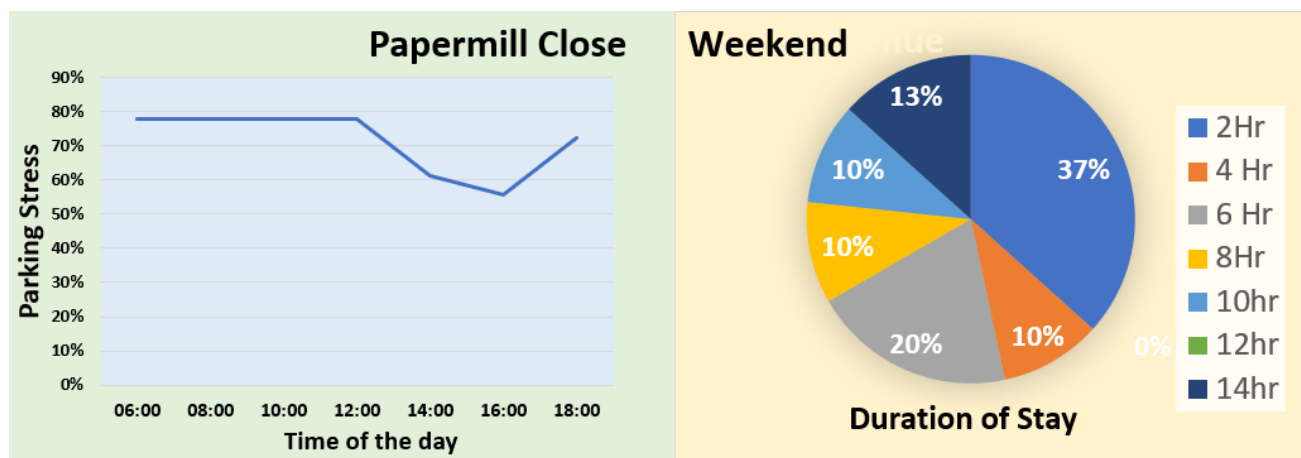


Figure 19: Papermill Close - Weekend Parking Stress and Duration of Stay



5.1.6 Rossdale



Rossdale is a narrow residential road, off Westmead Road with parking capacity on only one side – the side changing as you move along the road

Figure 20: Rossdale

Table 8: Rossdale - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
95	19	19	100%	18	95%

Figure 21: Rossdale - Weekday Parking Stress and Duration of Stay

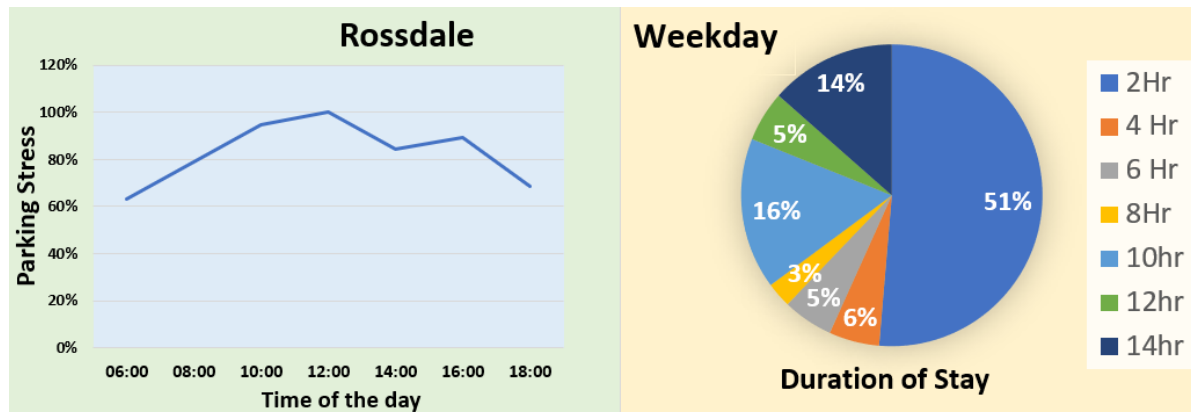
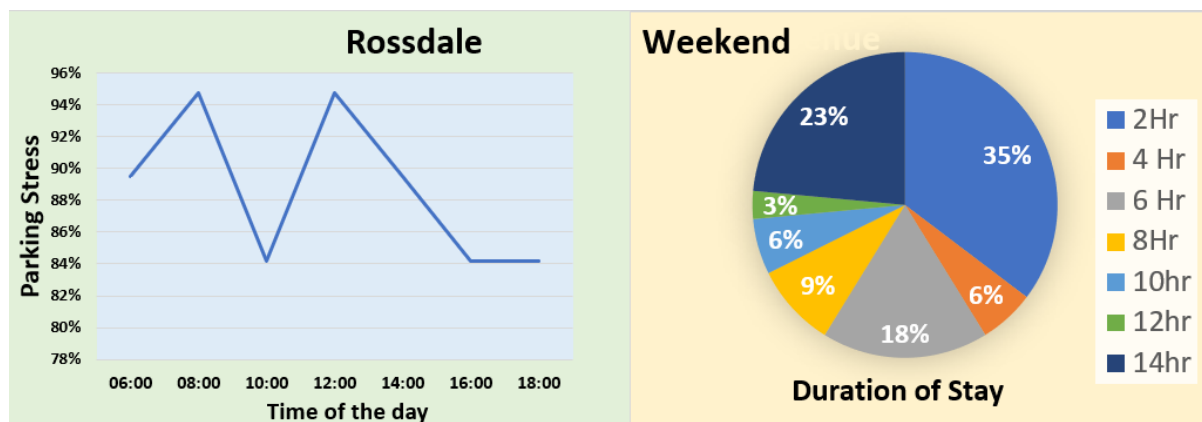


Figure 22: Rossdale - Weekend Parking Stress and Duration of Stay



5.1.7 Shorts Road

Shorts Road is a partly residential road running between Westmead Road and Carshalton Road. It is a narrow road with limited parking capacity on one side only. Much of the road has parking restrictions (Double Yellow lines) and the Carshalton Road end has Double Red lines (Red Route parking restrictions)



Figure 23: Shorts Road

Table 9: Shorts Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
75	15	19	127%	19	127%

Figure 24: Shorts Road - Weekday Parking Stress and Duration of Stay

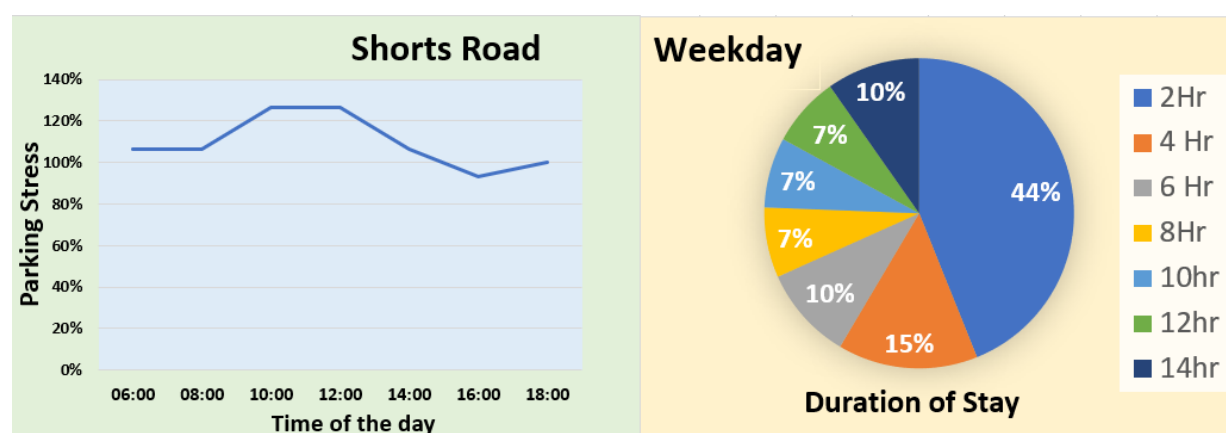
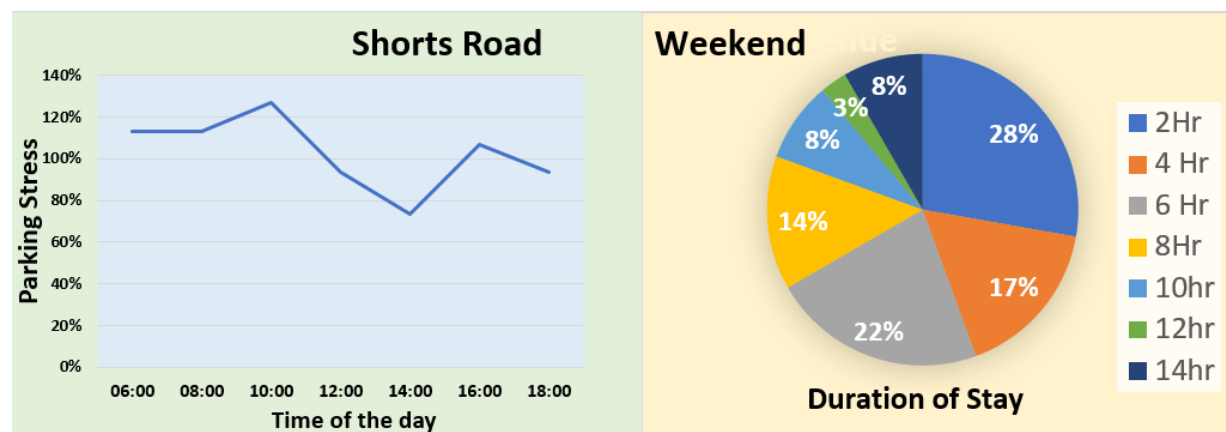


Figure 25: Shorts Road - Weekend Parking Stress and Duration of Stay



5.2 ST HELIER

Five roads were surveyed in St Helier. All were surveyed on a weekday (Tuesday 20 November 2018) and on a weekend (Saturday 17 November 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

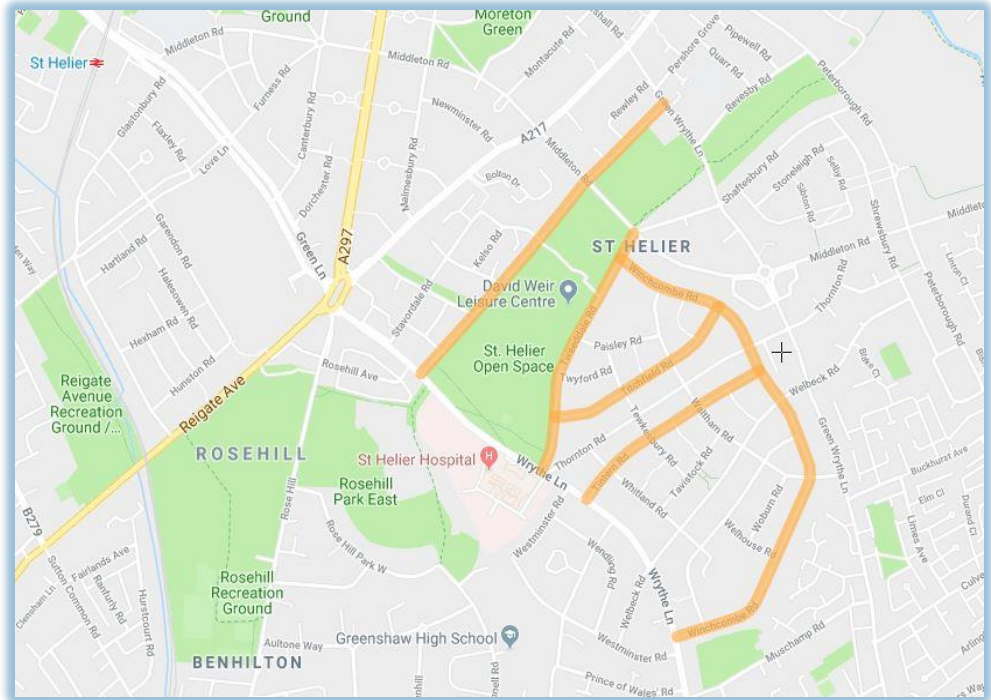


Figure 26: St Helier – Map of surveyed roads

This Ward borders the Ward of Stonecot. Consultation for this ward will be made later in 2019 (Phase 3)

Figure 27: St Helier - Weekday Parking Stress

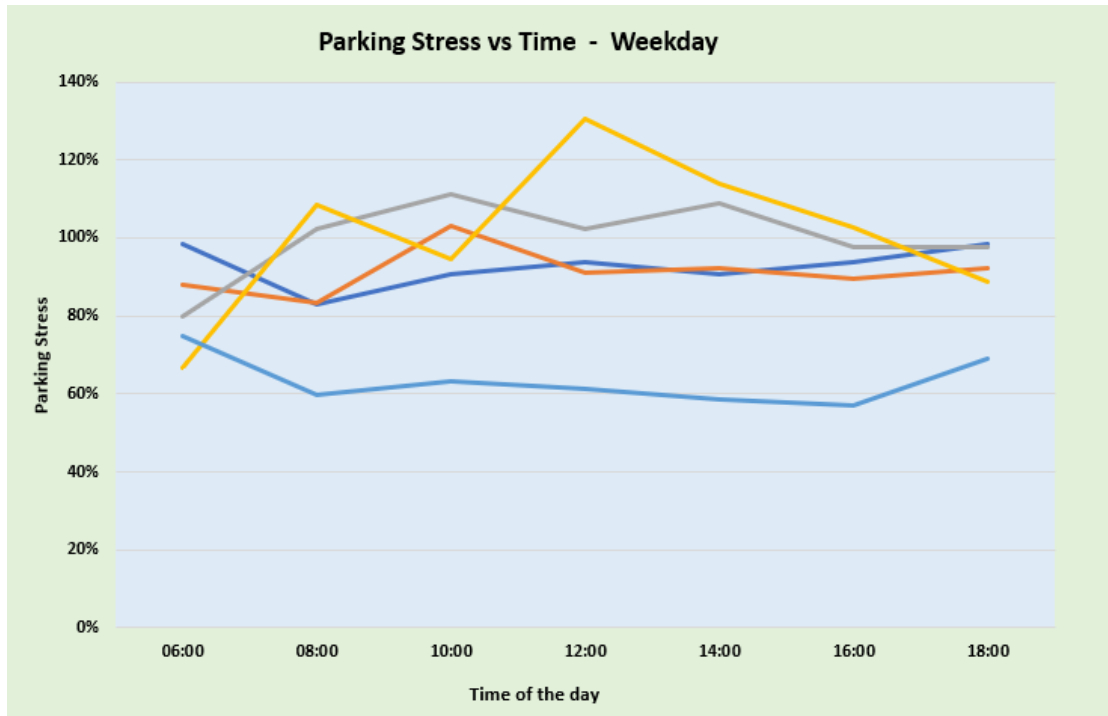


Figure 28: St Helier - Weekend Duration of Stay

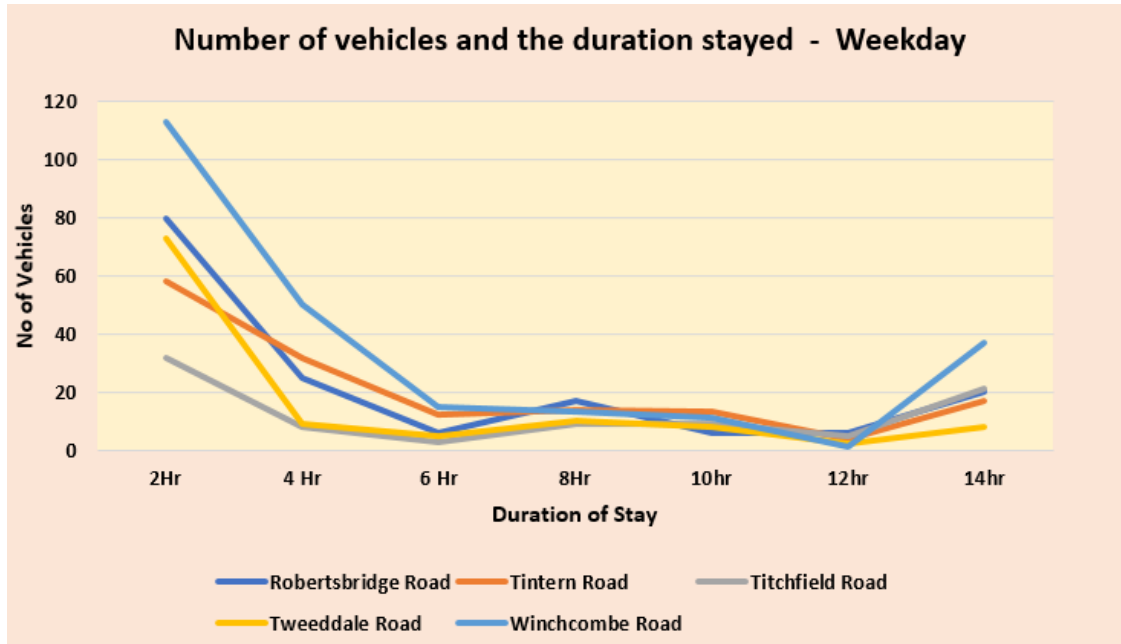


Figure 29: St Helier - Weekend Parking Stress

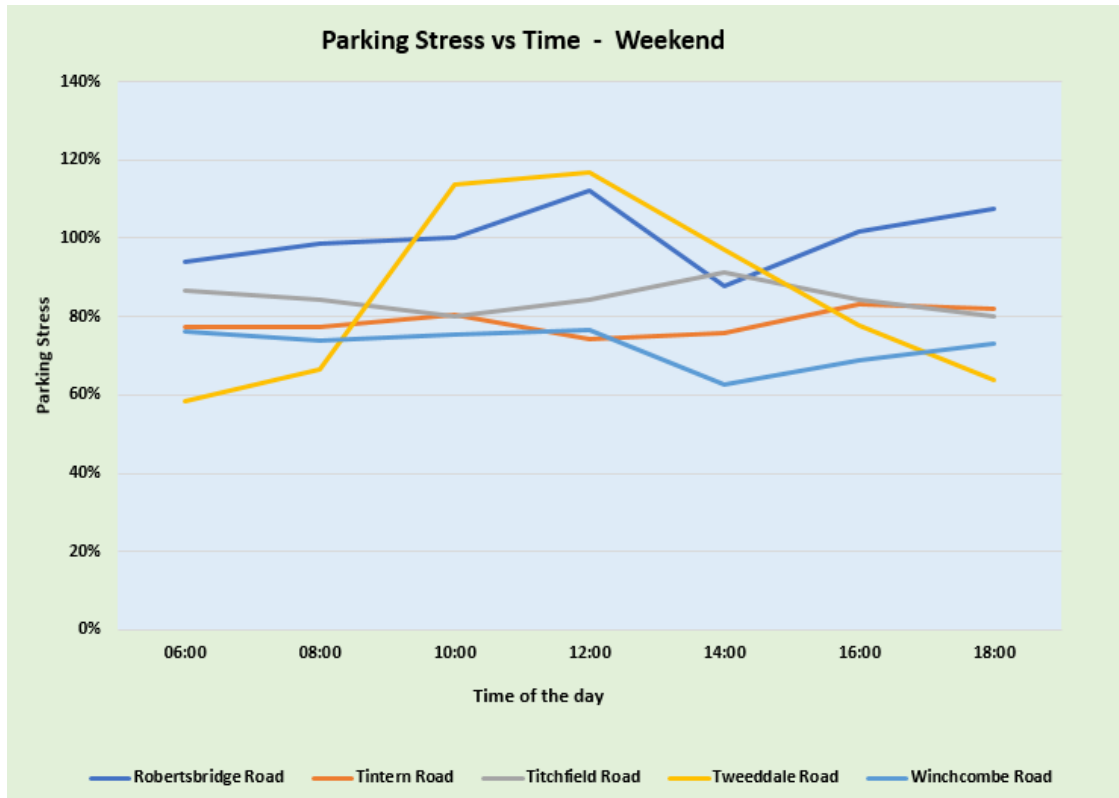
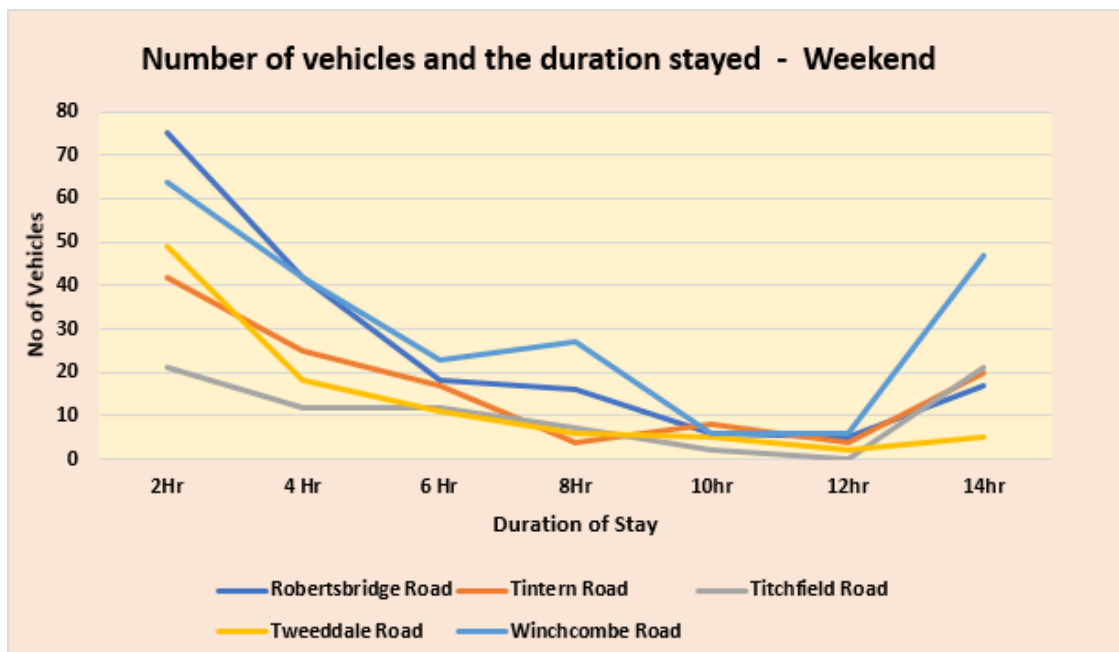


Figure 30: St Helier - Weekend Duration of Stay



5.2.1 Robertsbridge Road

Robertsbridge Road is a long, narrow road. It runs along the West side the St Helier Open Space between Green Wrythe Lane and Wrythe Lane. The Open Space side of the road has double yellow lines between Middleton Road and Wrythe Lane. Roadside parking is exclusively on the West side of the road. There are two Disabled Parking Bays.



Figure 31: Robertsbridge Road

Table 10: Robertsbridge Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
325	65	64	98%	75	112%

Figure 32: Robertsbridge Road - Weekday Parking Stress and Duration of Stay

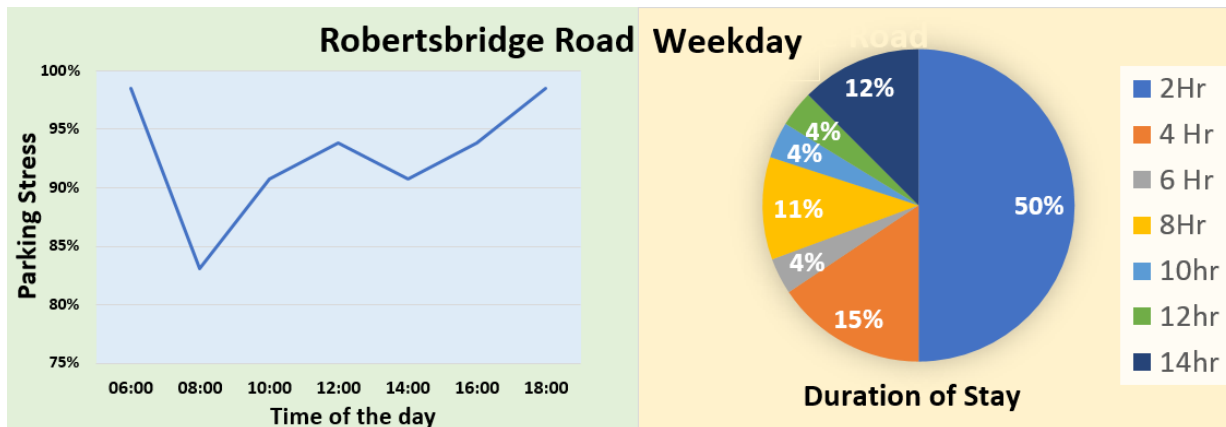
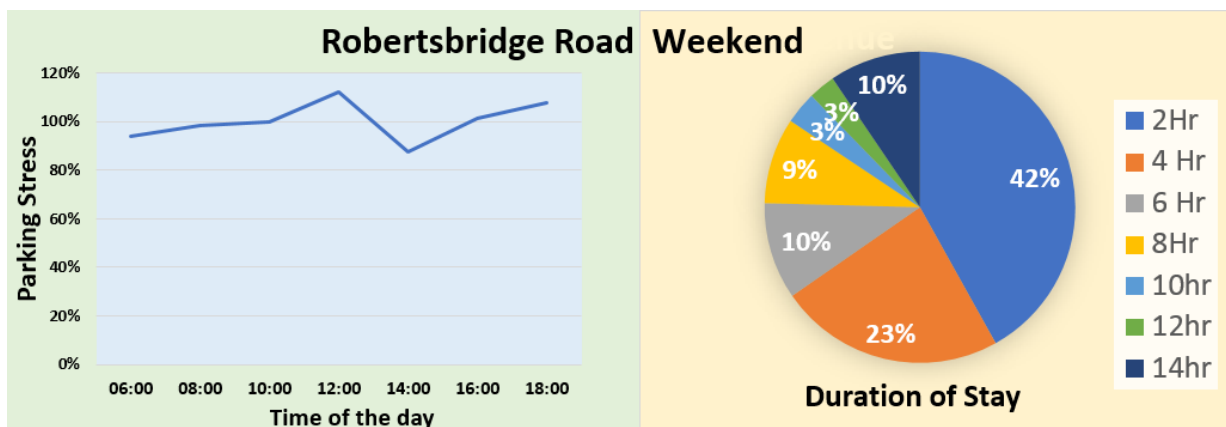


Figure 33: Robertsbridge – Weekend Parking Stress and Duration of Stay



5.2.2 Tintern Road



Tintern Road runs between Wrythe Lane and Winchcombe Road. It is a narrow, residential road with parking spaces provided by marked bays for half on the carriageway and half on the footway. This allows for cars to more easily navigate the road while still allowing for roadside parking for residents. There is one Disabled Parking Bay

Figure 34: Tintern Road

Table 11: Tintern Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
330	66	68	103%	55	83%

Figure 35: Tintern Road - Weekday Parking Stress and Duration of Stay

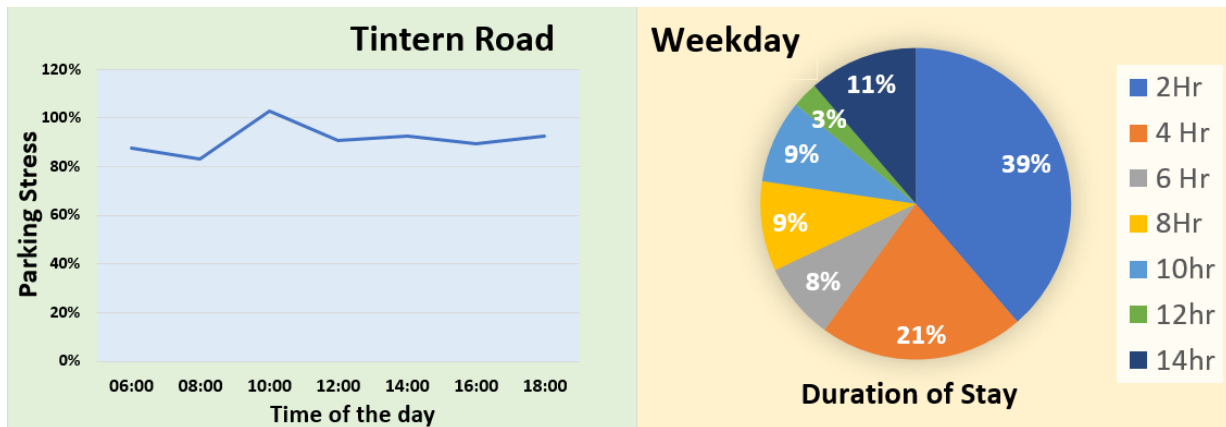
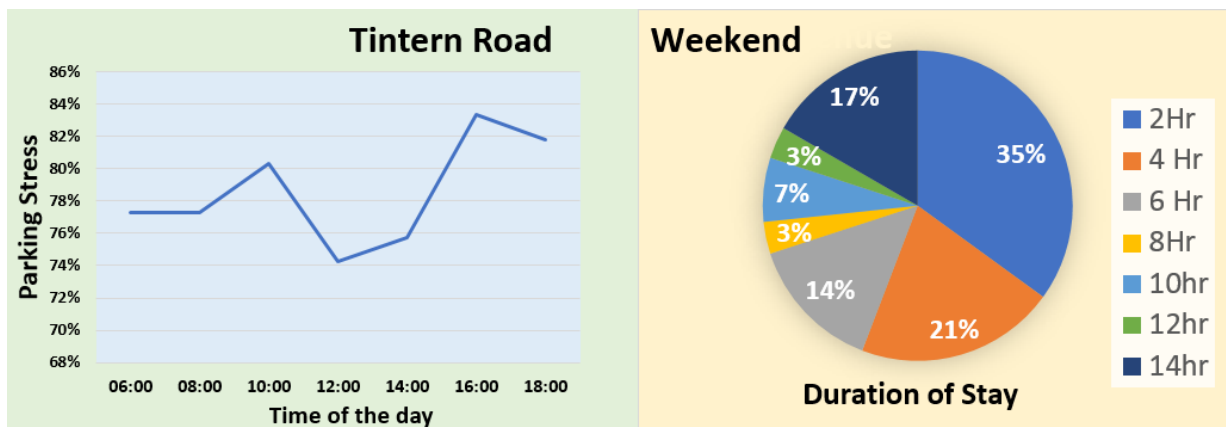


Figure 36: Tintern Road - Weekend Parking Stress and Duration of Stay



5.2.3 Titchfield Road

Titchfield Road is a narrow, residential road between Tweeddale Road and Winchcombe Road. There are few parking restrictions apart from double yellow lines close to the junctions with roads that cross Titchfield Road. Cars park on both sides of the road, causing narrow areas only passable for one lane of traffic at a time. There is one Disabled Parking Bay.



Figure 37: Titchfield Road

Table 12: Titchfield Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
225	45	50	111%	41	91%

Figure 38: Titchfield Road - Weekday Parking Stress and Duration of Stay

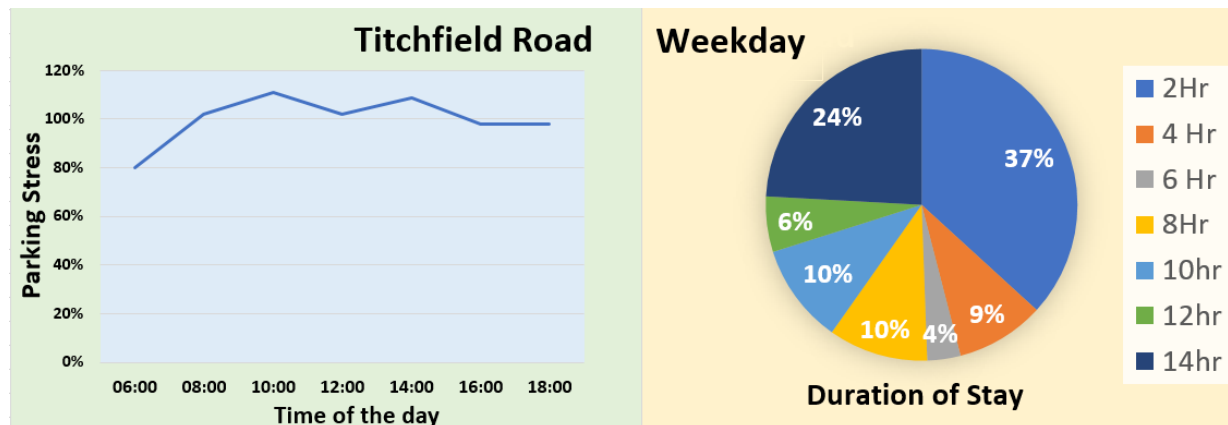
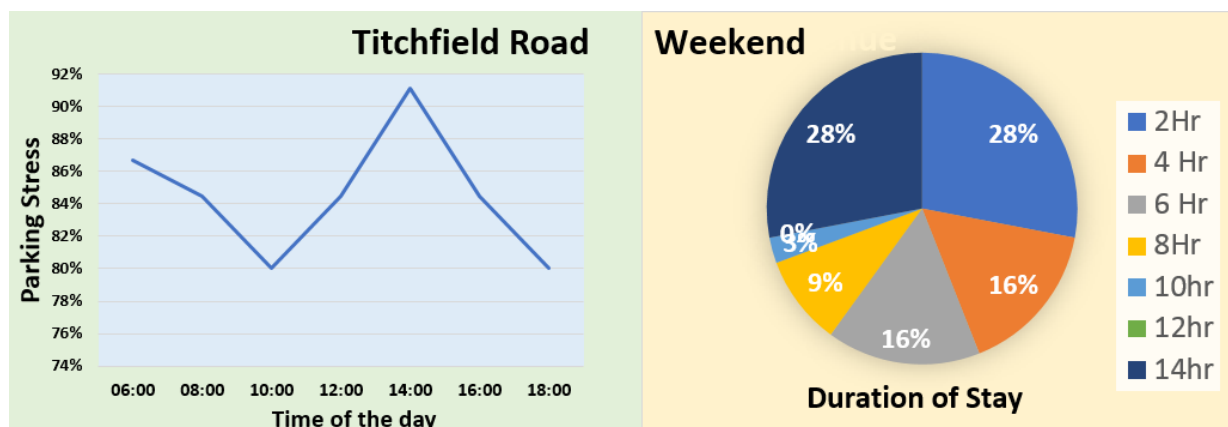


Figure 39: Titchfield Road - Weekend Parking Stress and Duration of Stay



5.2.4 Tweeddale Road



Figure 40: Tweeddale Road

Tweeddale Road is a long, narrow road which runs along the East side of the St Helier Open Space. It runs between Wrythe Lane and Middleton Road. At its junction with Wrythe Lane it begins as a one-way road, but after reaching Titchfield Road it becomes a narrow two-way road. The West side of the road has a Double Yellow Line throughout most of the road, thus all roadside parking is on the East side. There are some parking bays near the Tweeddale Children's Centre.

Table 13: Tweeddale Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
180	36	47	131%	49	117%

Figure 41: Tweeddale Road - Weekday Parking Stress and Duration of Stay

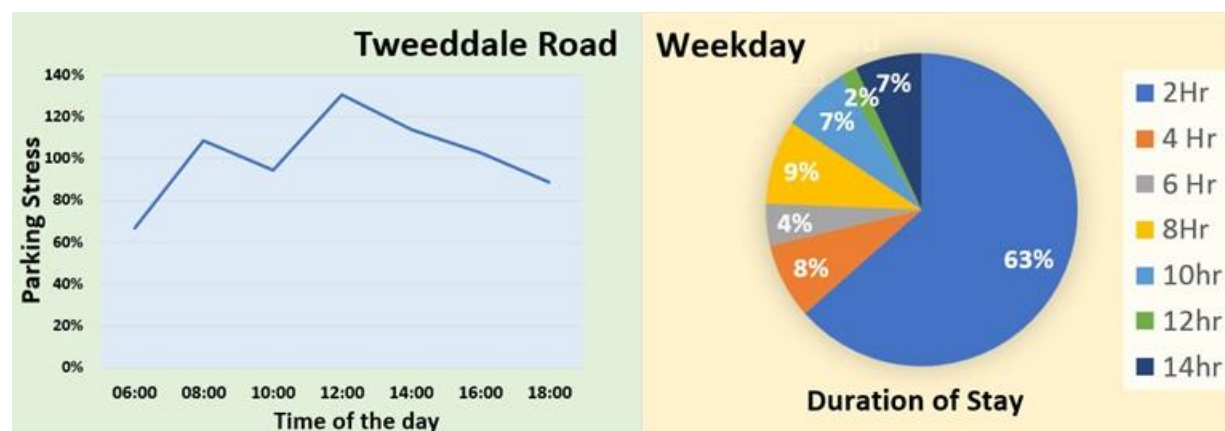
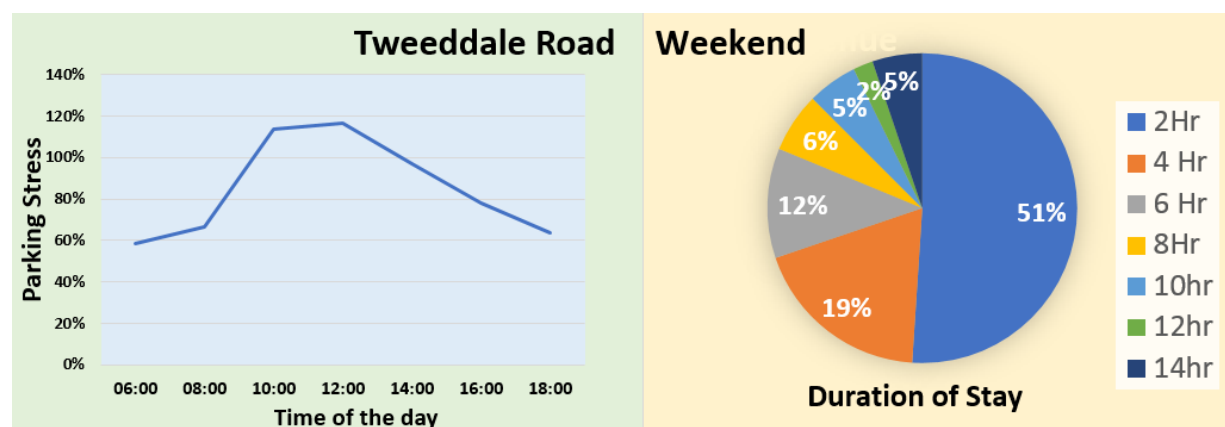


Figure 42: Tweeddale Road - Weekend Parking Stress and Duration of Stay



5.2.5 Winchcombe Road

Winchcombe Road is a long residential road with a multitude of features. While primarily housing, a school is on this road, resulting in parking and loading restrictions in its vicinity, traffic calming measures such as speed humps and a Zebra Crossing. Parking is restricted to marked bays fully on the pavement. This allows both lanes of traffic to be used. There are four Disabled Parking Bays



Figure 43: Winchcombe Road

Table 14: Winchcombe Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
710	142	106	75%	109	77%

Figure 44: Winchcombe Road - Weekday Parking Stress and Duration of Stay

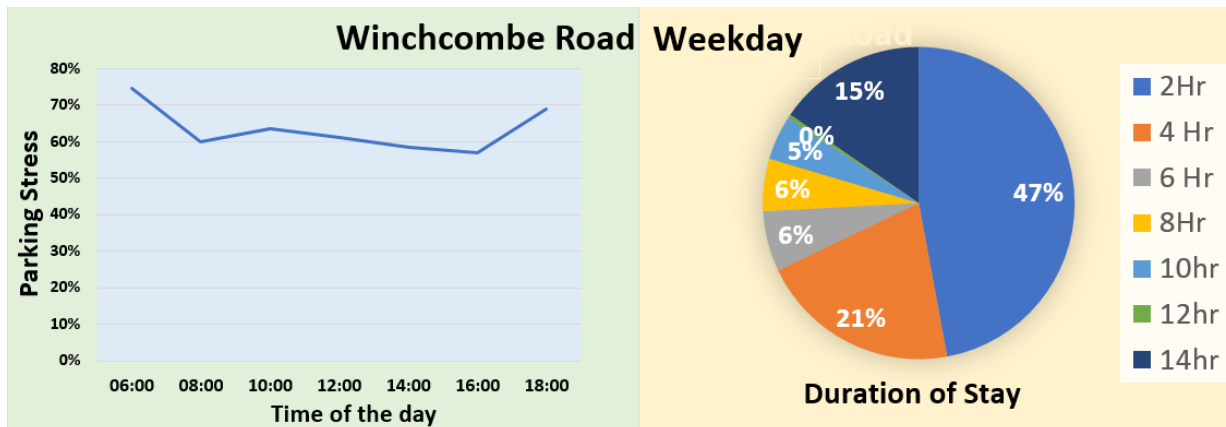


Figure 45: Winchcombe Road - Weekend Parking Stress and Duration of Stay

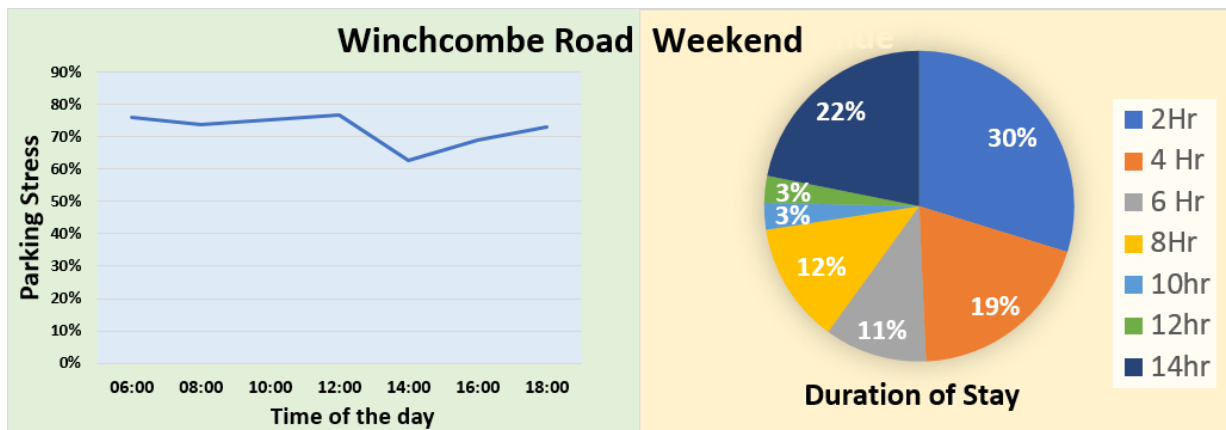


Figure 47: Sutton Central - Weekday Parking Stress

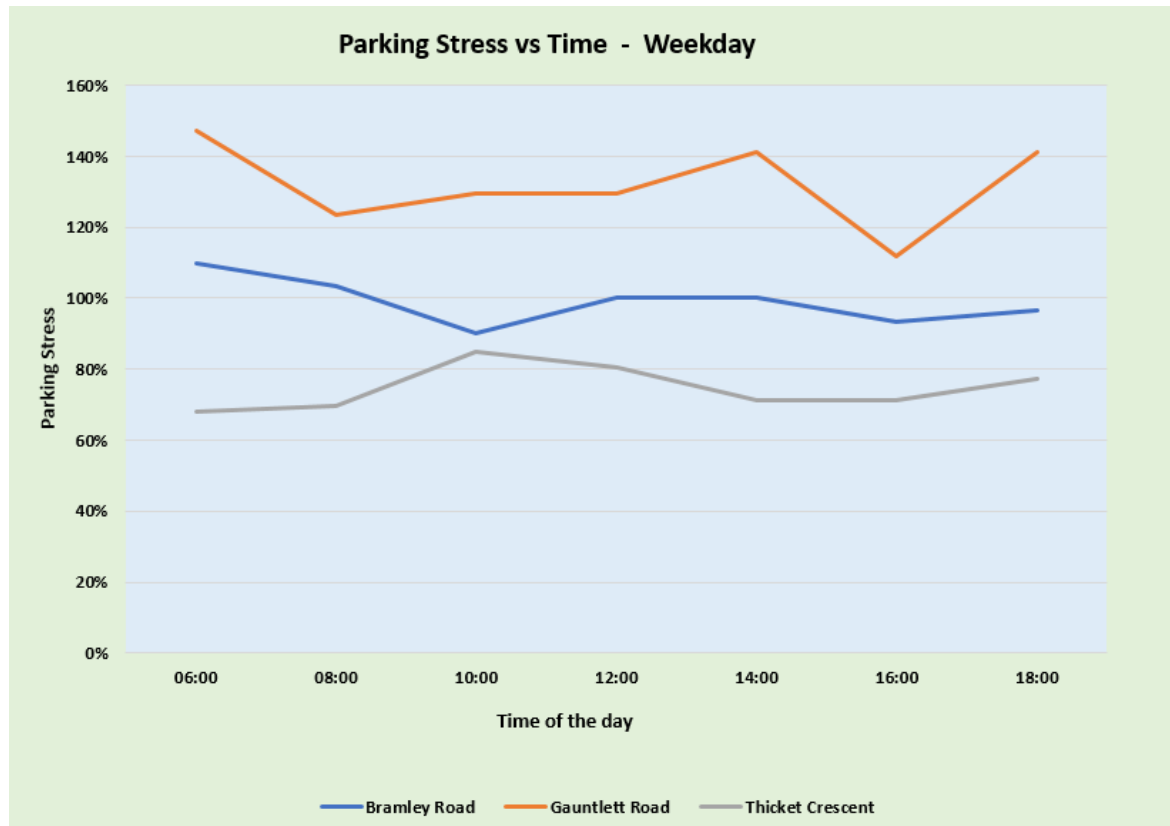


Figure 48: Sutton Central - Weekday Duration of Stay

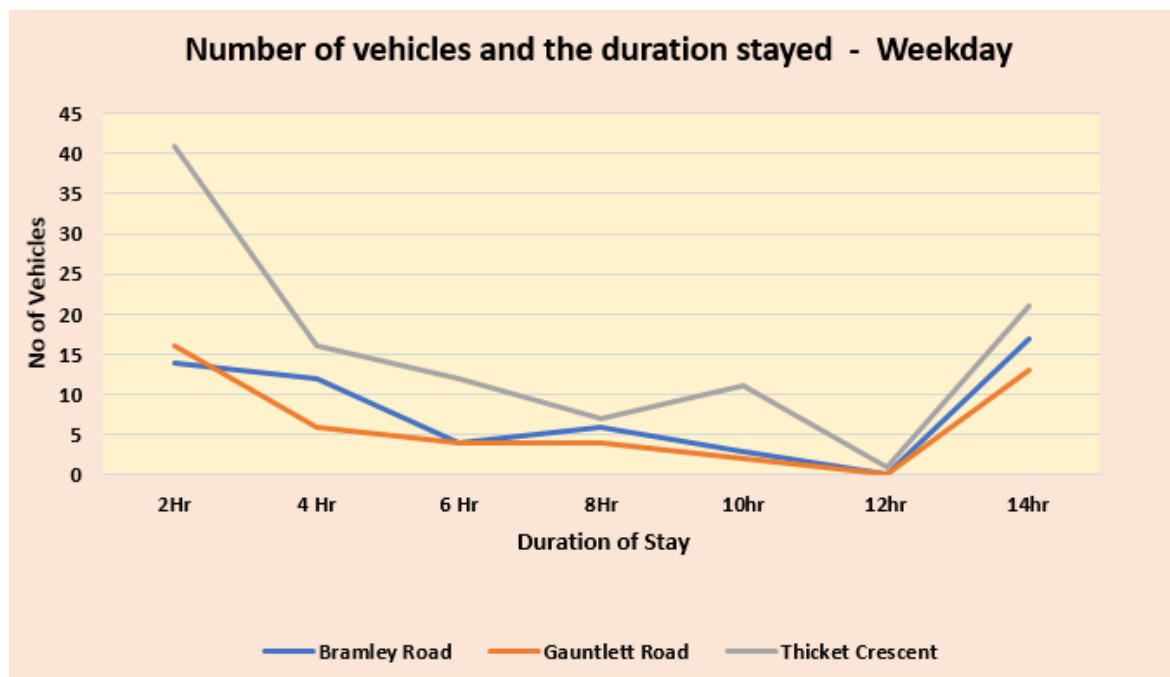
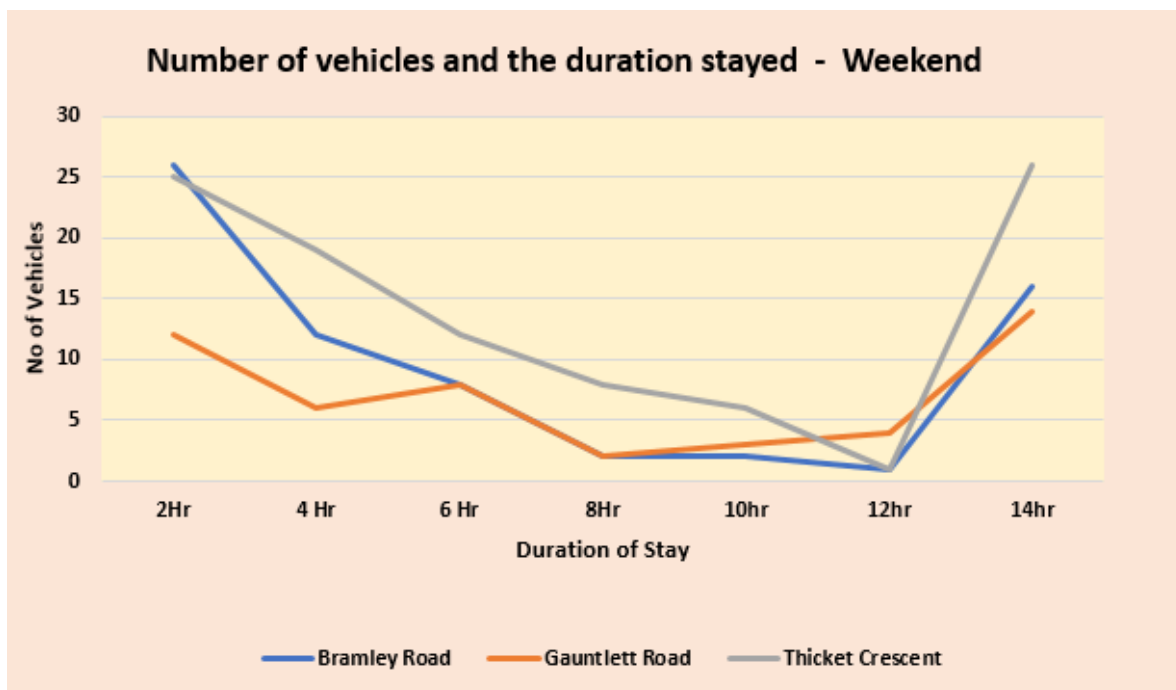


Figure 49: Sutton Central - Weekend Parking Stress



Figure 50: Sutton Central - Weekend Duration of Stay



5.3.1 Bramley Road



Figure 51: Bramley Road

Bramley Road is a residential no-through road off St Barnabas Road with a church at one end. There are no parking restrictions

Table 15: Bramley Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
150	30	33	110%	34	113%

Figure 52: Bramley Road - Weekday Parking Stress and Duration of Stay

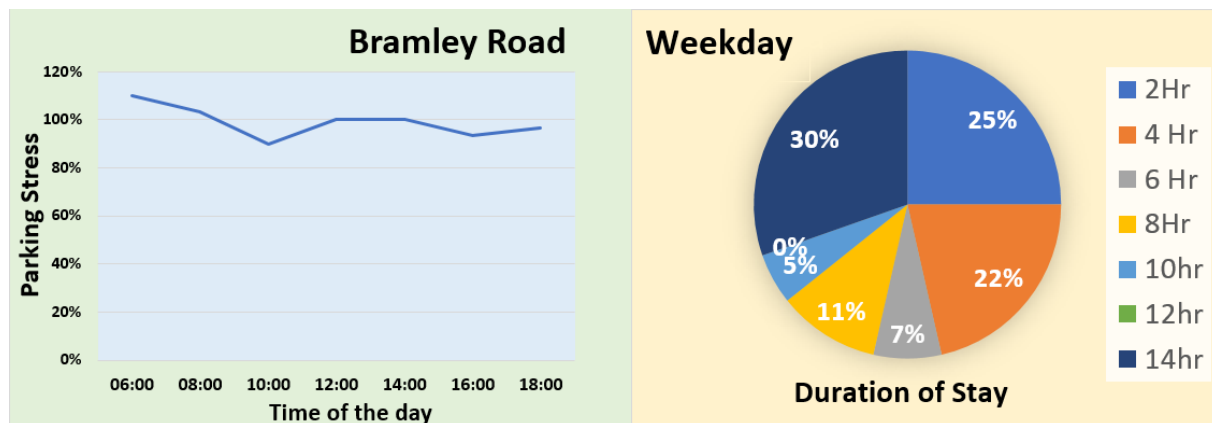
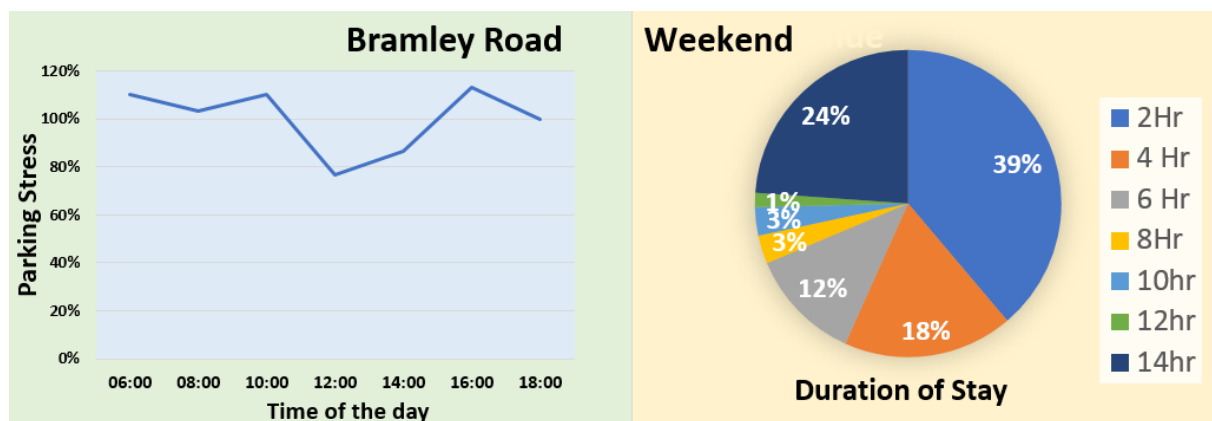


Figure 53: Bramley Road - Weekend Parking Stress and Duration of Stay



5.3.2 Gauntlett Road

Gauntlett Road is a narrow No Through Road off Albert Road. It is narrow for much of its length with parking capacity on only one side



Figure 54: Gauntlett Road

Table 16: Gauntlett Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
85	17	25	147%	32	188%

Figure 55: Gauntlett Road - Weekday Parking Stress and Duration of Stay

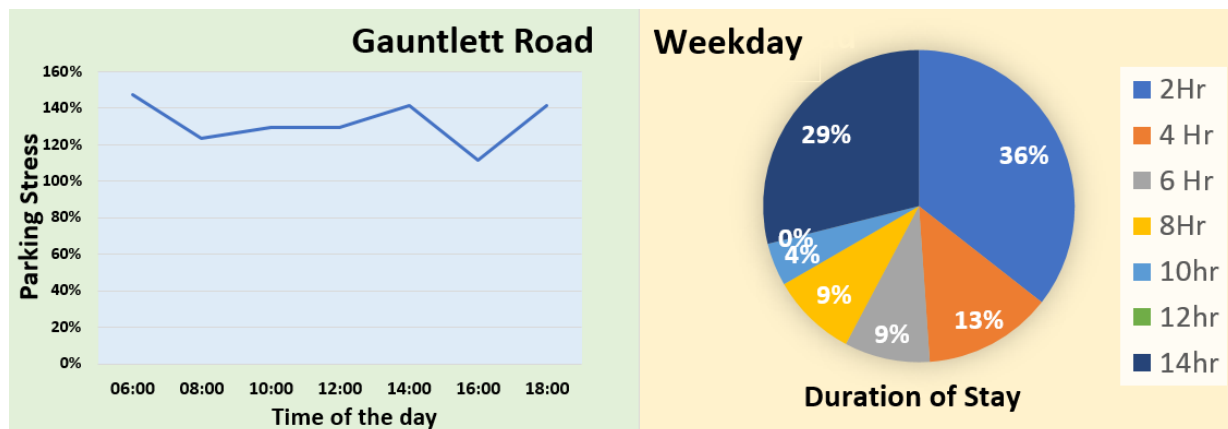
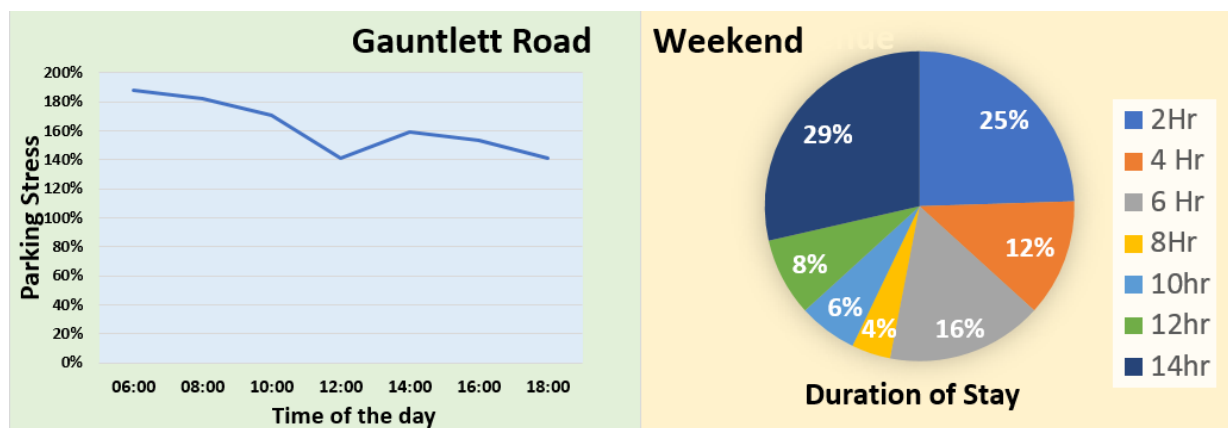


Figure 56: Gauntlett Road - Weekend Parking Stress and Duration of Stay



5.3.3 Thicket Crescent



Figure 57: Thicket Crescent

Thicket Crescent is a two-way road which connects to Thicket Road and Montpellier Road. It is a narrow road and, due to parking on both sides, only capable of supporting one direction of traffic at a time, necessitating the use of driveways and unoccupied parking spaces as lay-bys to allow traffic to pass.

Table 17: Thicket Crescent - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
330	66	56	85%	53	80%

Figure 58: Thicket Crescent - Weekday Parking Stress and Duration of Stay

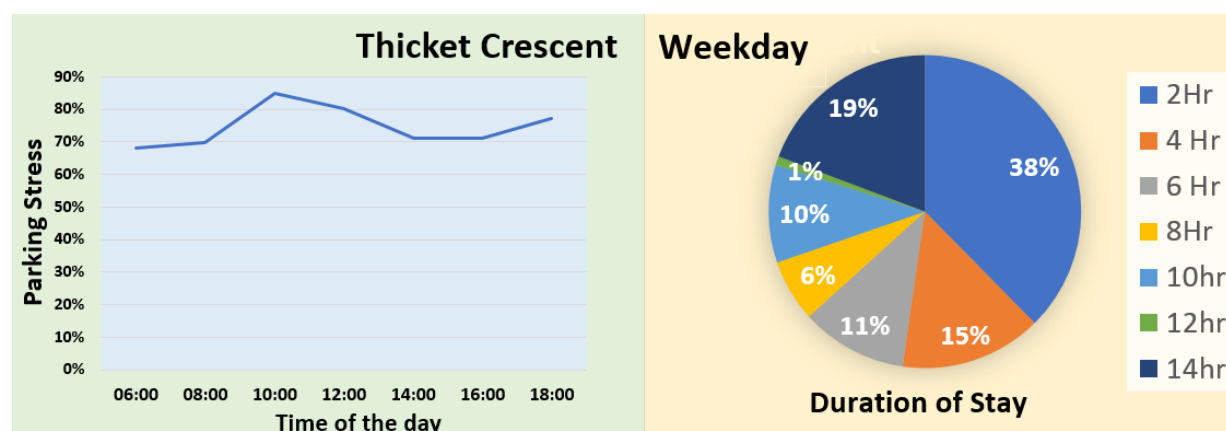
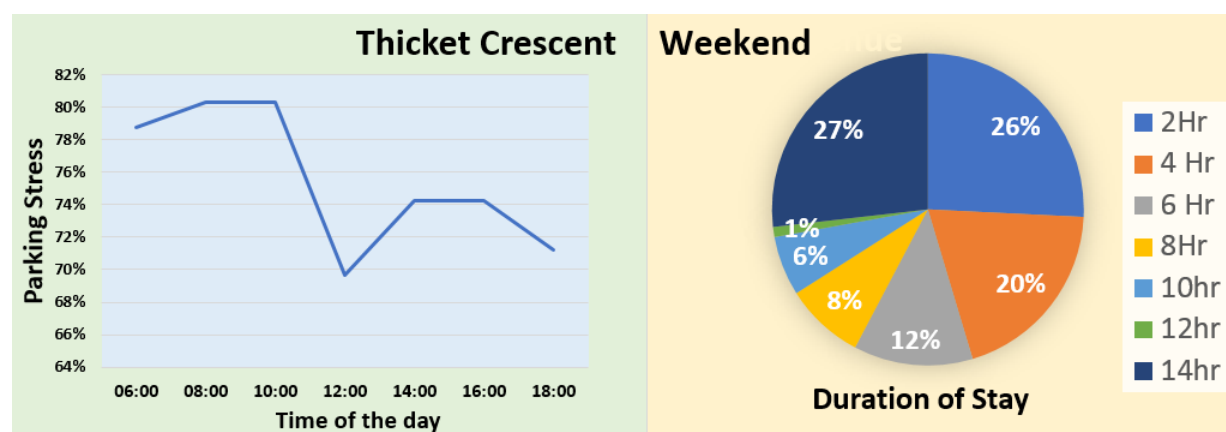


Figure 59: Thicket Crescent - Weekend Parking Stress and Duration of Stay



5.4 SUTTON NORTH

Seven roads were surveyed in Sutton North. All were surveyed on a weekday (Tuesday 20 November 2018) and five were also surveyed on a Saturday (17 November 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

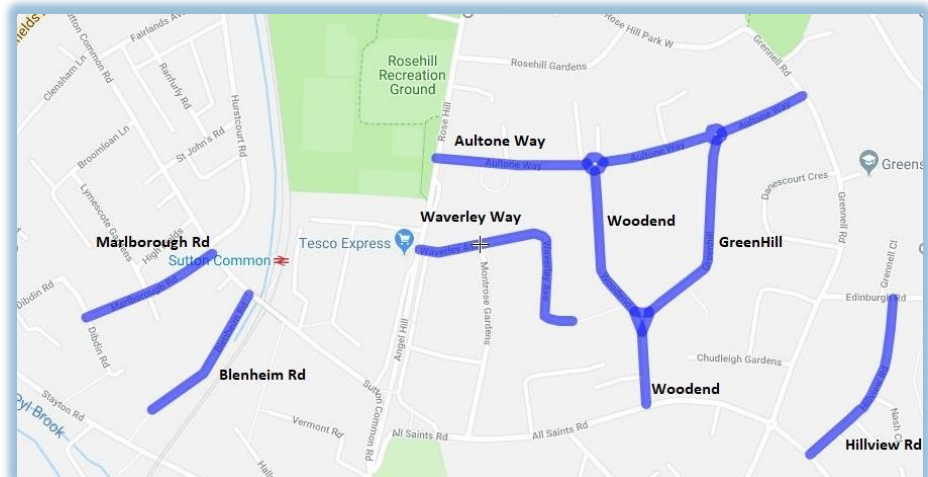


Figure 60: Sutton North - Map of surveyed Roads

This Ward borders the Ward of Stonecot. Consultation for this ward will be made later in 2019 (Phase 3)

Figure 61: Sutton North – Weekday Parking Stress

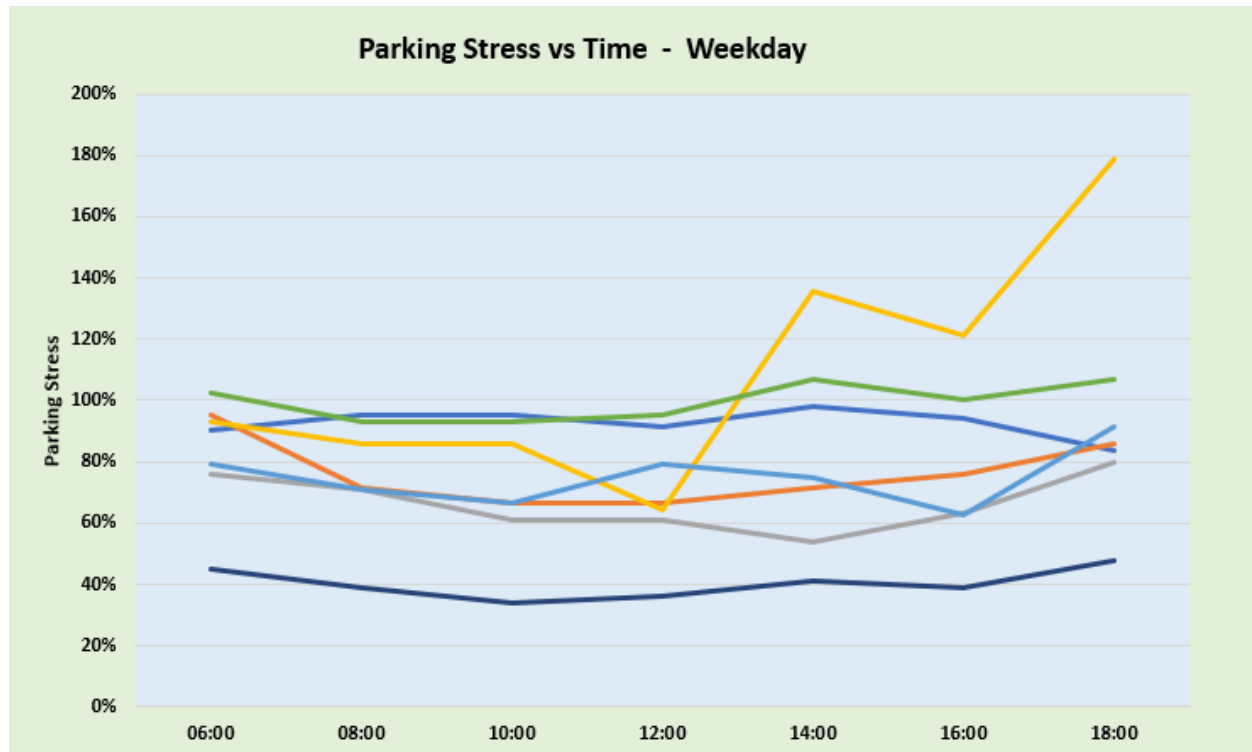


Figure 62: Sutton North - Weekday Duration of Stay

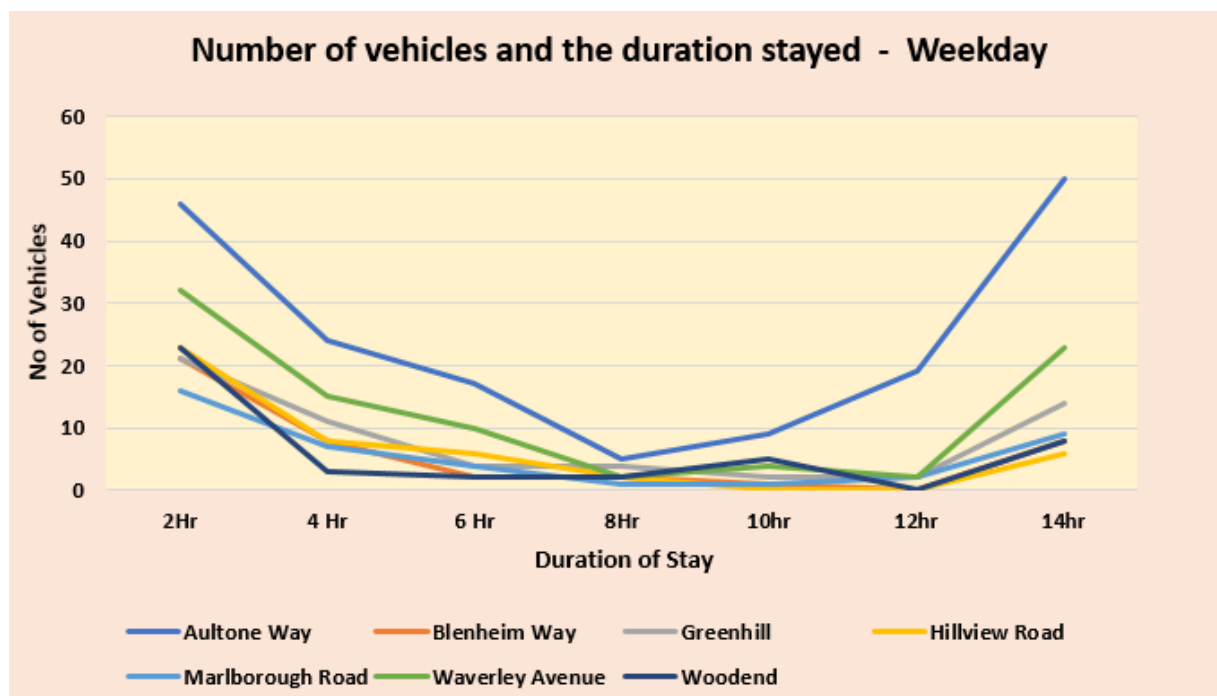


Figure 63: Sutton North - Weekend Parking Stress

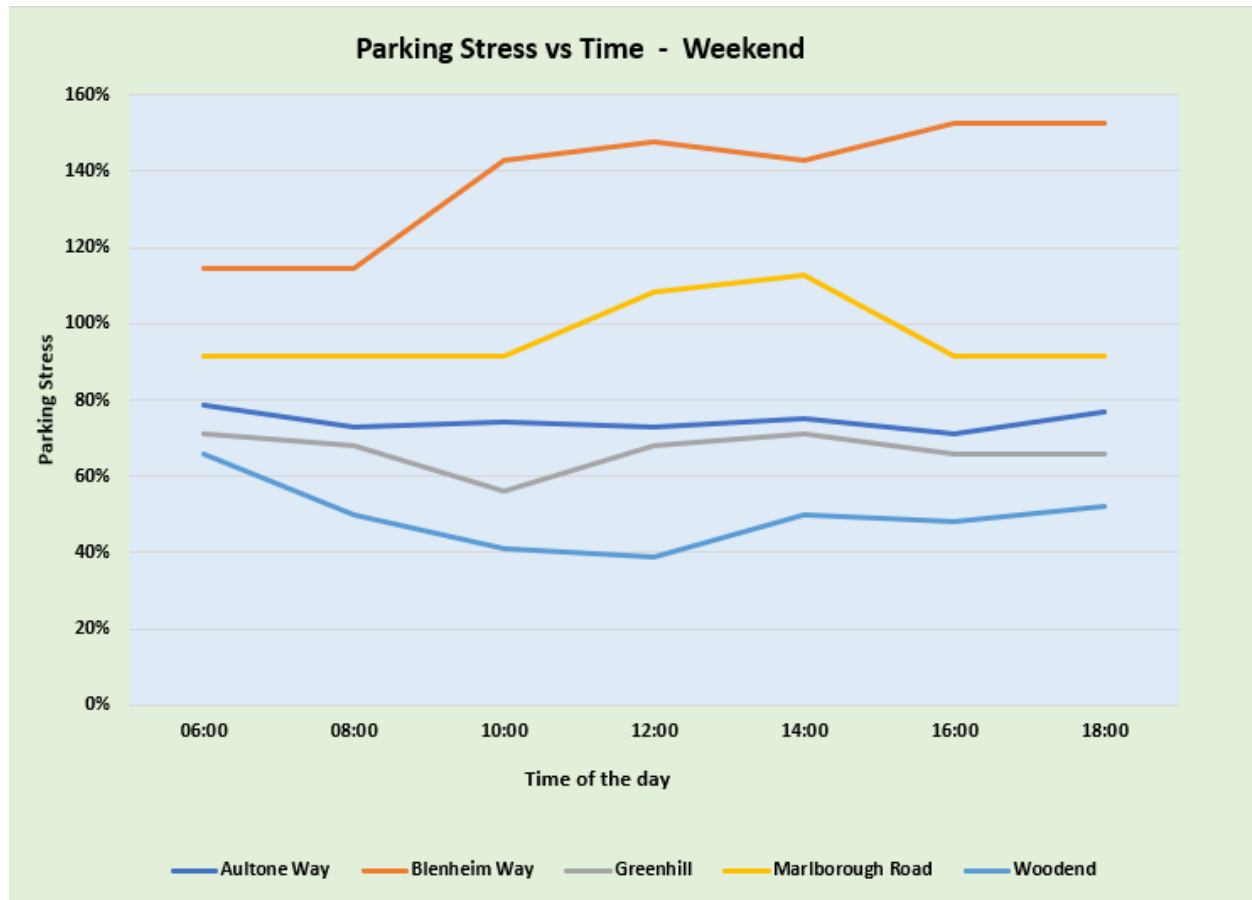
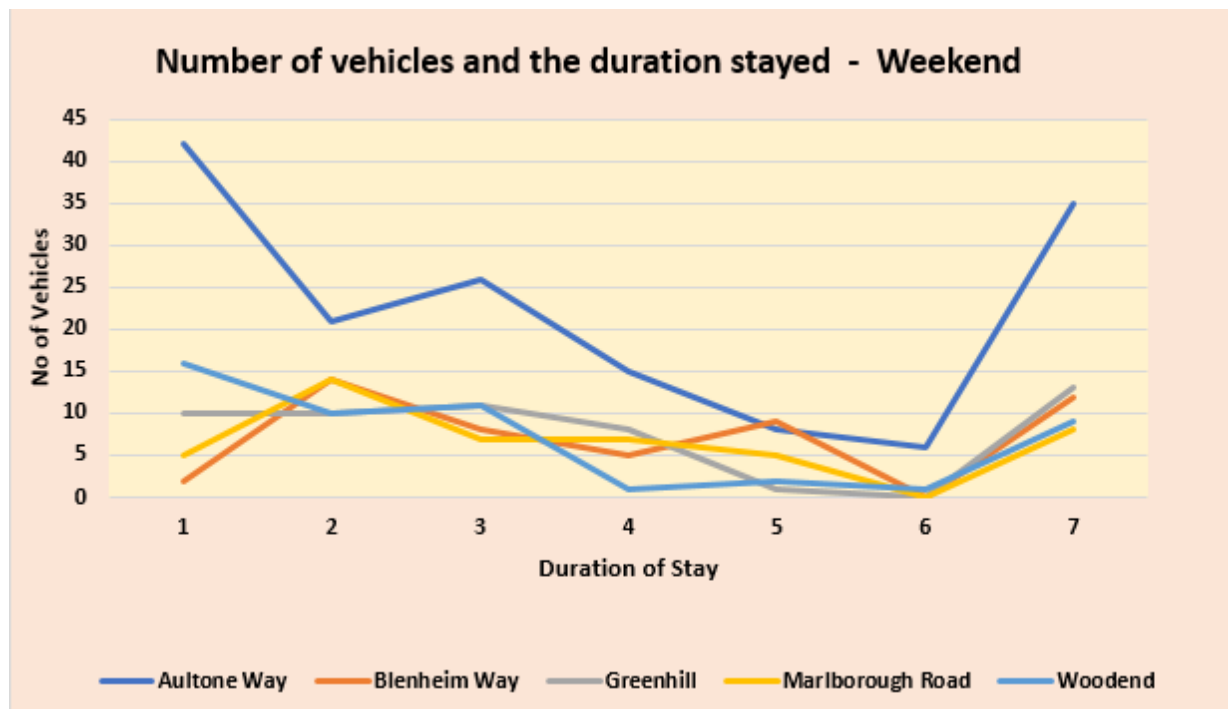


Figure 64: Sutton North - Weekend Duration of Stay



5.4.1 Aultone Way

Aultone Way connects Rose Hill/Angel Hill with Grennell Road in the ward of Sutton North. It has few parking restrictions resulting in much of the kerbside space being used for parking, causing the road to support only one lane of traffic at a time along much of the road. There is one Disabled Parking Bay.



Figure 65: Aultone Way

Table 18: Aultone Way - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
520	104	102	98%	82	79%

Figure 66: Aultone Way - Weekday Parking Stress and Duration of Stay

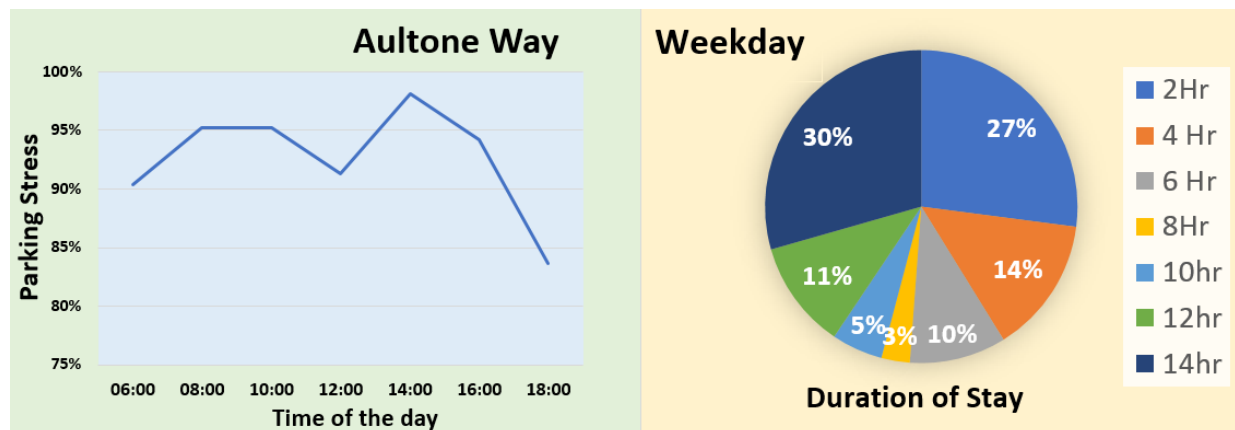
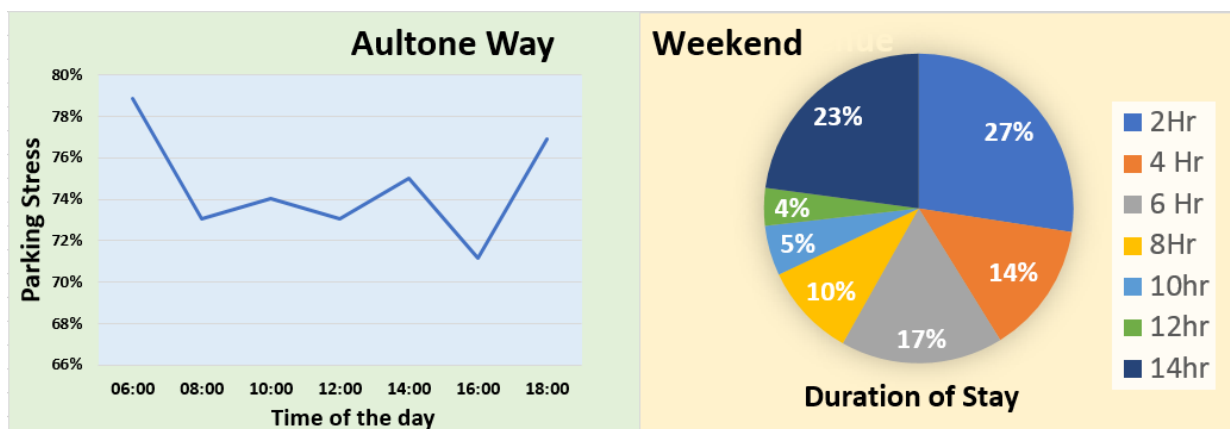


Figure 67: Aultone Way - Weekend Parking Stress and Duration of Stay



5.4.2 Blenheim Road



Figure 68: Blenheim Road

Blenheim Road is a residential cul-de-sac in Sutton North branching from Sutton Common Road. For the first 120m the road is narrow and has double yellow lines to prevent parking on the East side. Further down the road it widens enough to allow parking on both sides. There are no marked parking bays.

Table 19: Blenheim Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
105	21	20	95%	32	152%

Figure 69: Blenheim Road - Weekday Parking Stress and Duration of Stay

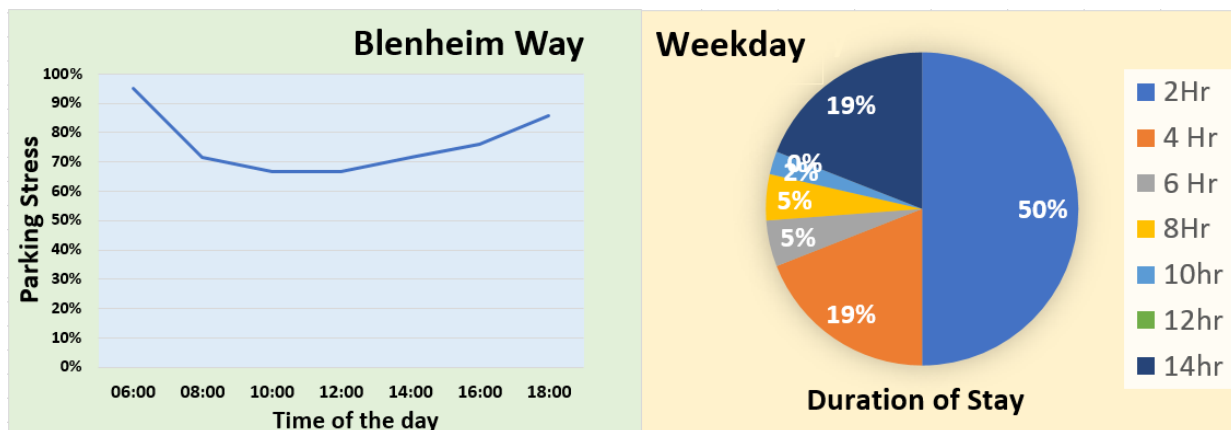
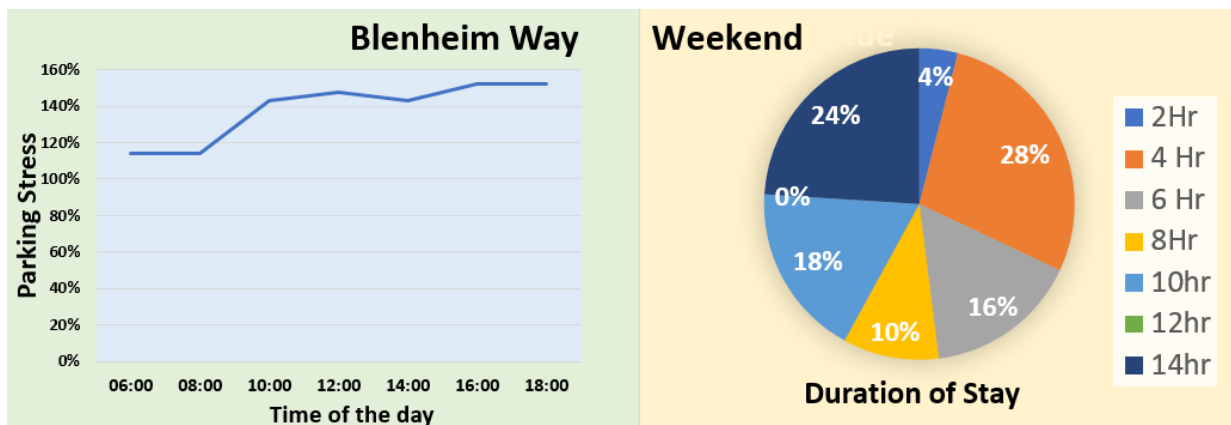


Figure 70: Blenheim Road - Weekend Parking Stress and Duration of Stay



5.4.3 Greenhill

Greenhill runs between Aultone Way and Woodend. It is a narrow residential street which, does not facilitate for parking on both sides of the road.



Table 20: Greenhill - Parking Stress

Figure 71: Greenhill

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
205	41	33	80%	29	71%

Figure 72: Greenhill - Weekday Parking Stress and Duration of Stay

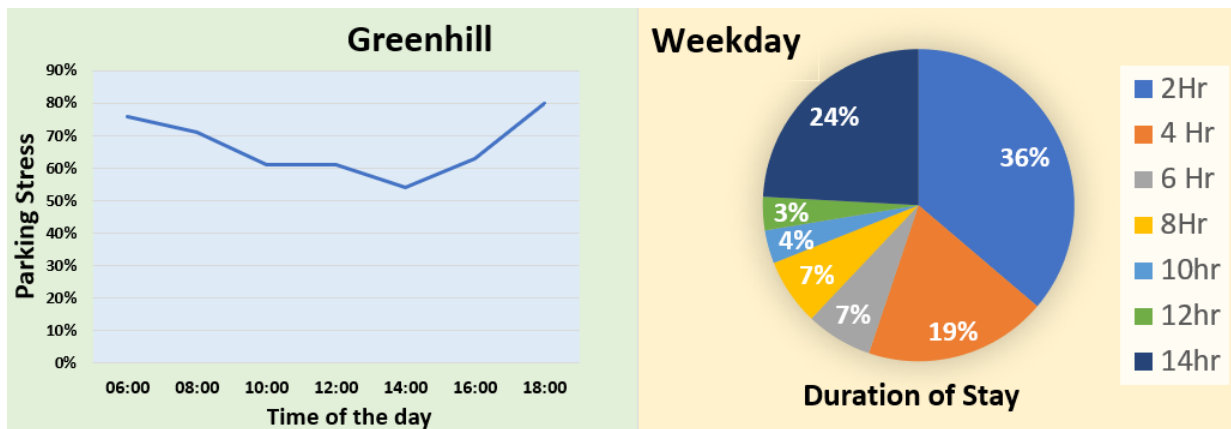
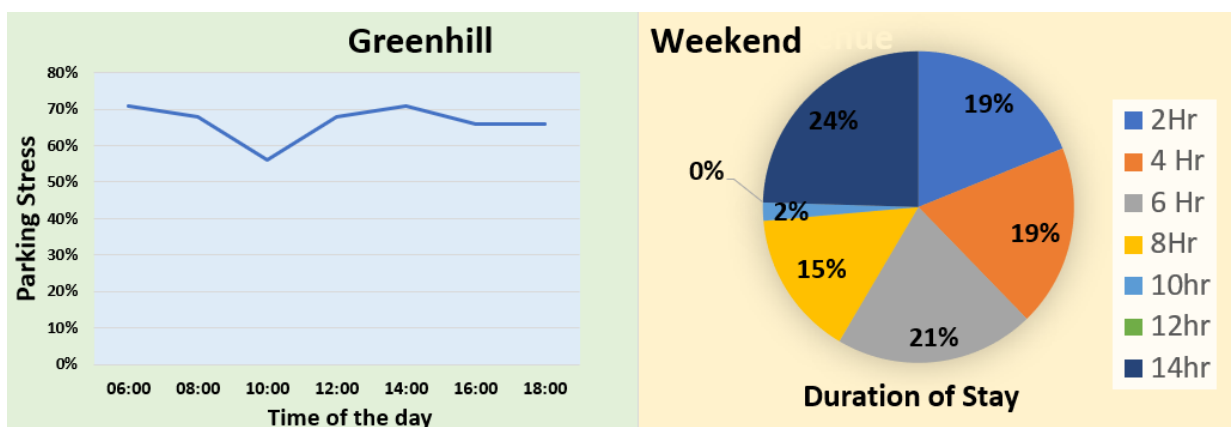


Figure 73: Greenhill - Weekend Parking Stress and Duration of Stay



5.4.4 Hillview Road



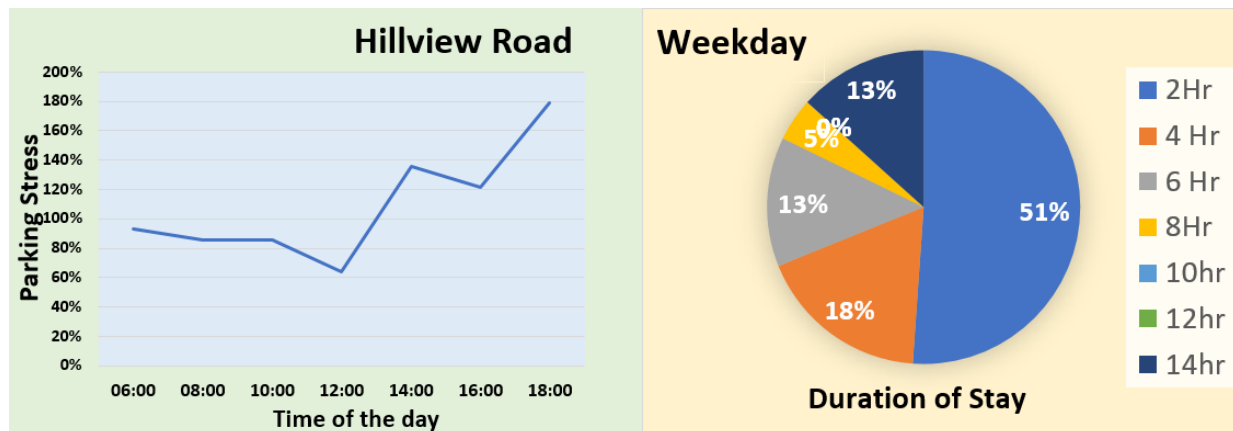
Hillview Road is a street between Benhill Road and Edinburgh Road. It is a residential street with traffic calming measures in the form of speed humps. The road has capacity on both sides for parking.

Figure 74: Hillview Road

Table 21: Hillview Road - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
70	14	25	179%	-	-

Figure 75: Hillview Road - Weekday Parking Stress and Duration of Stay



5.4.5 Marlborough Road

Marlborough Road connects Sutton Common Road to Dibdin Road. The only parking restrictions in place are Double Yellow lines on the corners of junctions. There is parking on both sides of the road as well as a disabled bay on the south side.



Figure 76: Marlborough Road

Table 22: Marlborough Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
120	24	22	92%	27	113%

Figure 77: Marlborough Road - Weekday Parking Stress and Duration of Stay

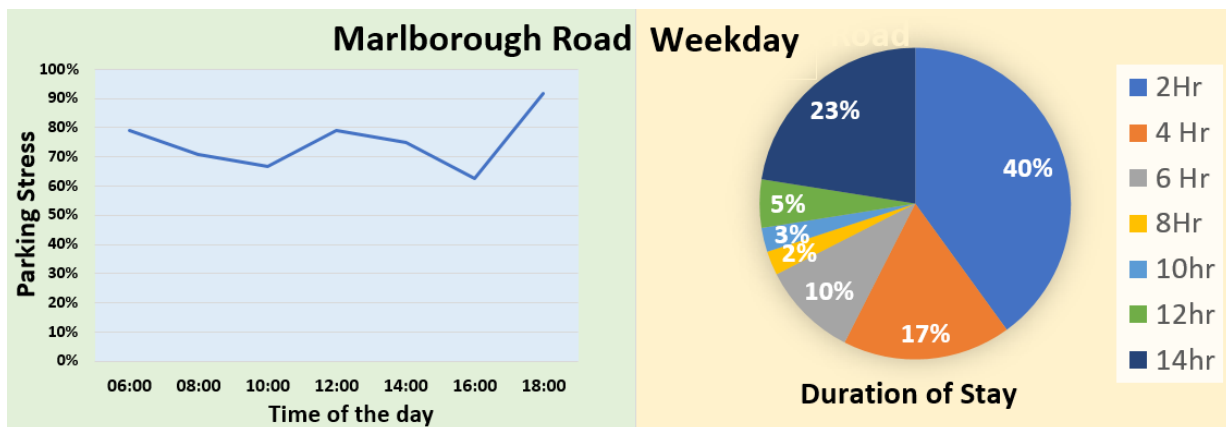
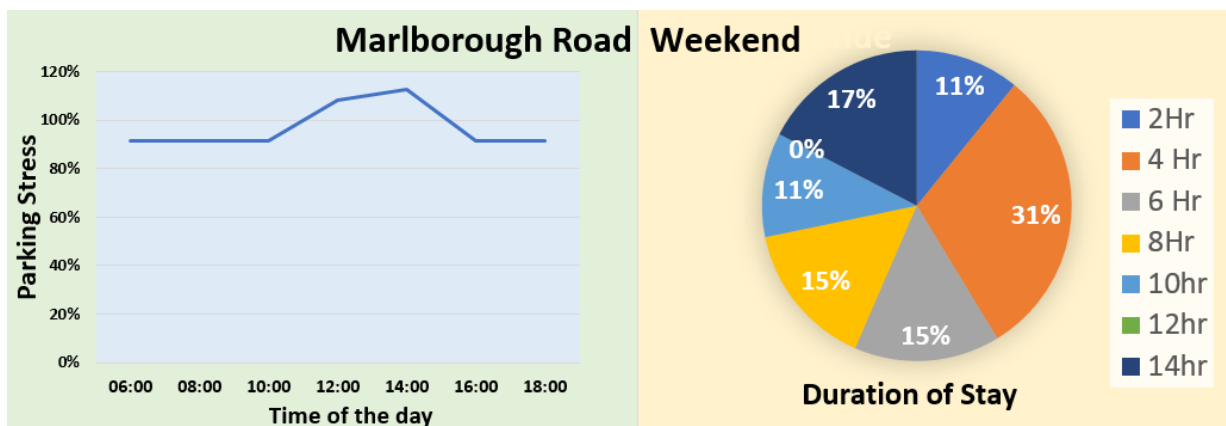


Figure 78: Marlborough Road - Weekend Parking Stress and Duration of Stay



5.4.6 Waverley Avenue



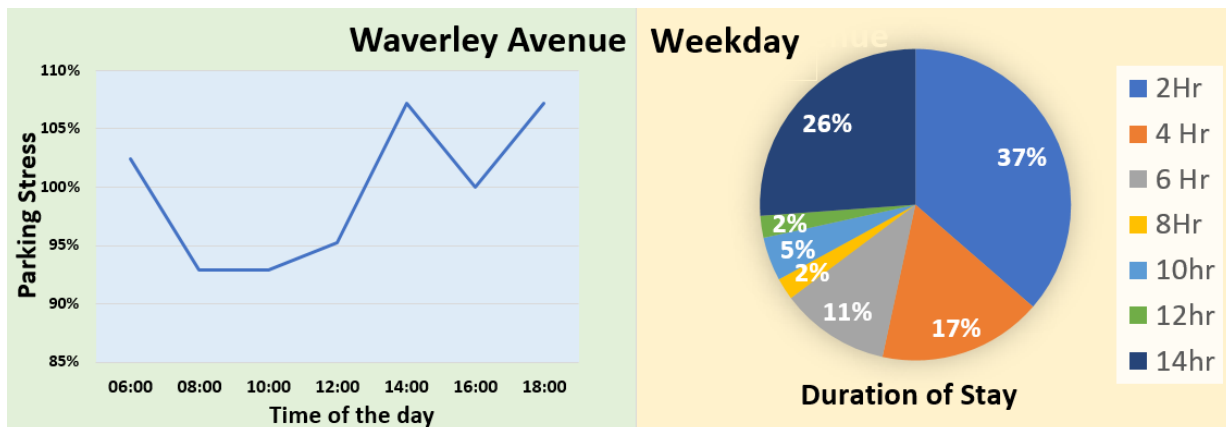
Figure 79: Waverley Avenue

Waverley Avenue in Sutton North is a residential road starting at Angel Hill. After the junction with Montrose Gardens it becomes a cul-de-sac. At the very end of the road is a footpath connecting it with Woodend.

Table 23: Waverley Avenue - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
210	42	45	107%	-	-

Figure 80: Waverley Avenue - Weekday Parking Stress and Duration of Stay



5.4.7 Woodend

Woodend is a residential street between Autone Way and All Saints Road. It also connects to Greenhill around a grass island half way down the road. The road has no markings or restrictions allowing both sides to be used for parking. However much of the road is narrow thus reducing the available spaces



Figure 81: Woodend

Table 24: Woodend - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
400	44	21	48%	29	66%

Figure 82: Woodend - Weekday Parking Stress and Duration of Stay

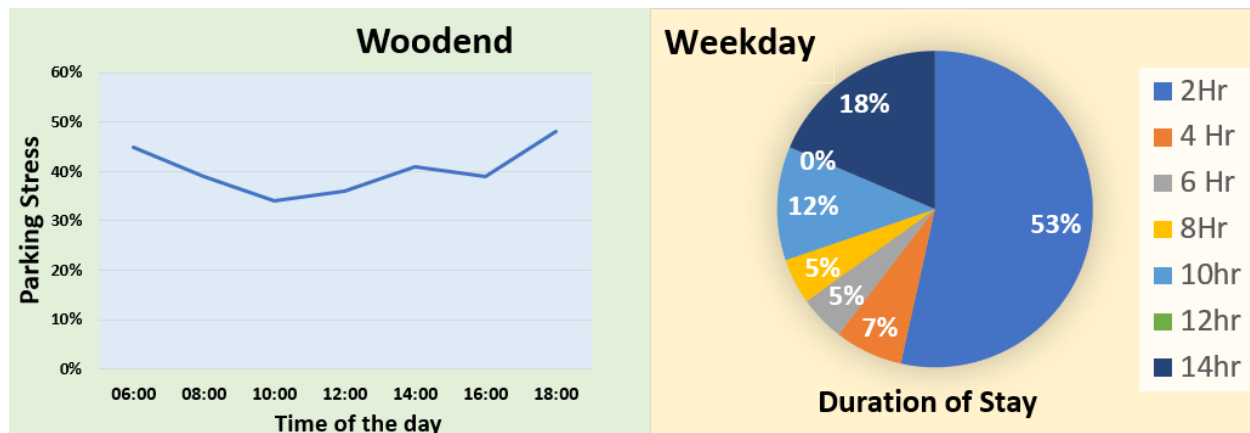
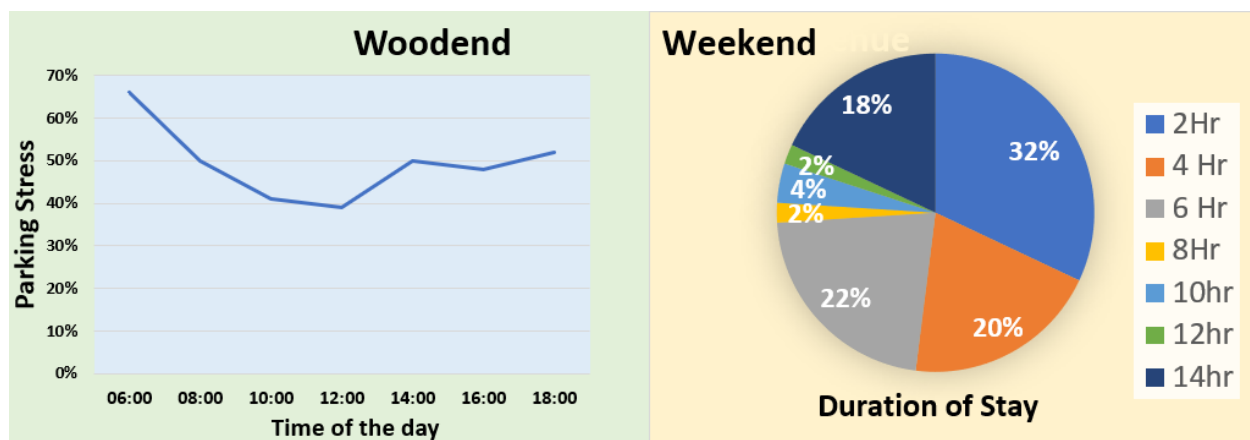
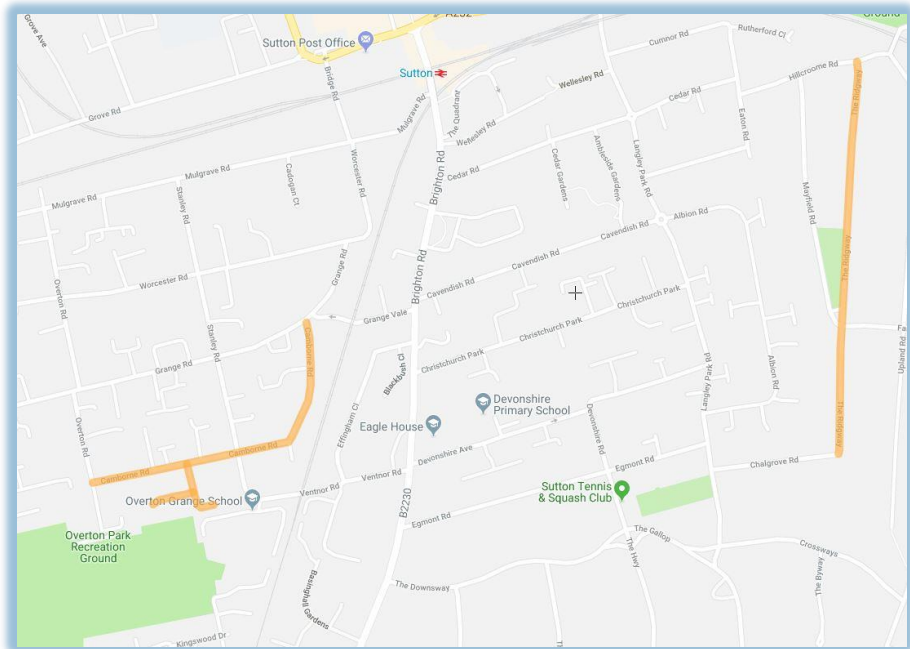


Figure 83: Woodend - Weekend Parking Stress and Duration of Stay



5.5 SUTTON SOUTH

Three roads were surveyed in Sutton South. All were surveyed on a weekday (Wednesday 21 November 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.



This Ward borders the Wards of Belmont and Carshalton South and Clockhouse. Consultation for this ward is ongoing (Phase 2)

Figure 84: Sutton South - Weekday Parking Stress

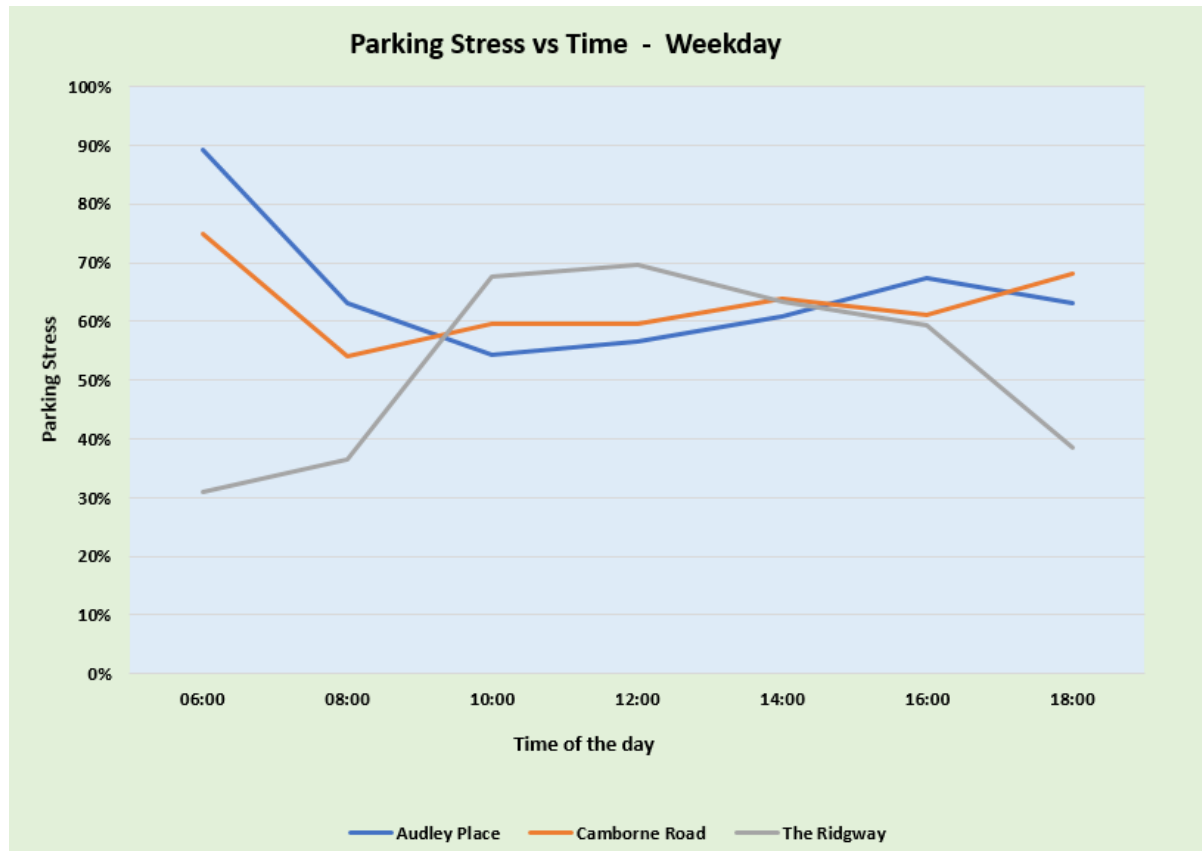
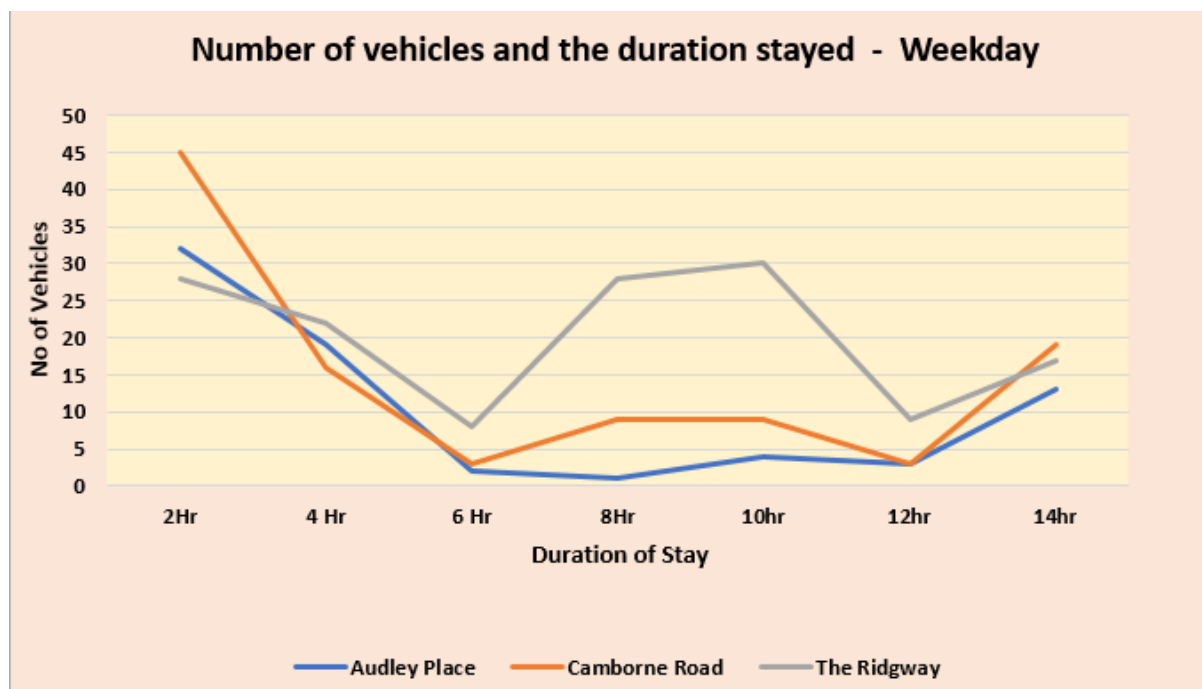


Figure 85: Sutton South - Weekday Duration of Stay



5.5.1 Audley Place

Audley Place is a residential road off Camborne Road. There is one Disabled Bay located on this road and no restrictions on where cars can park except on Double Yellow lines.

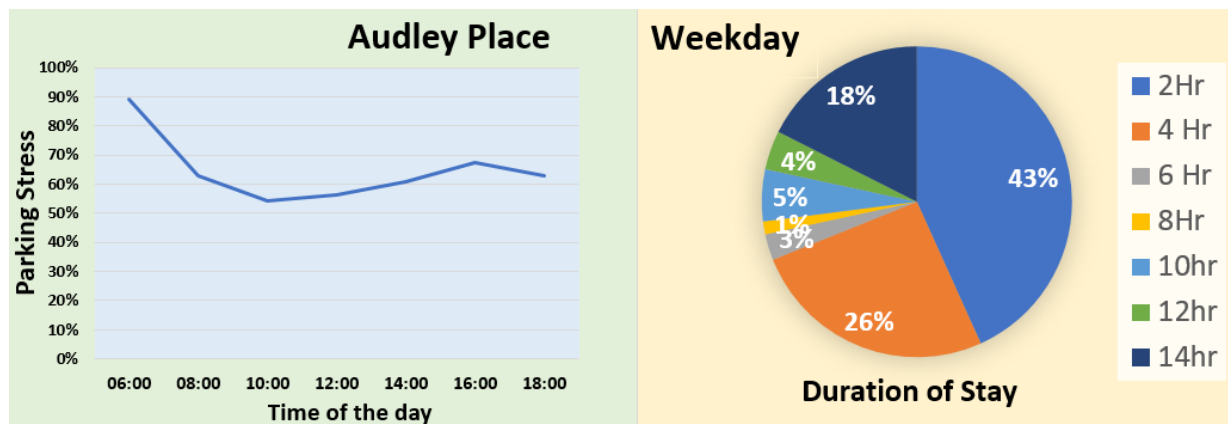


Figure 86: Audley Place

Table 25: Audley Place - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
230	46	41	89%	-	-

Figure 87: Audley Place - Weekday Parking Stress and Duration of Stay



5.5.2 Camborne Road



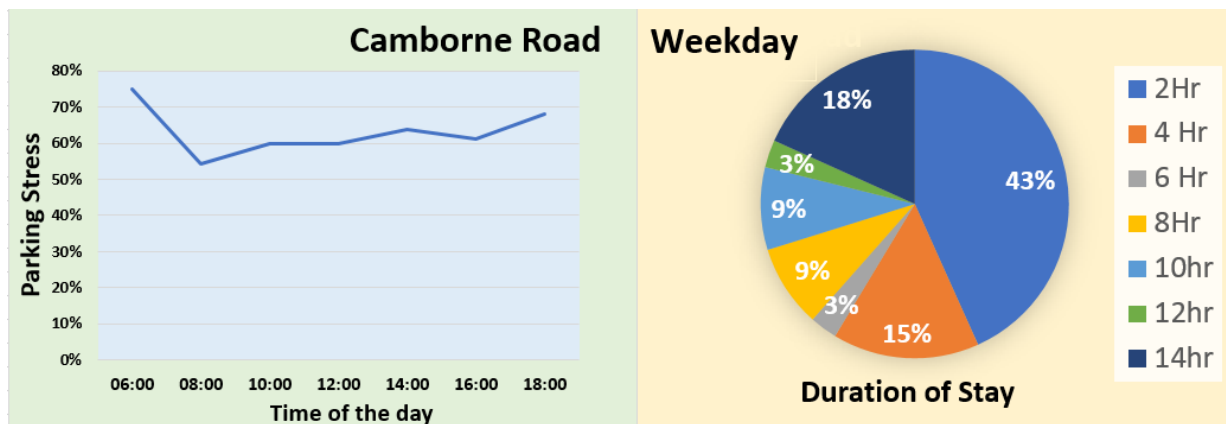
Figure 88: Camborne Road

Camborne Road is a long residential road situated between Overton Road and Grange Road. There are 30 permit parking spaces for residents and no parking restrictions elsewhere.

Table 26: Camborne Road - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
360	72	54	75%	-	-

Figure 89: Camborne Road - Weekday Parking Stress and Duration of Stay



5.5.3 The Ridgway

The Ridgway is a long residential road situated between Hillcroom Road and Chalgrove Road. There are currently no restrictions for parking along this road, except for Double Yellows at the beginning and end of the road.

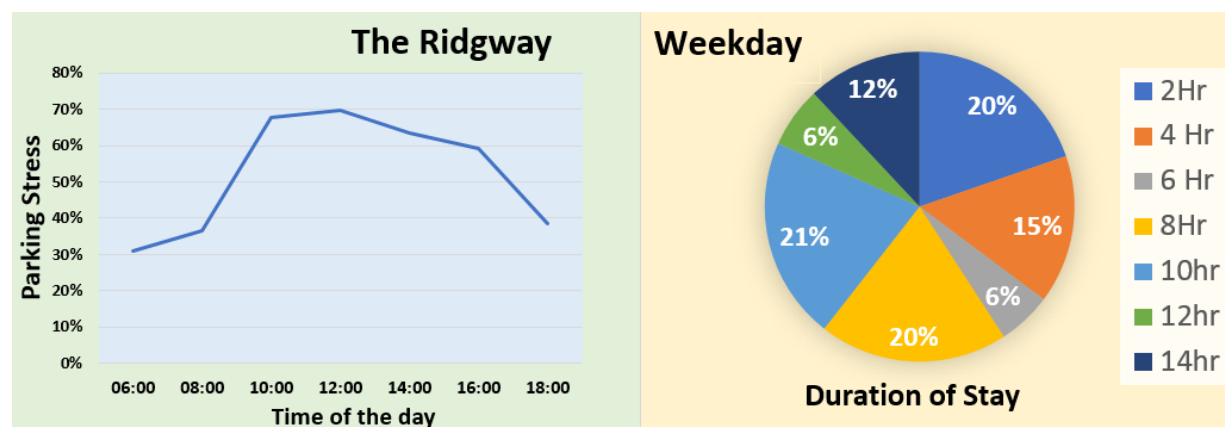


Figure 90: The Ridgway

Table 27: The Ridgway - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
725	145	101	70%	-	-

Figure 91: The Ridgway - Weekday Parking Stress and Duration of Stay



5.6 SUTTON WEST

Four roads were surveyed in Sutton West. All were surveyed on a weekday (Wednesday 21 November 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

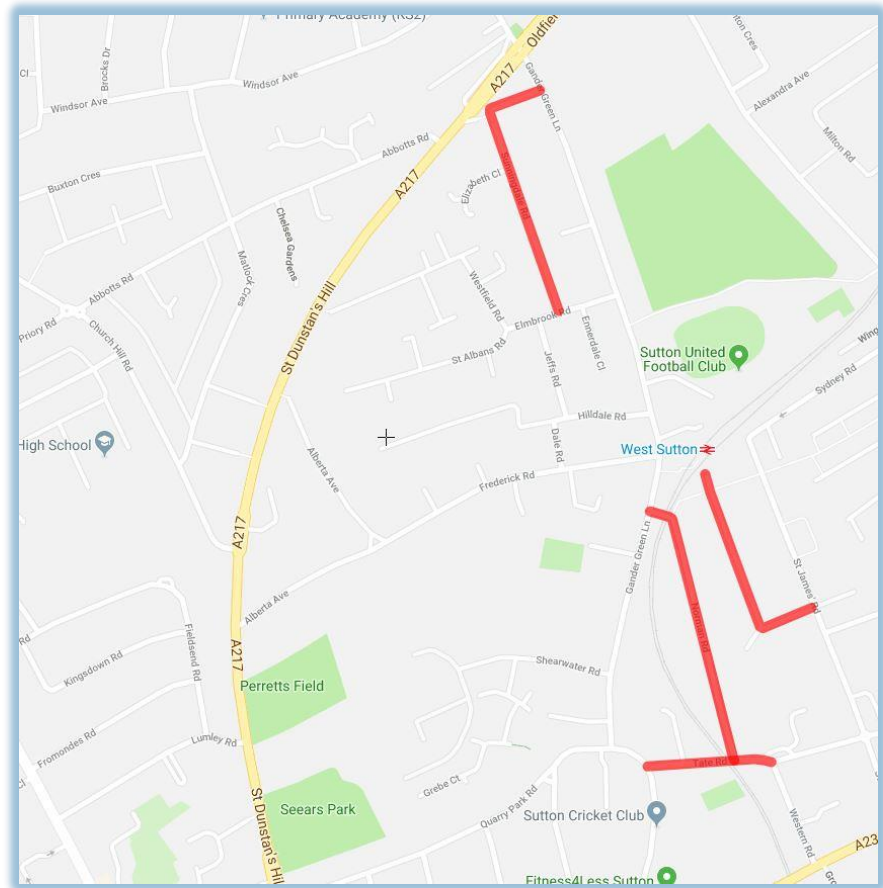


Figure 92: Sutton West – Map of surveyed roads

This Ward borders the Wards of Cheam and Belmont. Consultation for these wards are ongoing (Phase 2). It also borders the Ward of Stonecot and consultation for this ward will be made later in 2019 (Phase3)

Figure 93: Sutton West - Weekday Parking Stress

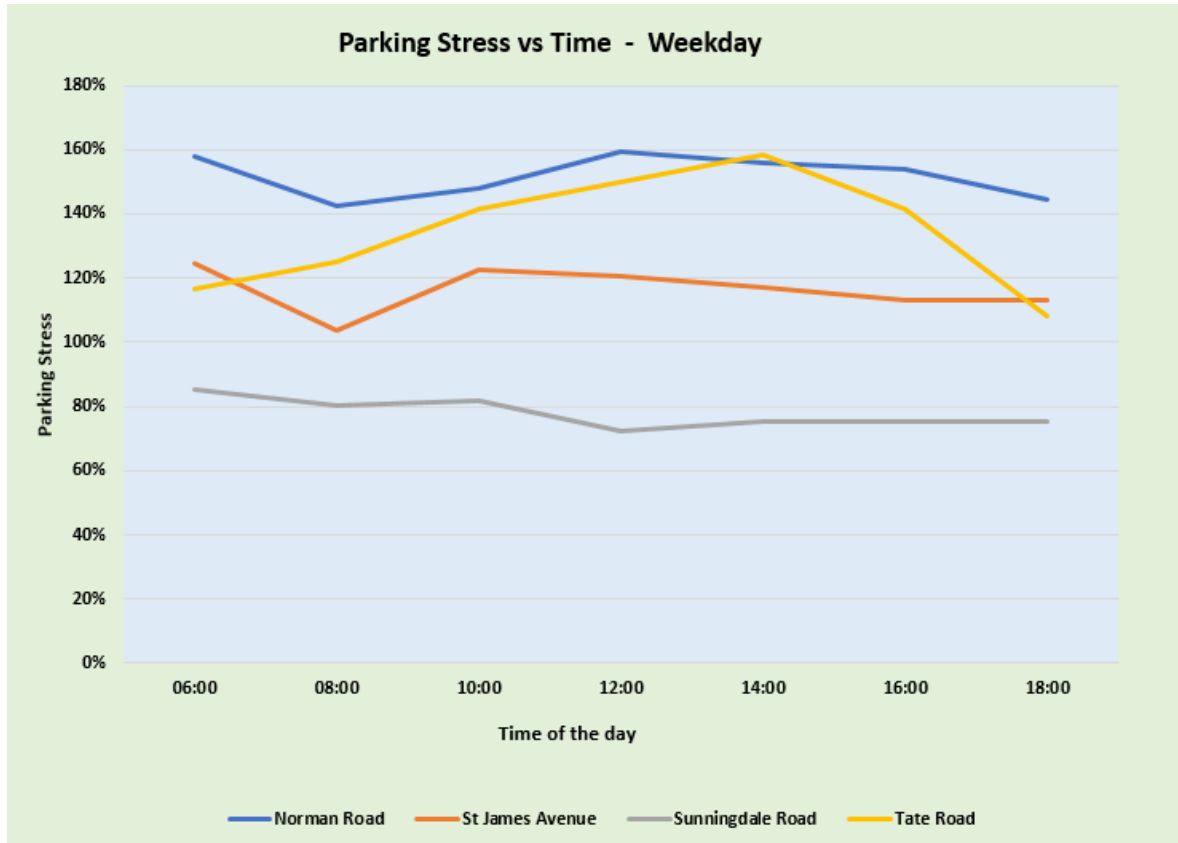
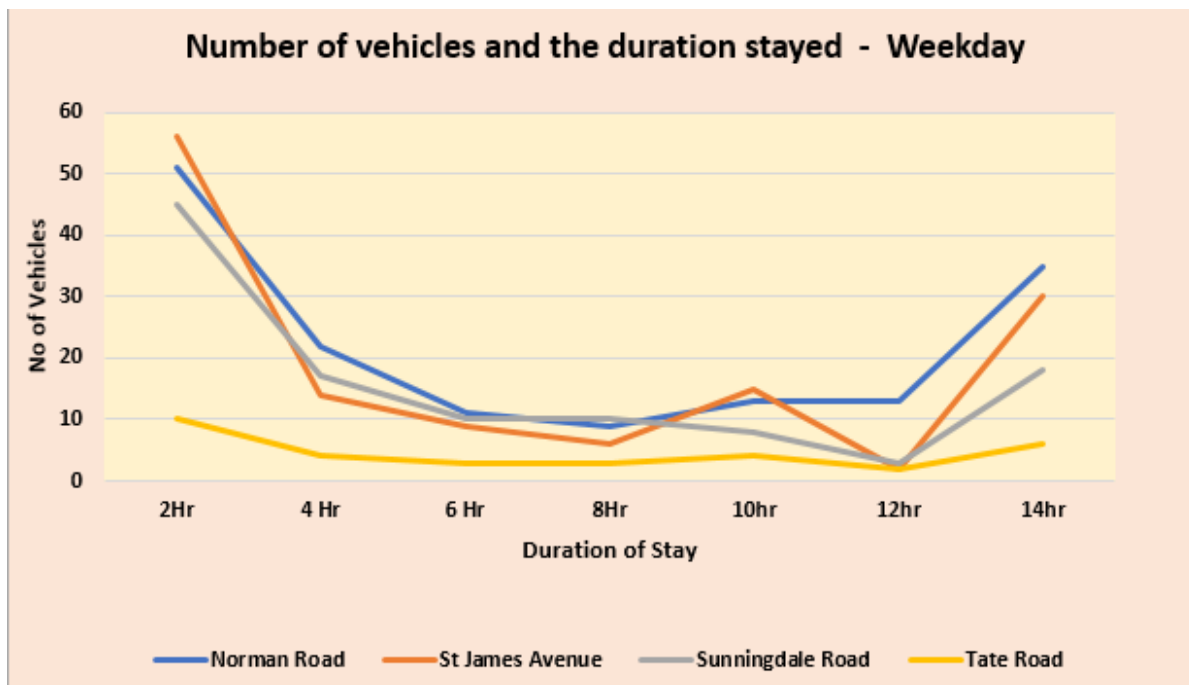


Figure 94: Sutton West - Weekday Duration of Stay



5.6.1 Norman Road

Norman Road is between Gander Green Lane and Tate Road. It is a residential street with parking capacities on both sides of the road with disable bays located on the street. There are speed bumps along the road to calm the traffic.

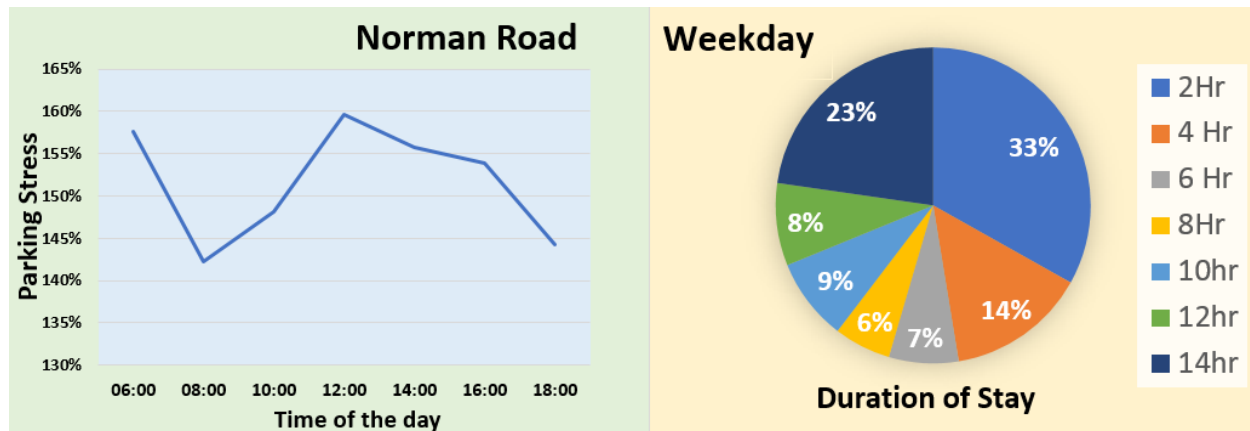


Figure 95: Norman Road

Table 28: Norman Road - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
260	52	83	160%	-	-

Figure 96: Figure 58 Norman Road - Weekday Parking Stress and Duration of Stay



5.6.2 St James Avenue



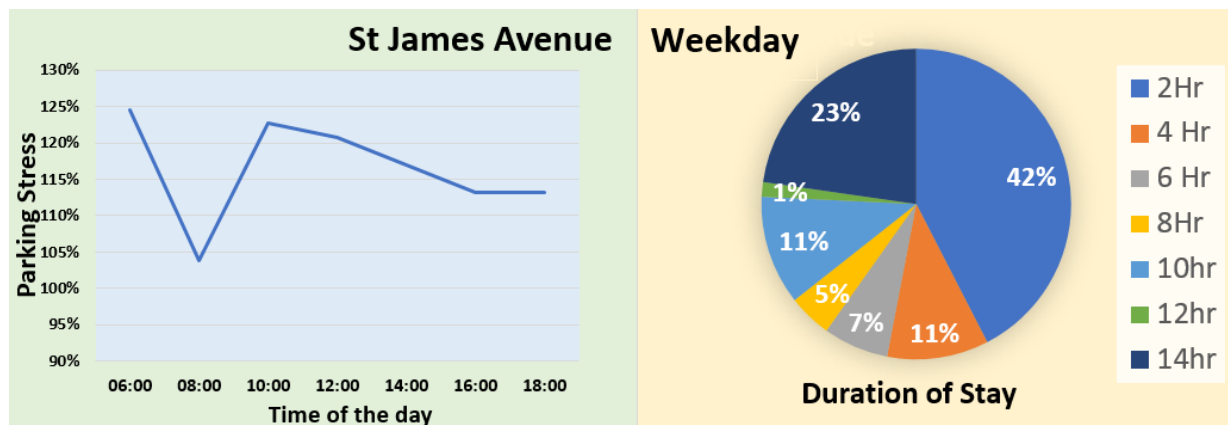
St James Avenue is a long looped residential road coming off St James' Road. There are currently no marked bays for parking along this residential road. Apart from some Double Yellows on either end of the road, there are no parking restrictions.

Figure 97: St James Avenue

Table 29: St James Avenue - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
265	53	66	125%	-	-

Figure 98: St James Avenue - Weekday Parking Stress and Duration of Stay



5.6.3 Sunningdale Road

Sunningdale Road is a long looped residential road between Gander Green Lane and Elmbrook Road. Apart from some Double Yellows on either end of the road and one Disabled Bay, there are currently no parking restrictions along this stretch of road.

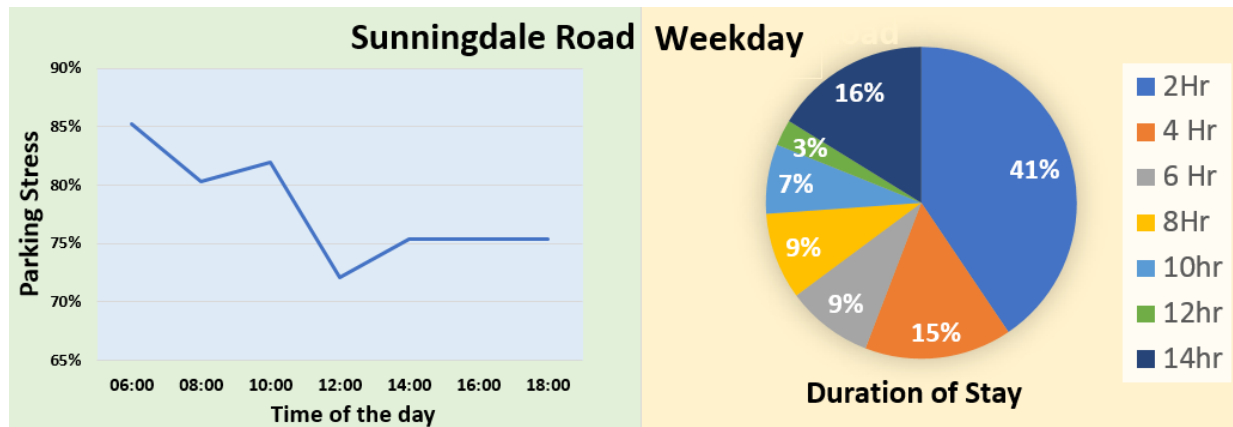


Figure 99: Sunningdale Road

Table 30: Sunningdale Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
305	61	52	85%	-	-

Figure 100: Sunningdale Road - Weekday Parking Stress and Duration of Stay



5.6.4 Tate Road



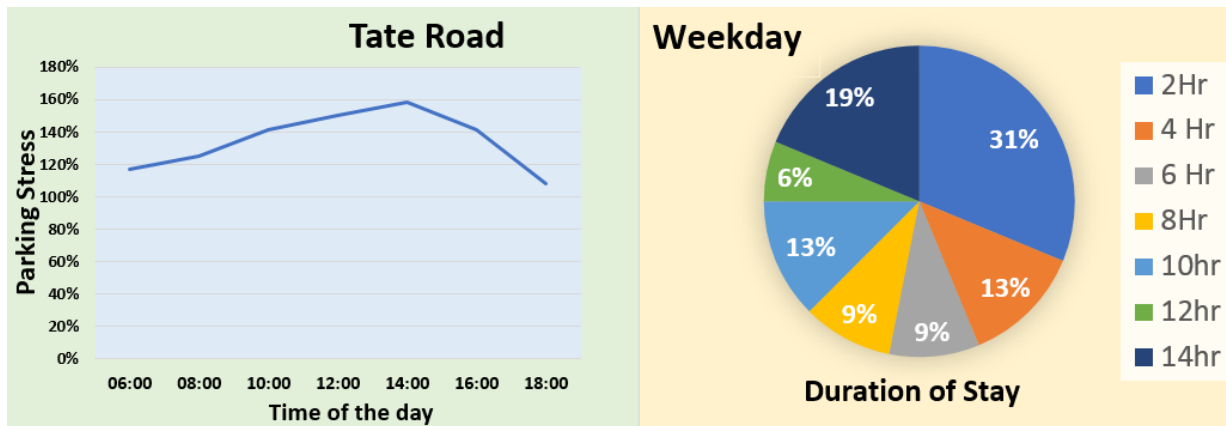
Tate Road is situated between Gander Green Lane and Western Road where, there are some residential buildings and Sutton Christian Centre. Along this stretch of road there are parking restrictions (White Lines, Keep Clear Lines, Driveways and Single Yellow Lines) and no marked parking bays.

Figure 101: Tate Road

Table 31: Tate Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
60	12	19	158%	-	-

Figure 102: Tate Road - Weekday Parking Stress and Duration of Stay



5.7 THE WRYTHE

Eight roads were surveyed in The Wrythe. All were surveyed on a weekday (Thursday 22 November 2018) and on a Saturday (01 December 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

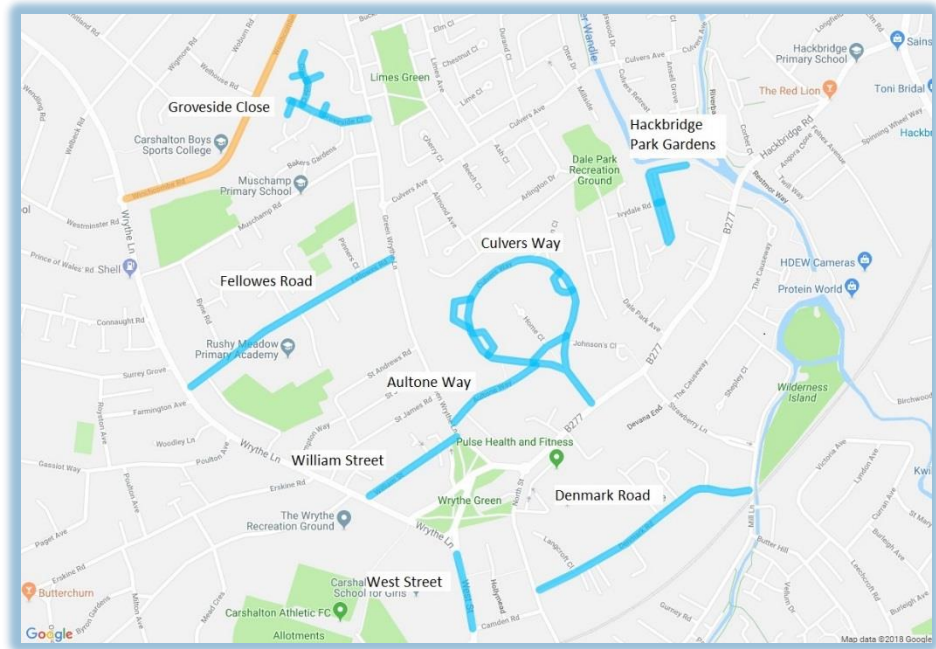


Figure 103: The Wrythe - Map of Surveyed Roads

Figure 104: The Wrythe - Weekday Parking Stress

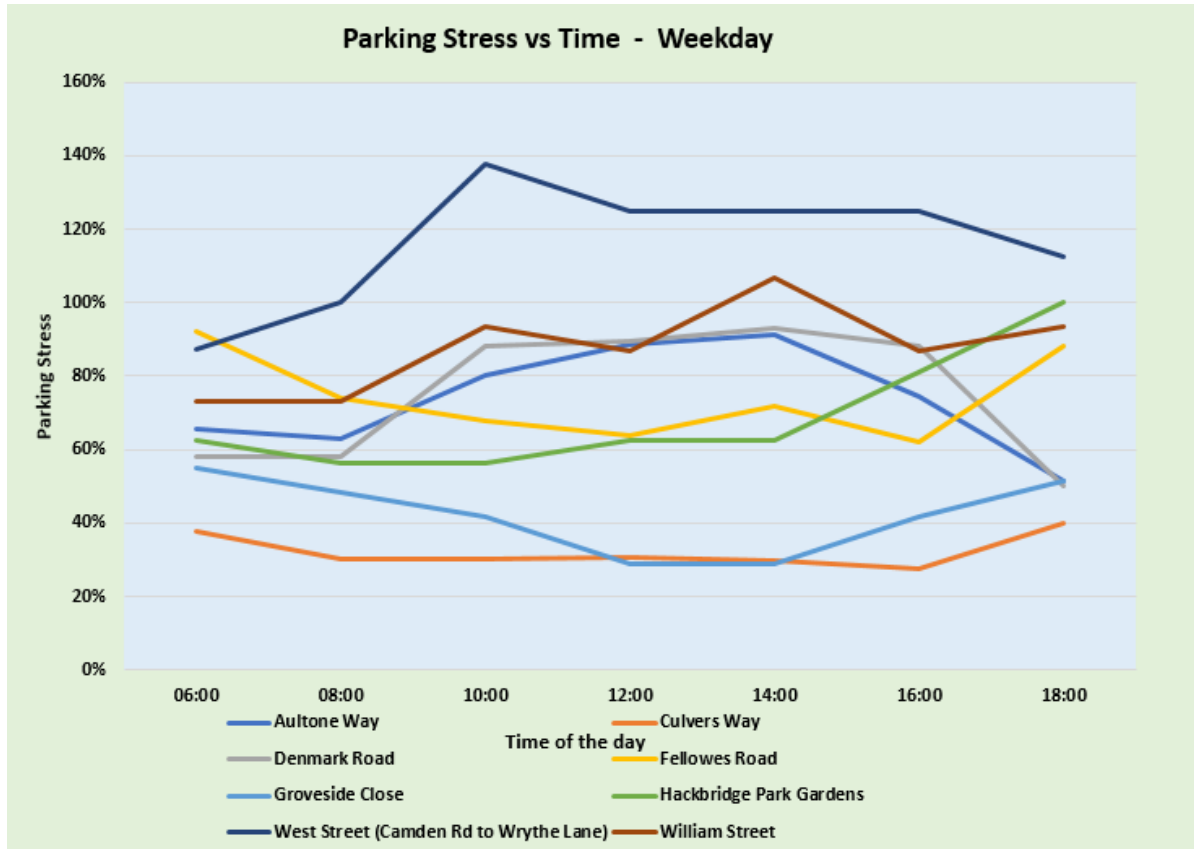


Figure 105: The Wrythe - Weekday Duration of Stay

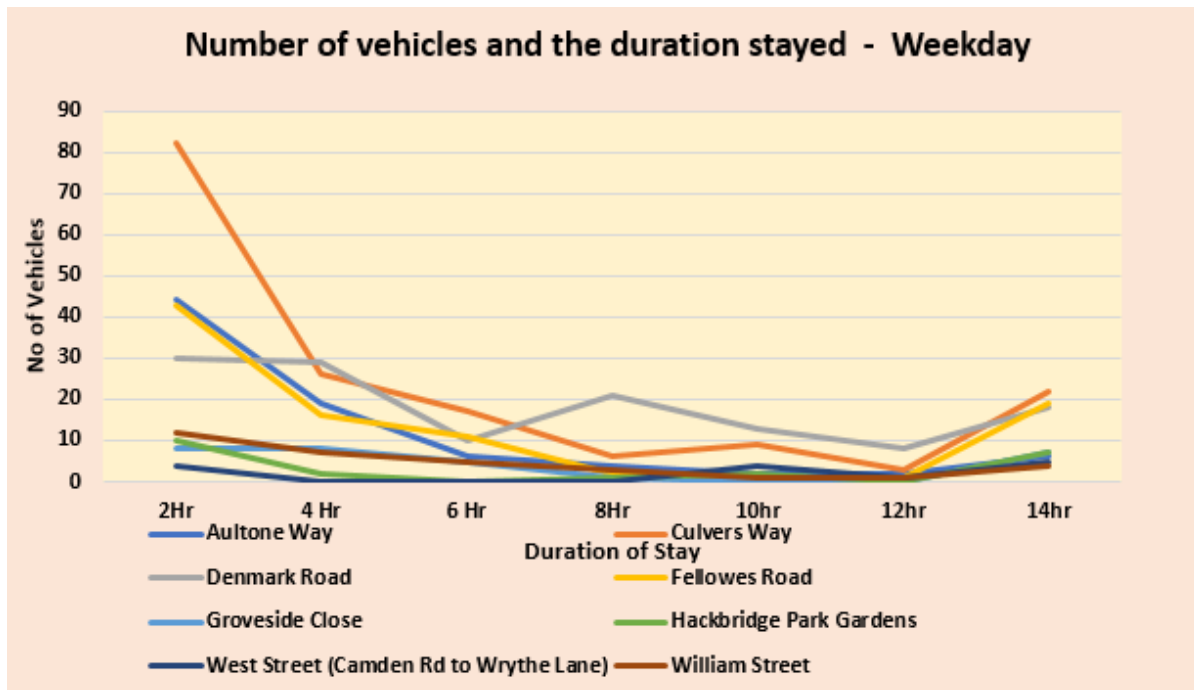


Figure 106: The Wrythe - Weekend Parking Stress

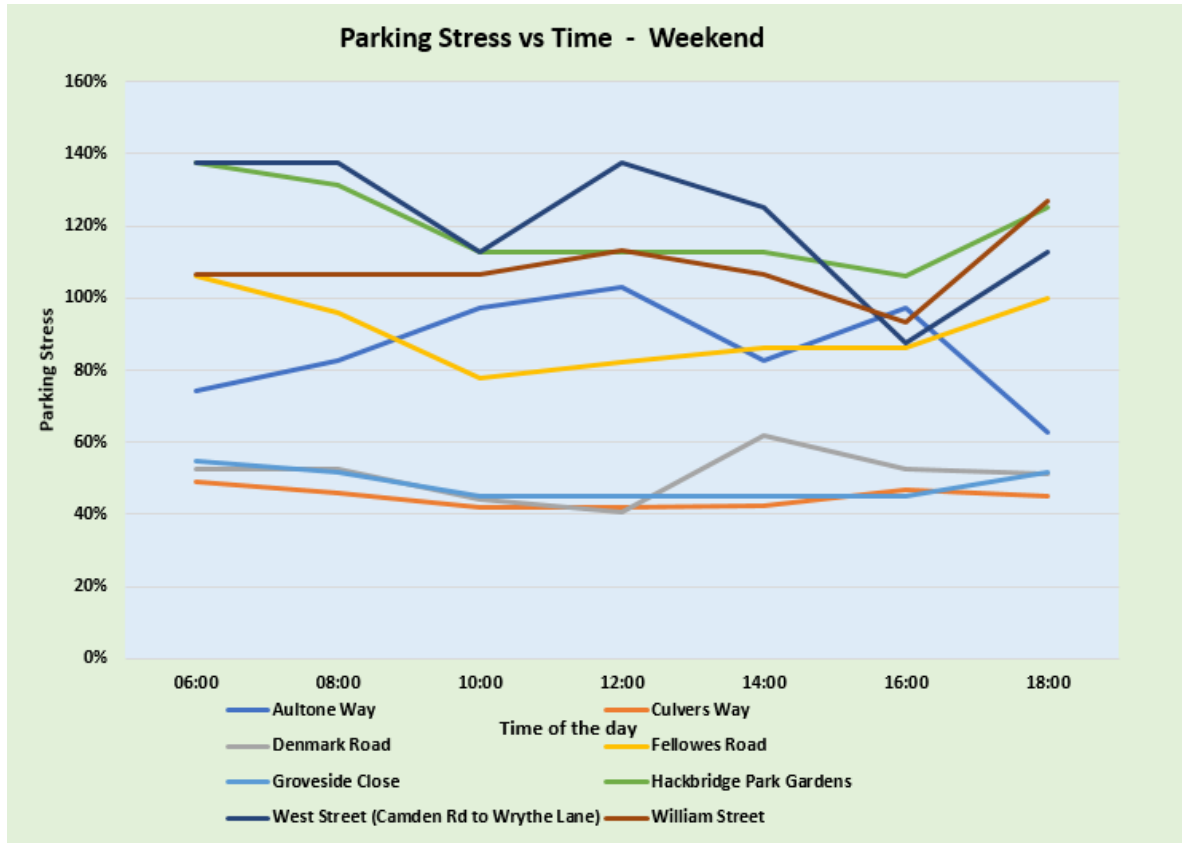
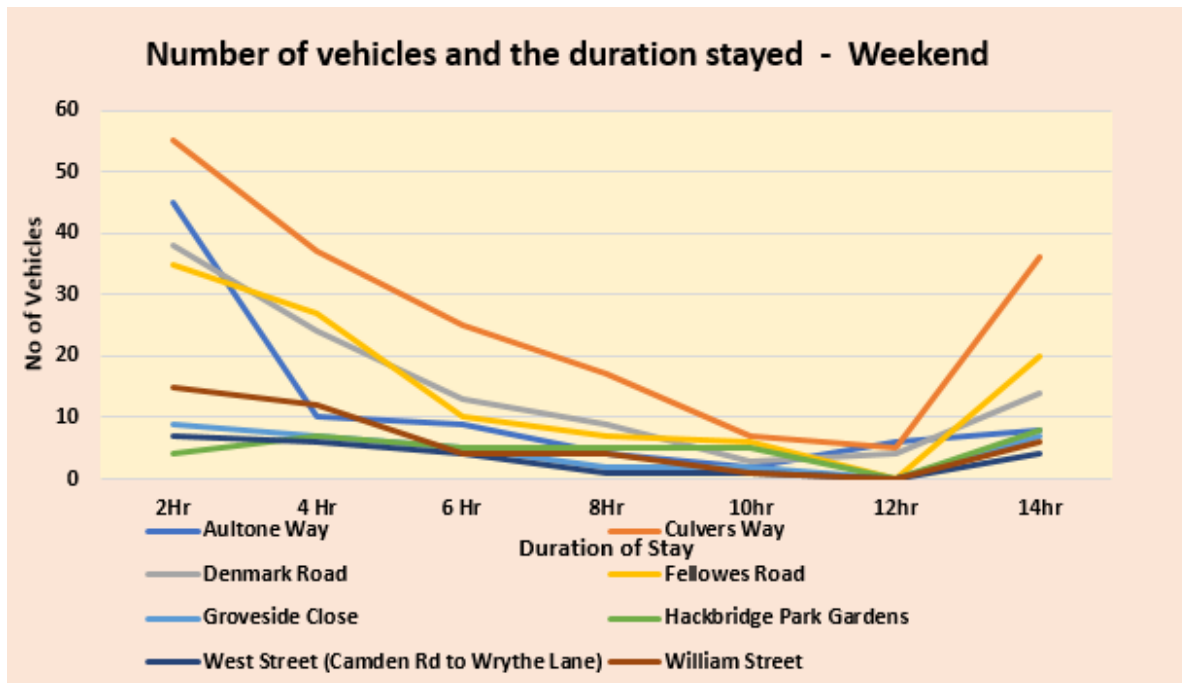


Figure 107: The Wrythe - Weekend Duration of Stay



5.7.1 Aultone Way

Aultone Way is situated between Green Wrythe Lane and Culvers Way. There are restrictions (Double and Single Yellows) at the beginning and ends of the road and no marked bays for parking.



Figure 108: Aultone Way

Table 32: Aultone Way - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
175	35	32	91%	45	103%

Figure 109: Aultone Way - Weekday Parking Stress and Duration of Stay

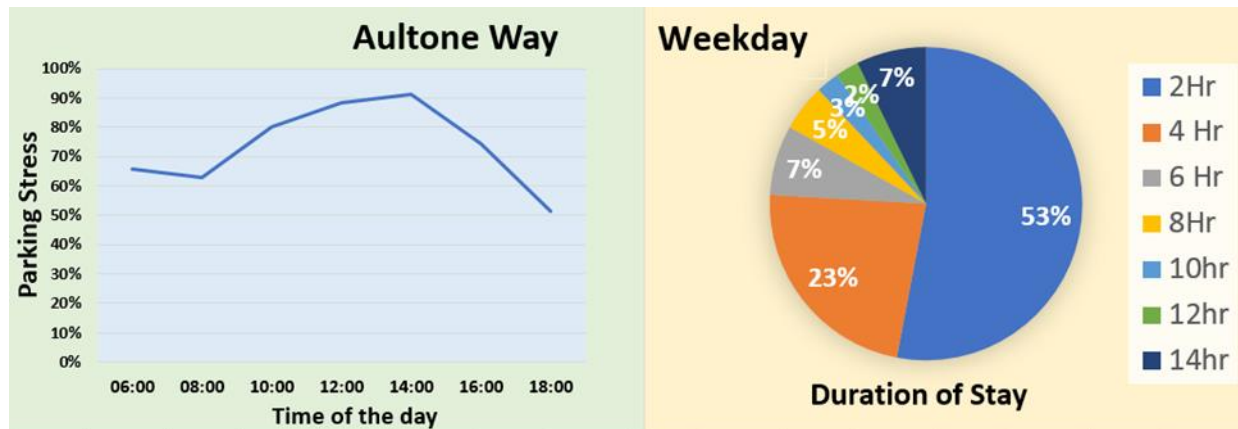
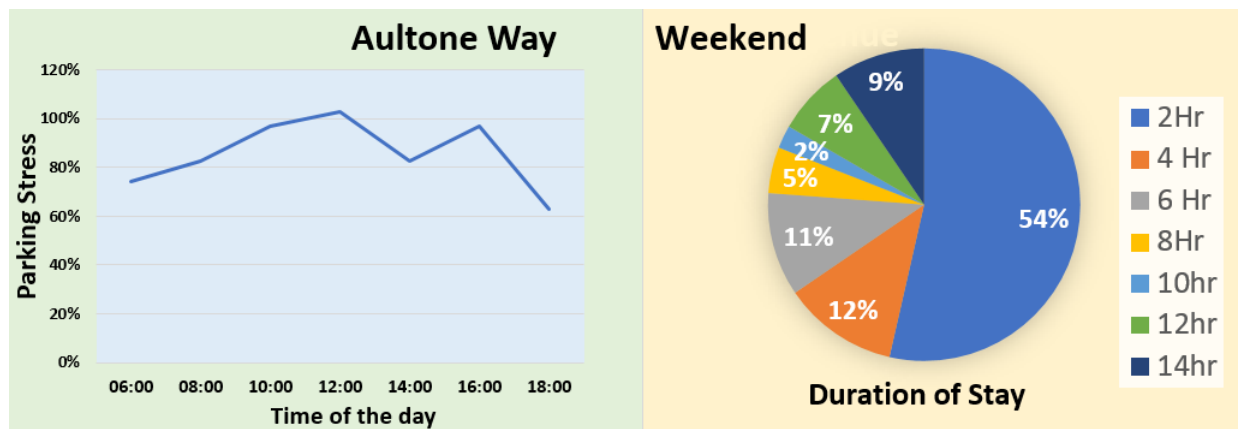


Figure 110: Aultone Way - Weekend Parking and Duration of Stay



5.7.2 Culvers Way



Figure 111: Culvers Way

Culvers Way is a residential road looped in a circle coming from Nightingale Road. There are currently no parking restrictions on this road apart from Driveways and Double Yellows.

Table 33: Culvers Way - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
940	188	75	40%	92	49%

Figure 112: Culvers Way - Weekday Parking Stress and Duration of Stay

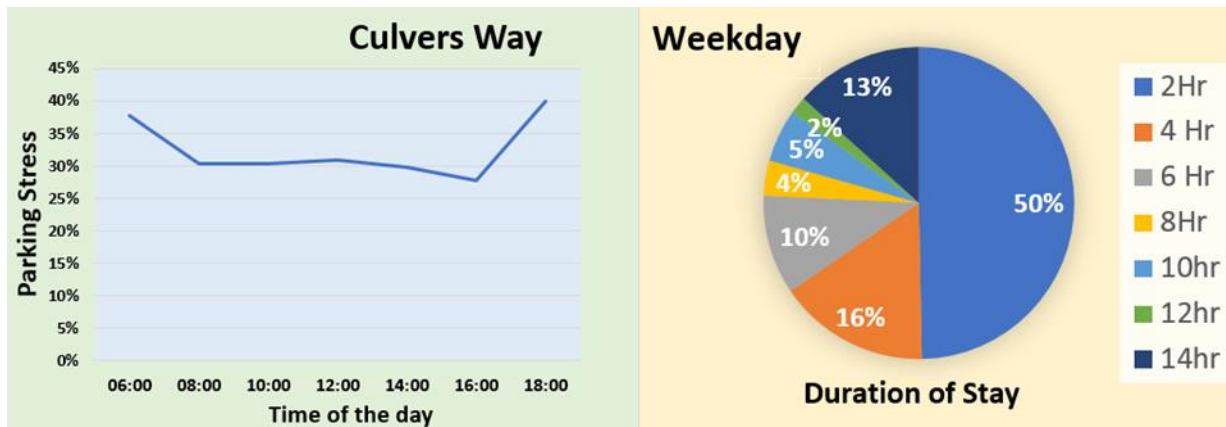
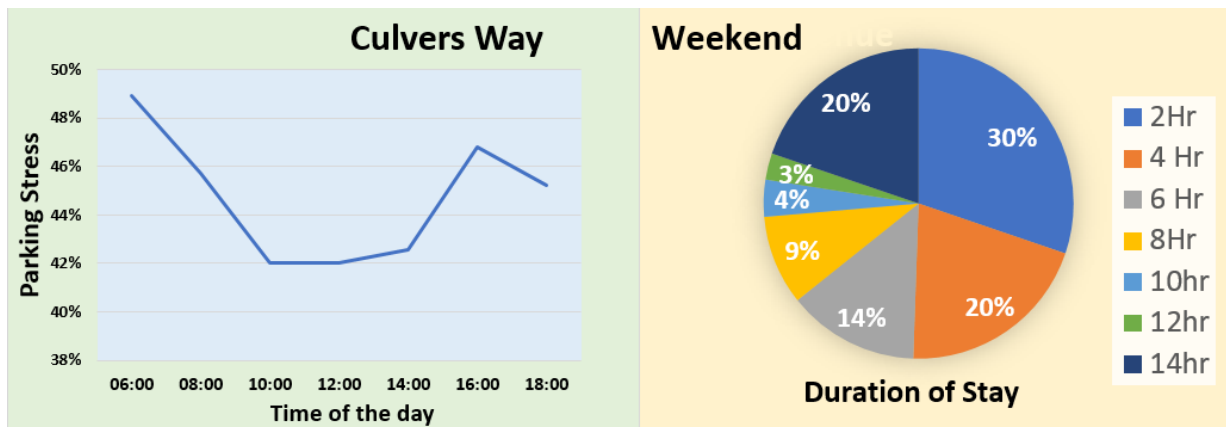


Figure 113: Culvers Way - Weekend Parking Stress and Duration of Stay



5.7.3 Denmark Road

Denmark Road is a residential road with Victor Seymour Infants School located on it, situated between North Street and Mill Lane. There are currently no parking restrictions on this road apart from Driveways and Double Yellows.



Figure 114: Denmark Road

Table 34: Denmark Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
420	84	78	93%	52	62%

Figure 115: Denmark Road - Weekday Parking Stress and Duration of Stay

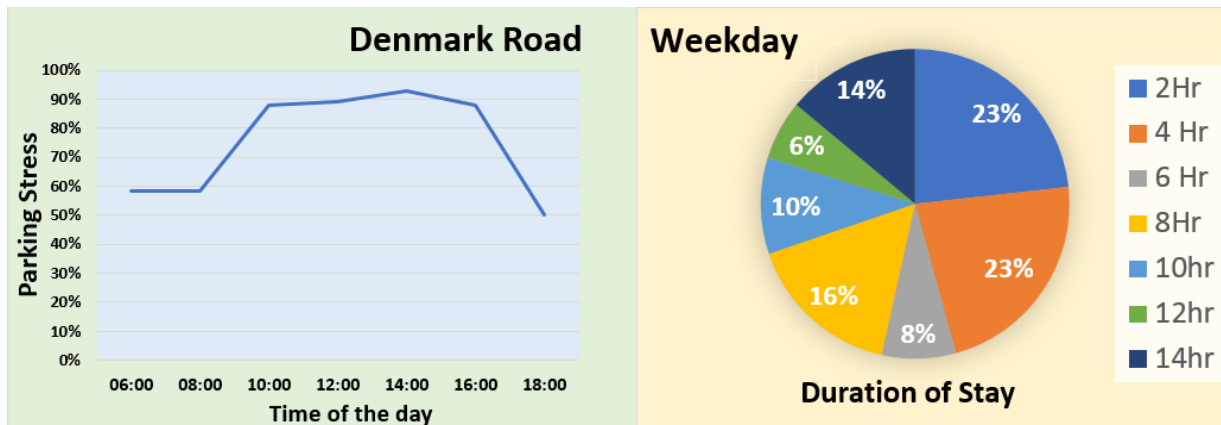
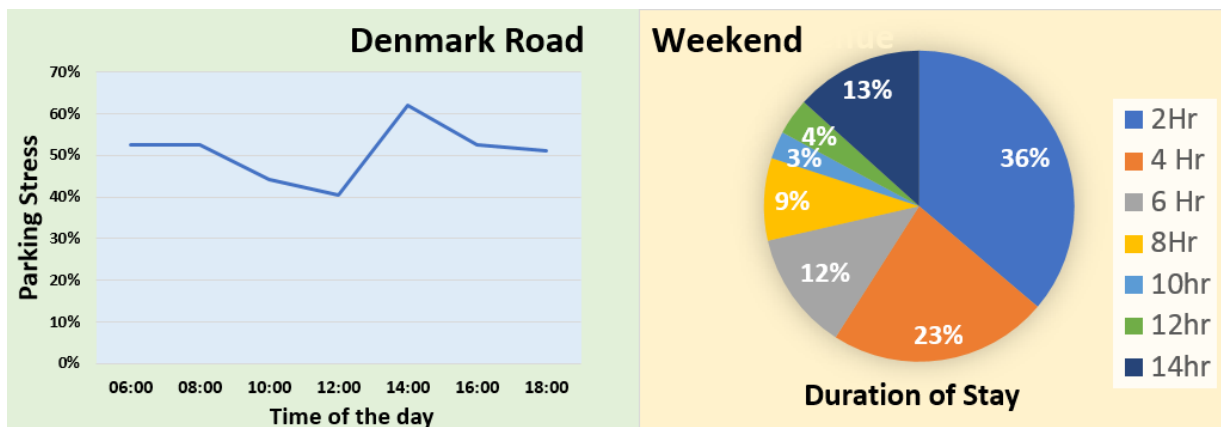


Figure 116: Denmark Road - Weekend Parking Stress and Duration of Stay



5.7.4 Fellowes Road



Figure 117: Fellowes Road

Fellowes Road is a residential road with a road leading off to Rushy Meadow Primary Academy, situated between Wrythe Lane and Green Wrythe Lane. There are currently no marked parking bays to park in however, there are restrictions (Double Yellows) located at the beginning and end of the road.

Table 35: Fellowes Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
250	50	46	92%	53	106%

Figure 118: Fellowes Road - Weekday Parking Stress and Duration of Stay

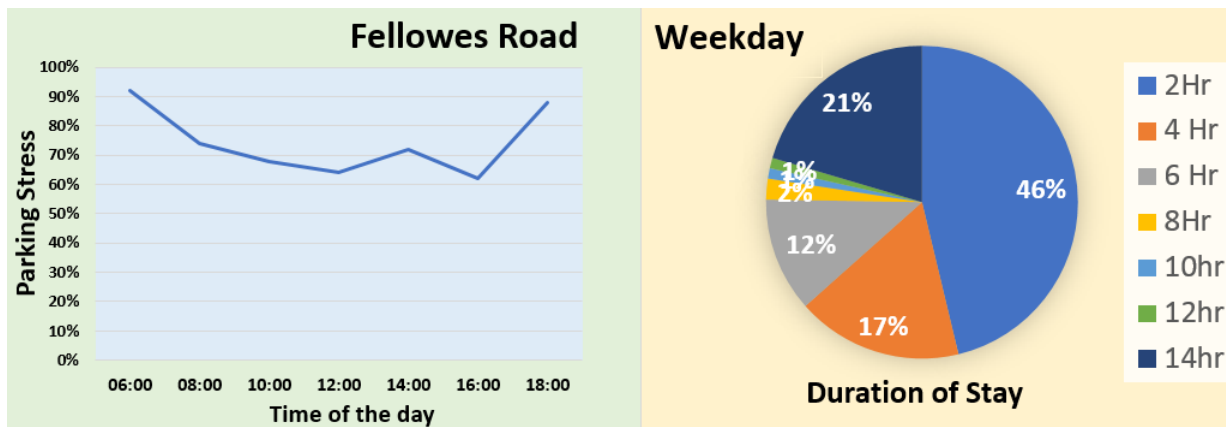
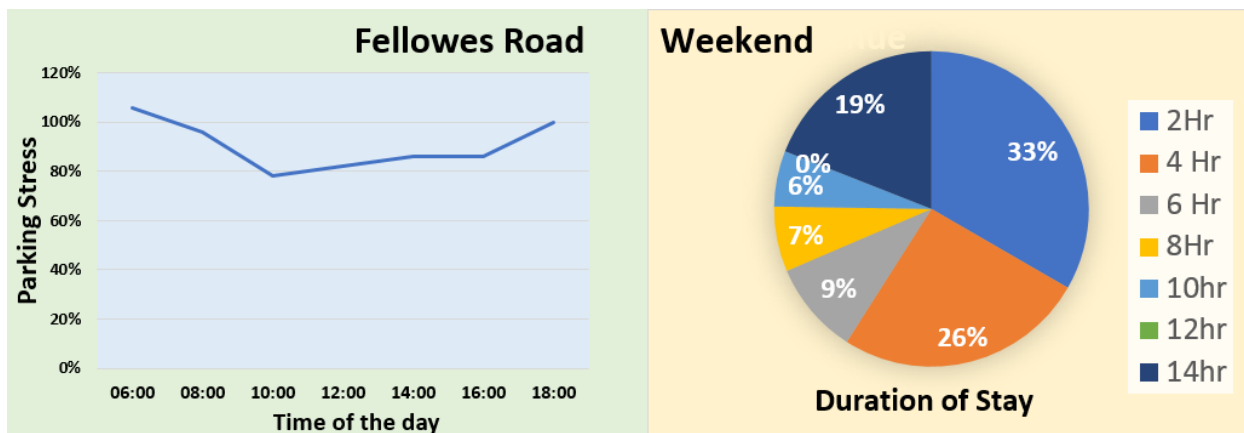


Figure 119: Fellowes Road - Weekend Parking Stress and Duration of Stay



5.7.5 Groveside Close

Groveside Close is a residential area made up of 4 sets of roads coming off Bakers Garden and Green Wrythe Lane. There are restrictions of Double Yellows and the beginning and end of each of the roads however, there are no marked bays for cars to park.



Figure 120: Groveside Close

Table 36: Groveside Close - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
155	31	17	55%	17	55%

Figure 121: Groveside Close - Weekday Parking Stress and Duration of Stay

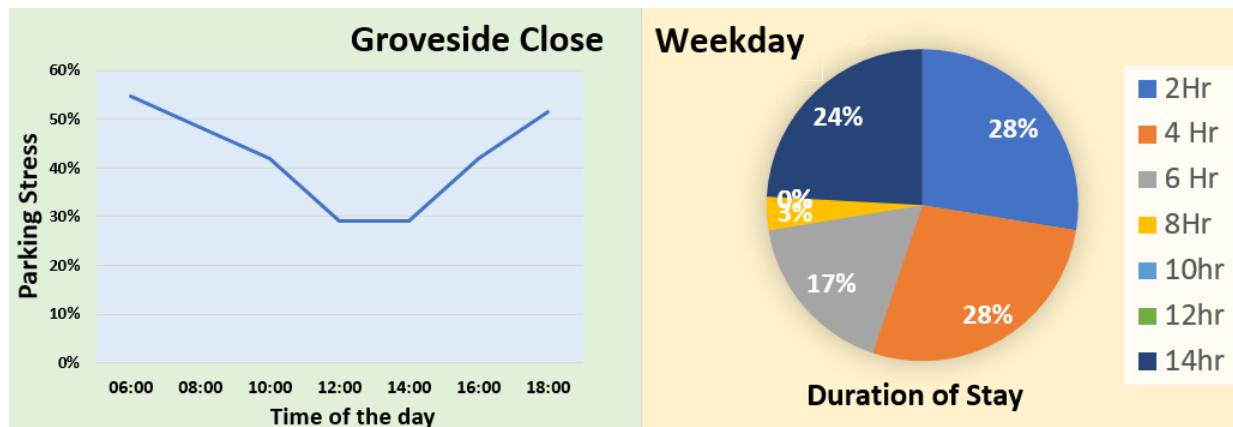
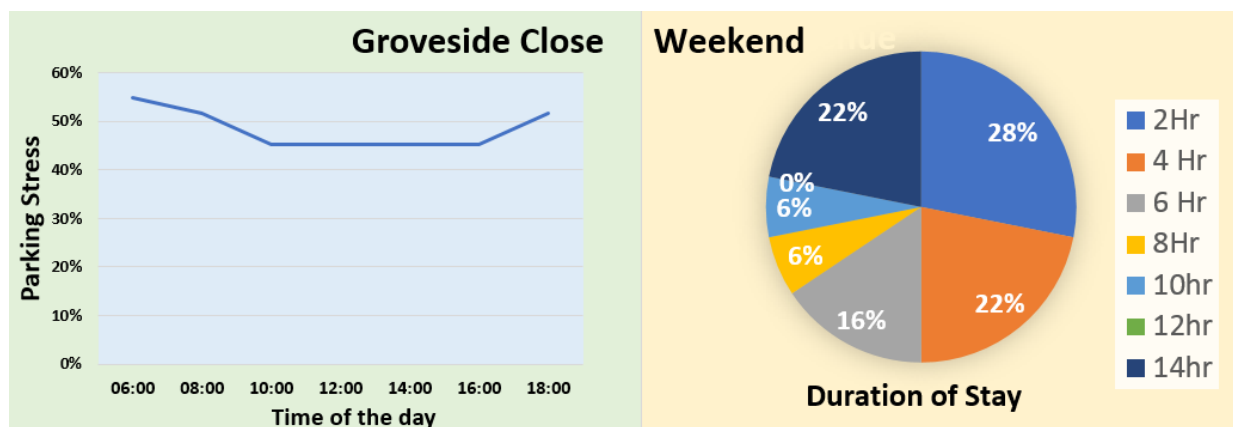


Figure 122: Groveside Close - Weekend Parking Stress and Duration of Stay



5.7.6 Hackbridge Park Gardens



Hackbridge Park Gardens is a residential road with a central reservation splitting the road. The roads are narrow causing the majority of the parking to happen on one side of the road.

Figure 123: Hackbridge Park Gardens

Table 37: Hackbridge Park Gardens - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
80	16	16	100%	22	138%

Figure 124: Hackbridge Park Gardens - Weekday Parking Stress and Duration of Stay

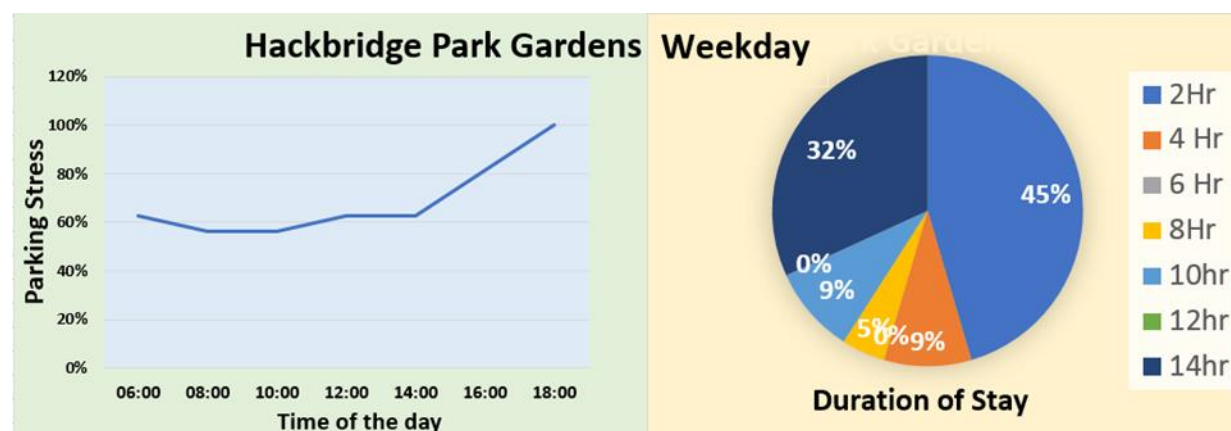
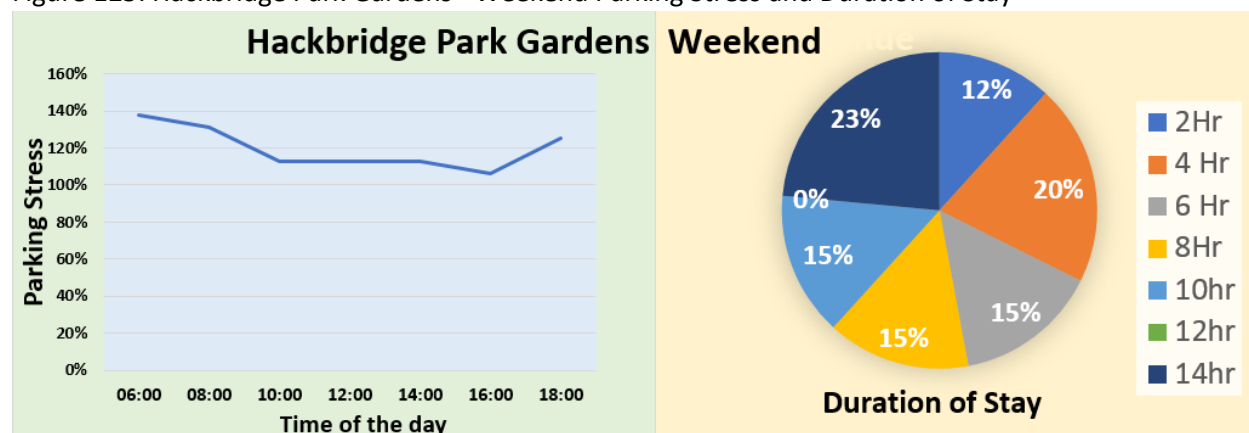


Figure 125: Hackbridge Park Gardens - Weekend Parking Stress and Duration of Stay



5.7.7 West Street (Camden Rd to Wrythe Lane)

West Street is a B-road as well as a residential road with West Street Evangelical Church located on it. Along the West side of the road, cars park half on the pavement and half on the road. There are currently no restrictions for parking except on Double Yellows and in-front of driveways.



Figure 126: West Street

Table 38: West Street - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
40	8	11	138%	11	138%

Figure 127: West Street - Weekday Parking Stress and Duration of Stay

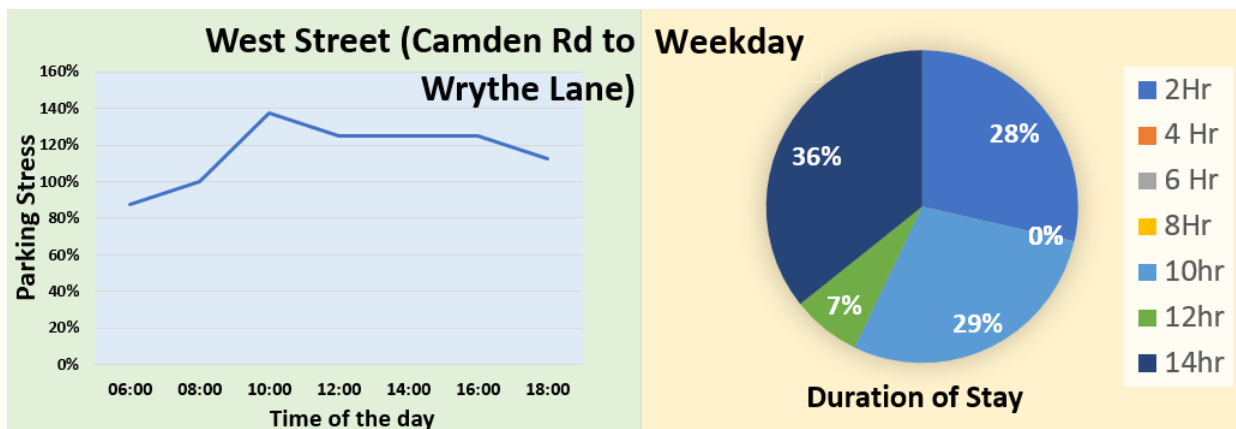
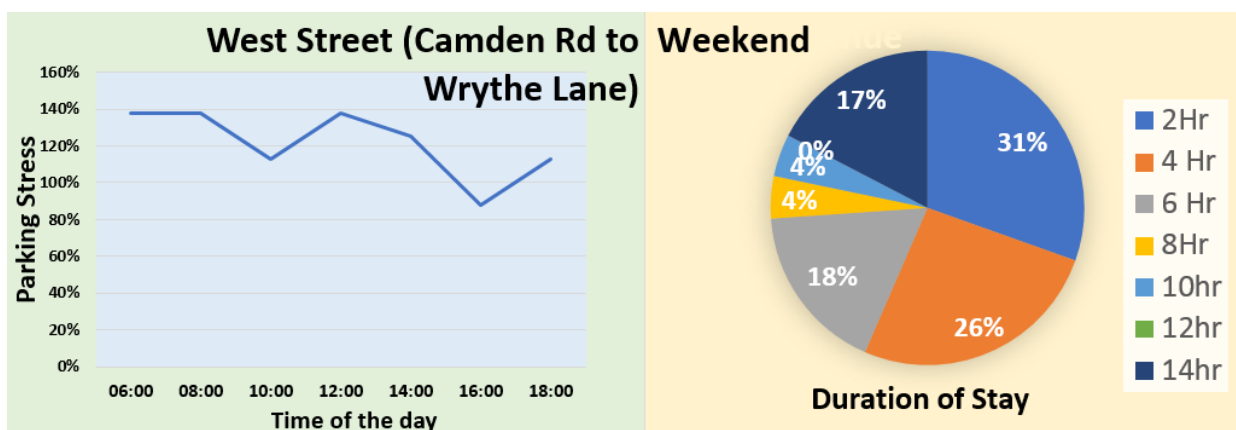


Figure 128: West Street - Weekend Parking Stress and Duration of Stay



5.7.8 William Street



William Street is a one-way residential road between B278 Wrythe Lane and Green Wrythe Lane. Due to this road being narrow, there is no capacity to park on the North side of the road. There are no parking restrictions for cars except of Double and Single Yellow lines at the beginning and end of the road.

Figure 129: William Street

Table 39: William Street - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
75	15	16	107%	19	127%

Figure 130: William Street - Weekday Parking Stress and Duration of Stay

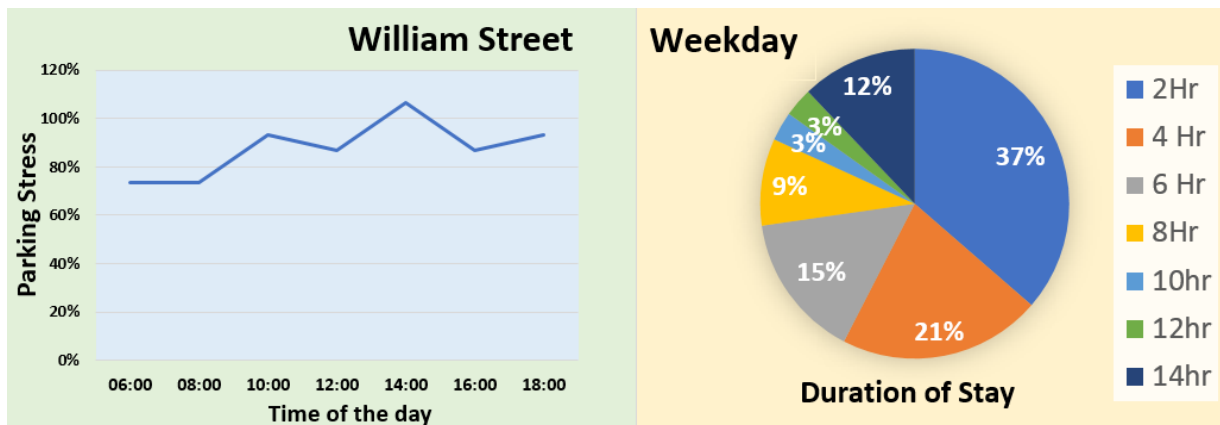
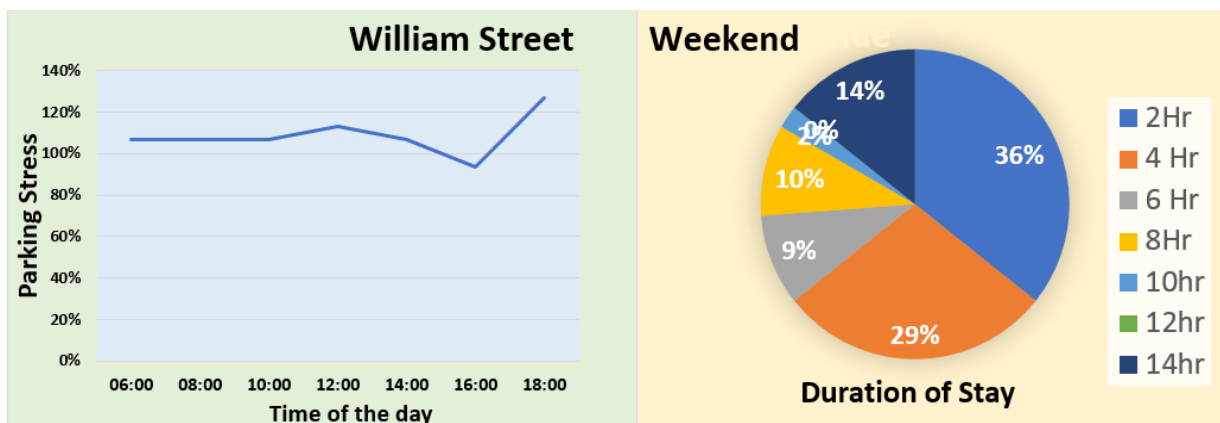


Figure 131: William Street - Weekend Parking Stress and Duration of Stay



5.8 WALLINGTON NORTH

Four roads were surveyed in Wallington North. All were surveyed on a weekday (Thursday 22 November 2018) and five were surveyed on a Saturday (01 December 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

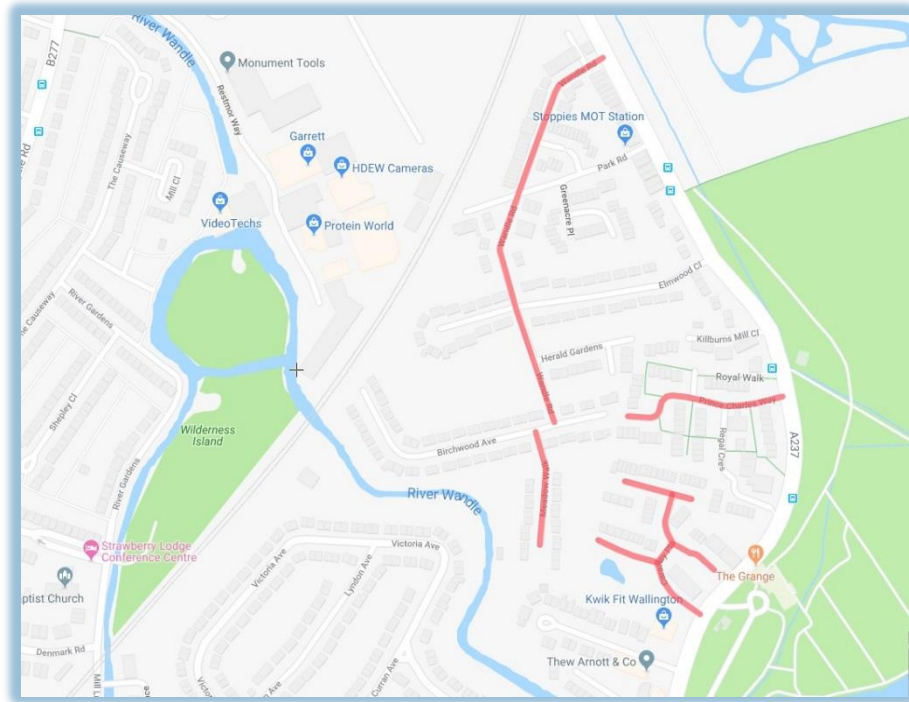


Figure 132: Wallington North - Map of Surveyed Roads

This Ward borders the Ward of Beddington North. Consultation for this ward will be made later in 2019 (Phase 3)

Figure 133: Wallington North – Weekday Parking Stress



Figure 134: Wallington North - Weekday Duration of Stay

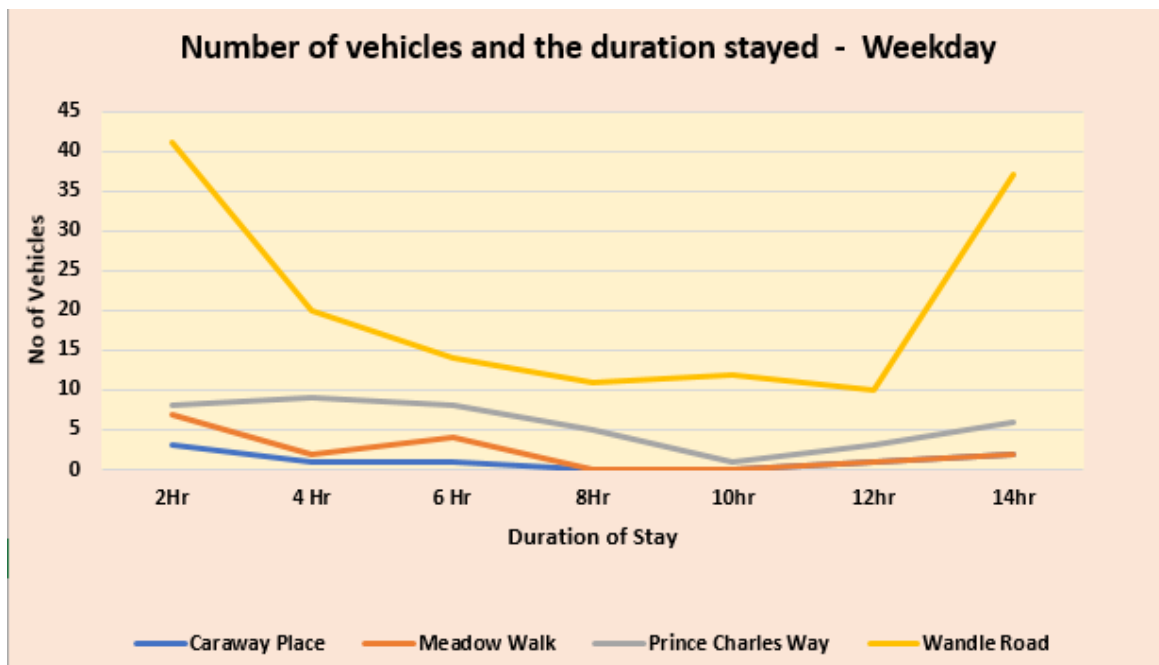
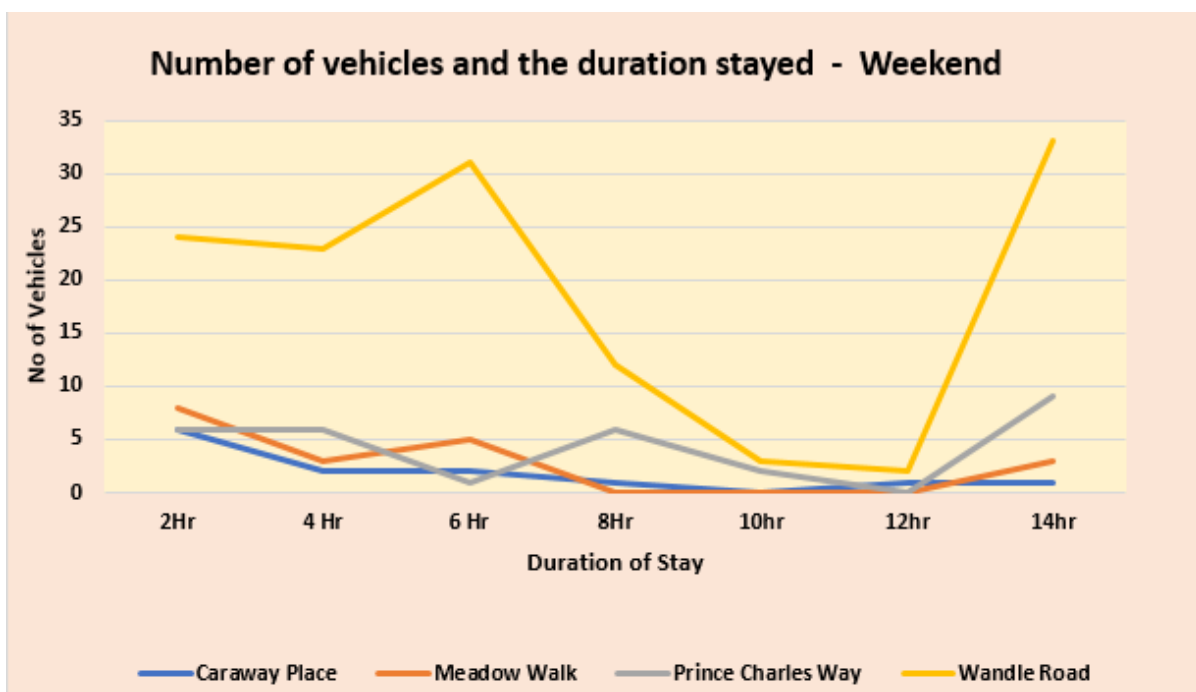


Figure 135: Wallington North - Weekend Parking Stress



Figure 136: Wallington North - Weekend Duration of Stay



5.8.1 Caraway Place

Caraway Place begins and ends at London Road. It is a residential road with “Double Yellow Line” restrictions. It was surveyed during a weekday and weekend day as well.



Figure 137: Caraway Place

Table 40: Caraway Place - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
15	3	5	167%	7	233%

Figure 138: Caraway Place - Weekday Parking Stress and Duration of Stay

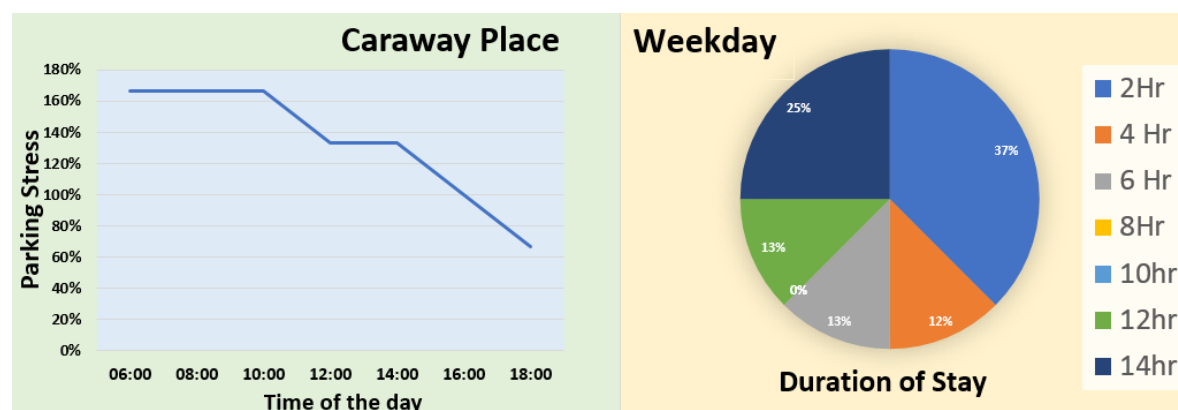
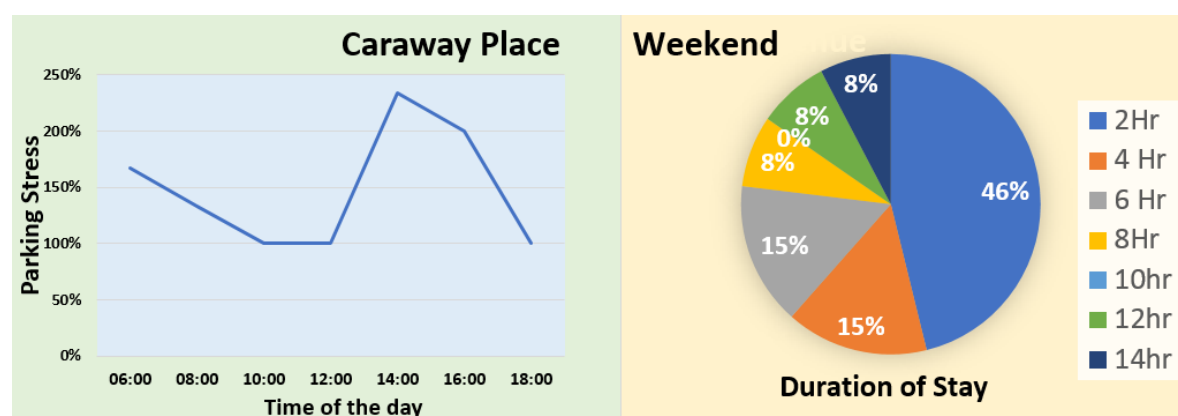


Figure 139: Caraway Place - Weekend Parking Stress and Duration of Stay



5.8.2 Meadow Walk



Meadow Walk is a dead-end residential road that starts and ends at Birchwood Avenue. Cars are parked half on the footpath. The surface of the road has been recently tarmacked and there are no lines or restrictions. The road was surveyed both days.

Figure 140: Meadow Walk

Table 41: Meadow Walk - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
40	8	10	125%	9	113%

Figure 141: Meadow Walk - Weekday Parking Stress and Duration of Stay

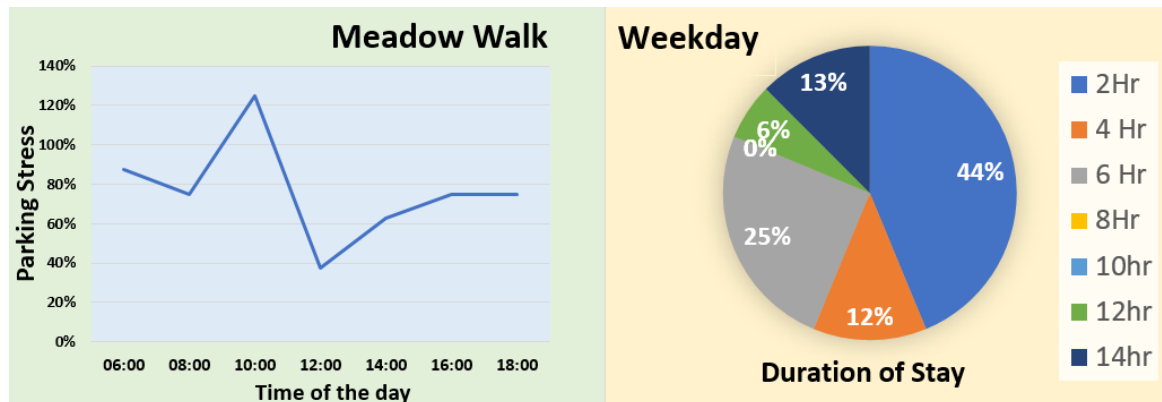
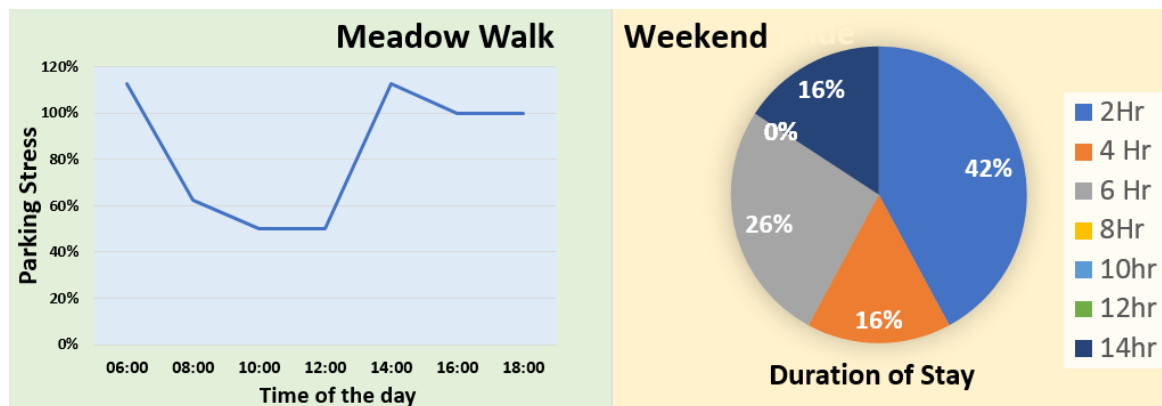


Figure 142: Meadow Walk - Weekend Parking Stress and Duration of Stay



5.8.3 Prince Charles Way

Prince Charles Way is a narrow residential dead-end road beginning and ending at London Road. There are many private parking spaces and one Disabled Parking Space. The road was surveyed both days.



Figure 143: Prince Charles Way

Table 42: Prince Charles Way - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
95	19	23	121%	20	105%

Figure 144: Prince Charles Way - Weekday Parking Stress and Duration of Stay

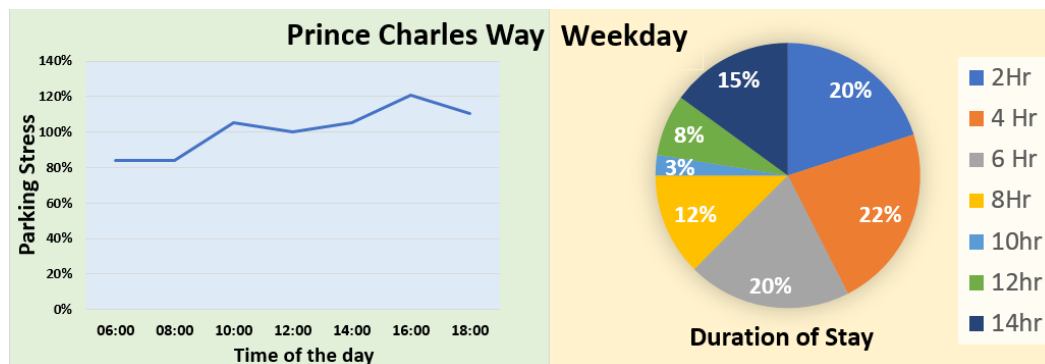
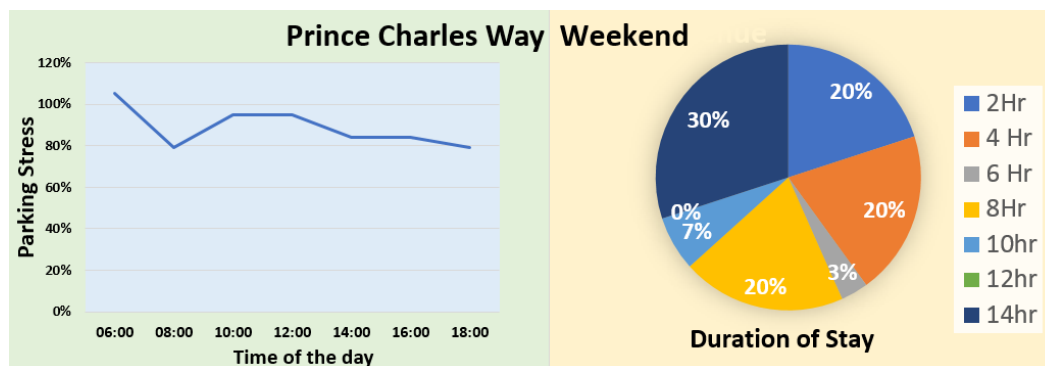


Figure 145: Prince Charles Way - Weekend Parking Stress and Duration of Stay



5.8.4 Wandle Road



Wandle Road runs between Birchwood avenue and London Road. It is a residential road with no restrictions apart from “Double Yellow Lines” at the junctions with the other roads. The road was surveyed both days.

Figure 146: Wandle Road

Table 43: Wandle Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
320	64	82	128%	73	114%

Figure 147: Wandle Road - Weekday Parking Stress and Duration of Stay

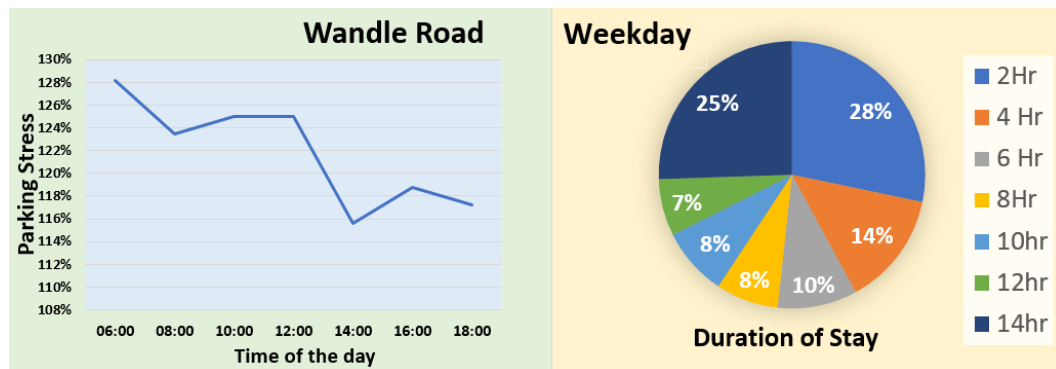
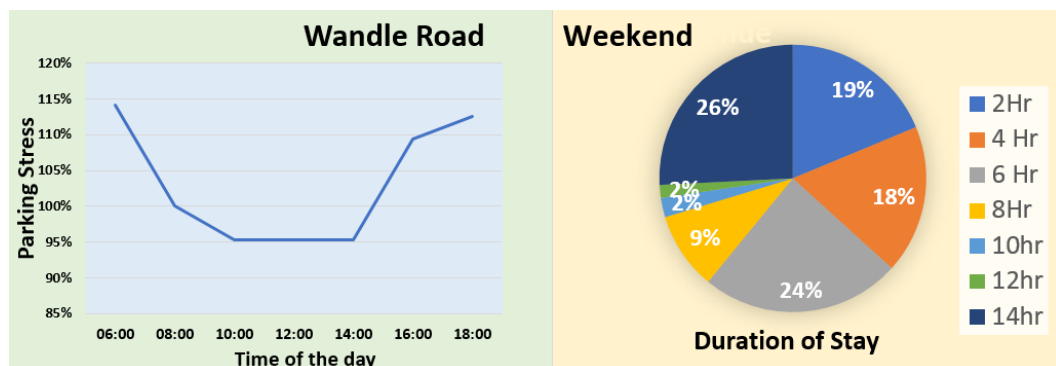


Figure 148: Wandle Road - Weekend Parking Stress and Duration of Stay



5.9 WANDLE VALLEY

Five roads were surveyed in Wandle Valley. All were surveyed on a weekday (Thursday 22 November 2018) and two were surveyed on a Saturday (01 December 2018). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

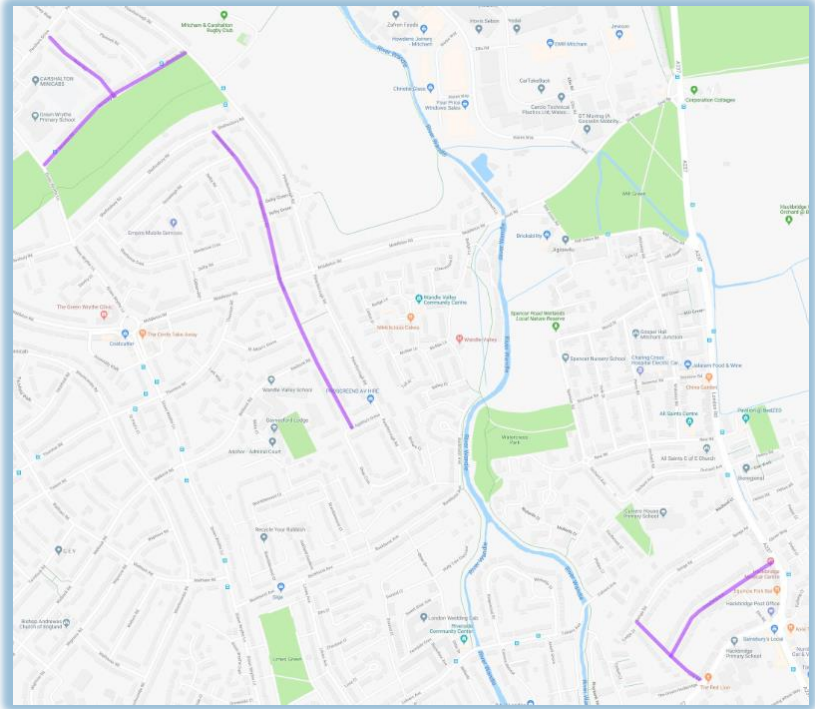


Figure 149: Wandle Valley - Map of Surveyed Roads

This ward borders the Ward of Beddington North and consultation for this Ward will be made later in 2019 (Phase 3)

Figure 150: Wandle Valley - Weekday Parking Stress

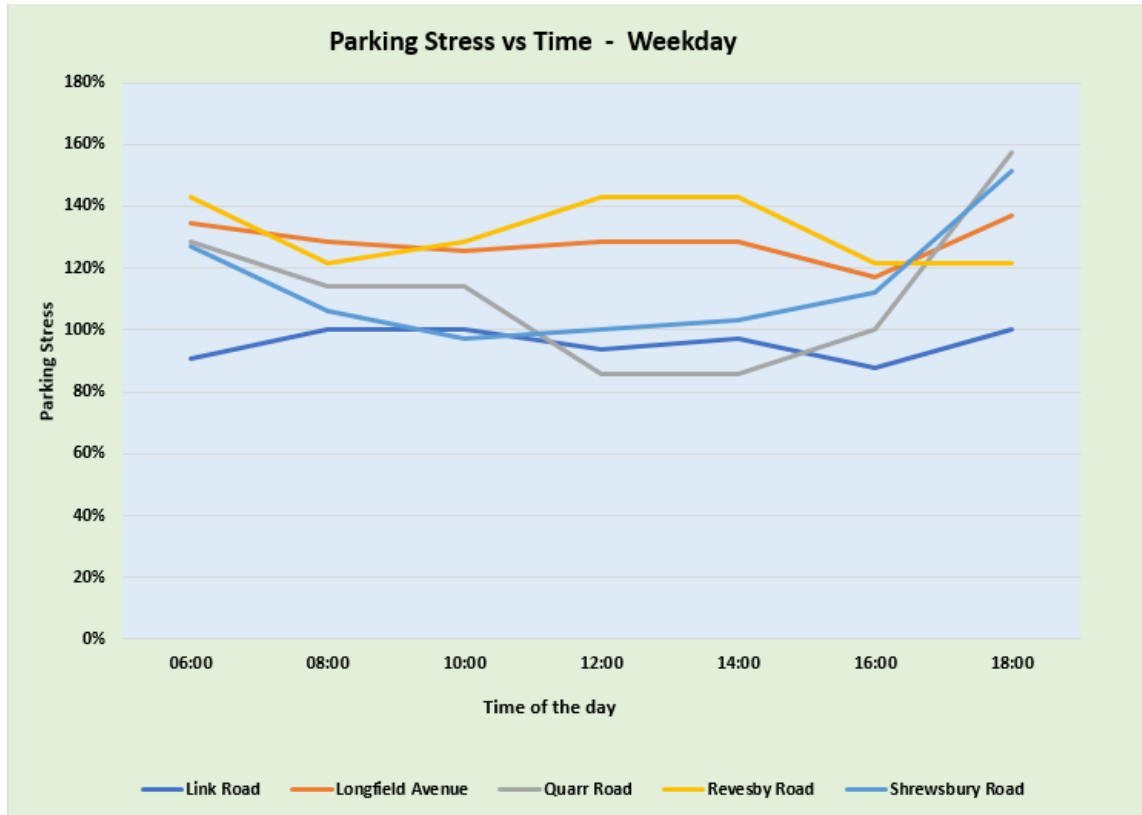


Figure 151: Wandle Valley - Weekday Duration of Stay

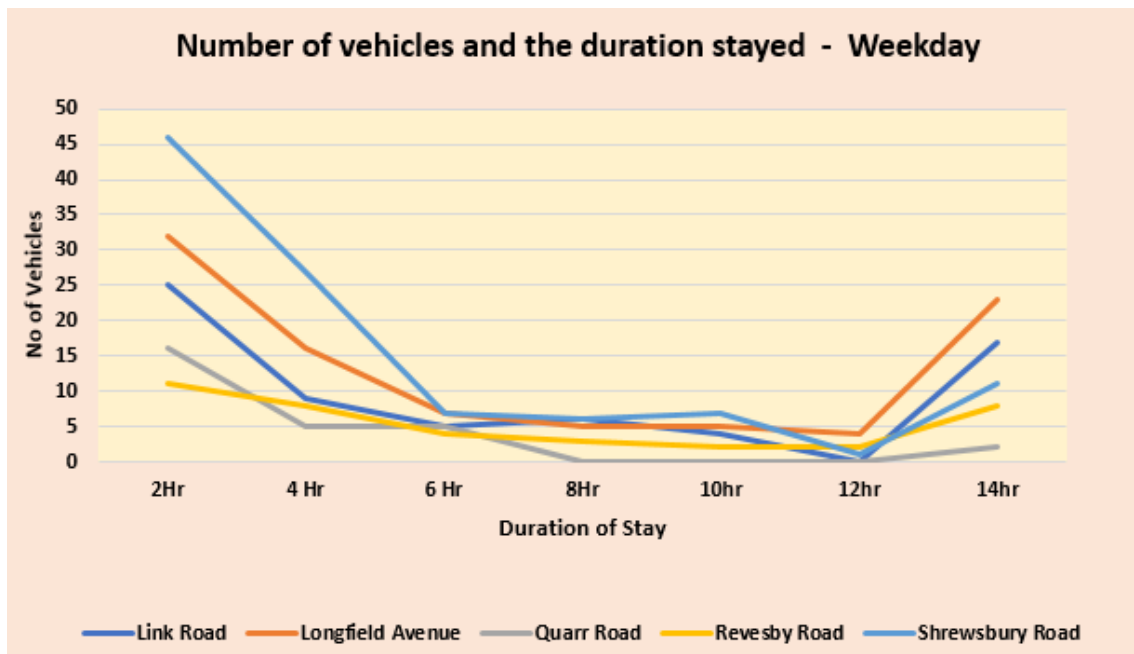
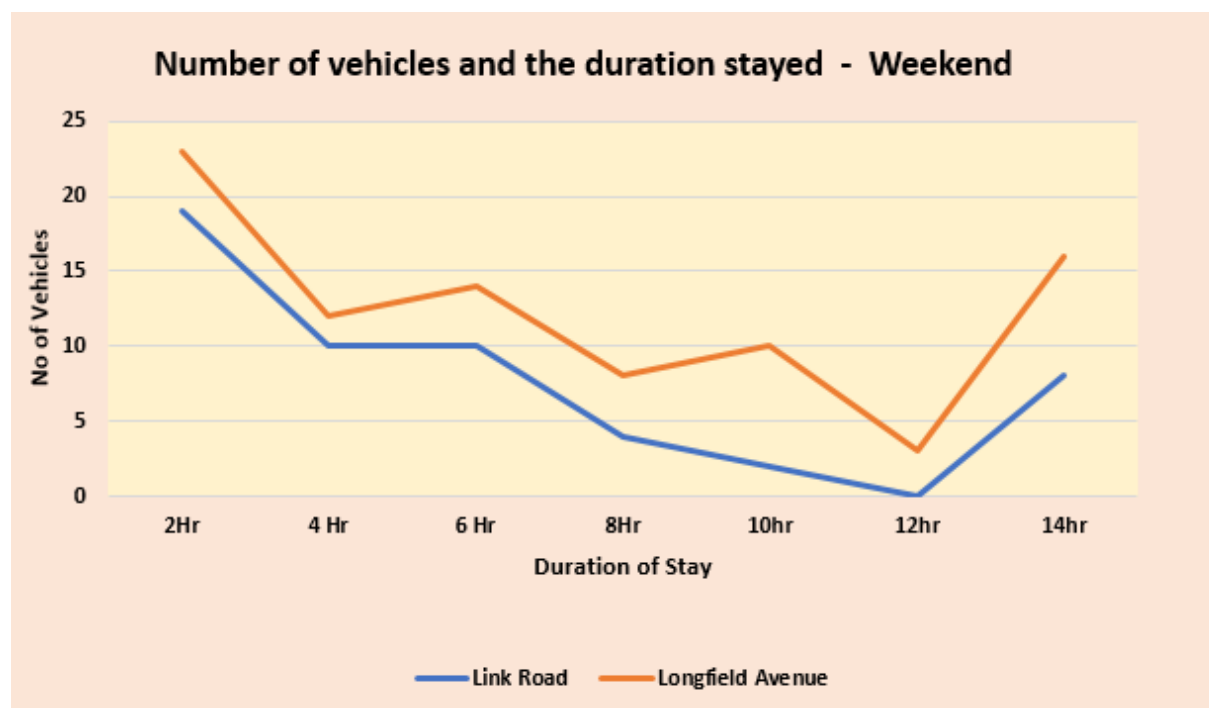


Figure 152: Wandle Valley - Weekend Parking Stress



Figure 153: Wandle Valley - Weekend Duration of Stay



5.9.1 Link Road

Link Road runs from Hackbridge Road to Senga Road. It is a narrow residential road with mainly no line restrictions. It was surveyed both on a weekday and on the Sunday. There is one Disabled Parking Bay.



Figure 154: Link Road

Table 44: Link Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
165	33	33	100%	25	76%

Figure 155: Link Road - Weekday Parking Stress and Duration of Stay

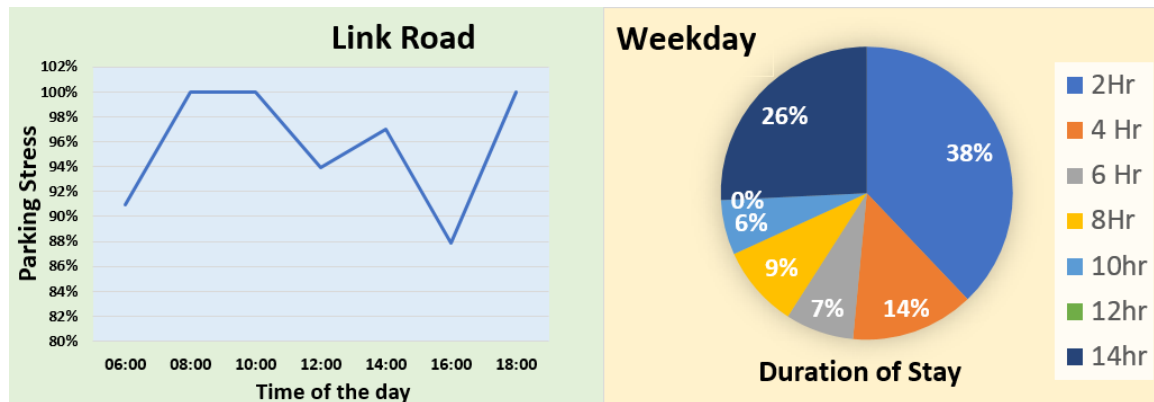
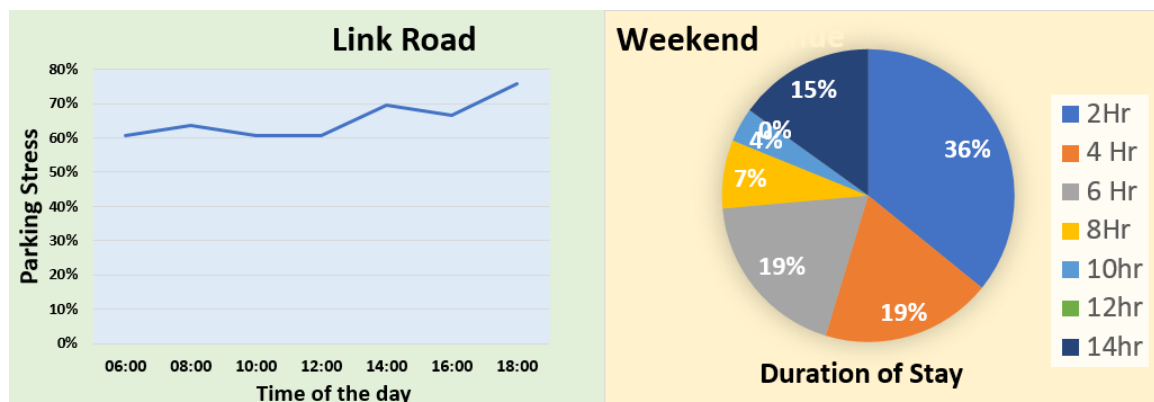


Figure 156: Link Road - Weekend Parking Stress and Duration of Stay



5.9.2 Longfield Avenue



Longfield Avenue runs from Link Road to London Road. It is a two-way residential from Link Road to Elm Road and becomes one way from Elm Road to London Road. It was surveyed both days and there are two Disabled Parking Bays.

Figure 157: Longfield Avenue

Table 45: Longfield Avenue - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
175	35	48	137%	50	143%

Figure 158: Longfield Avenue - Weekday Parking Stress and Duration of Stay

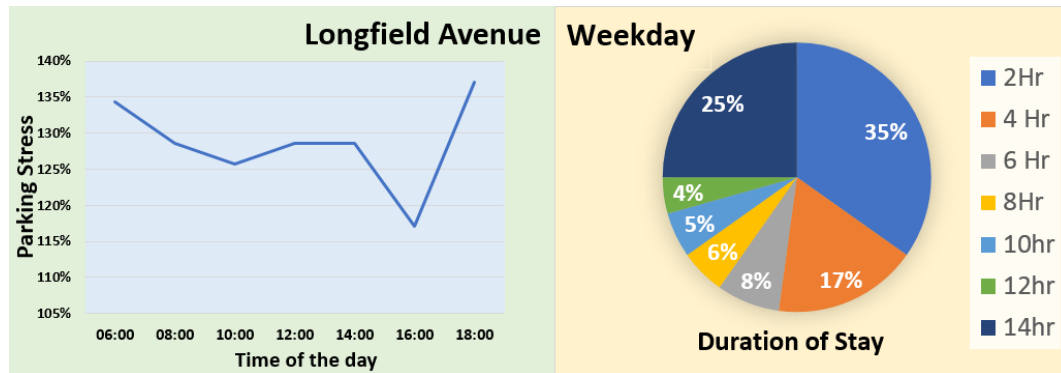
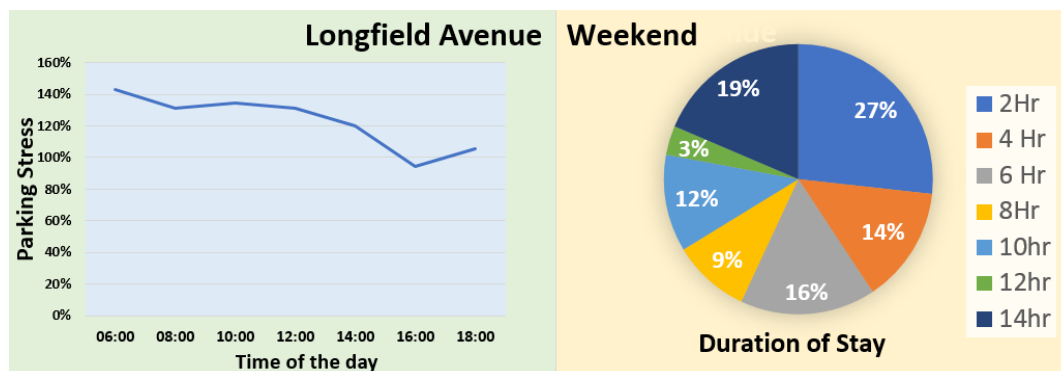


Figure 159: Longfield Avenue - Weekend Parking Stress and duration of Stay



5.9.3 Quarr Road

Quarr Road runs from Revesby road to Pershore Grove. It is a narrow residential road with many driveways. It was surveyed on a weekday only.

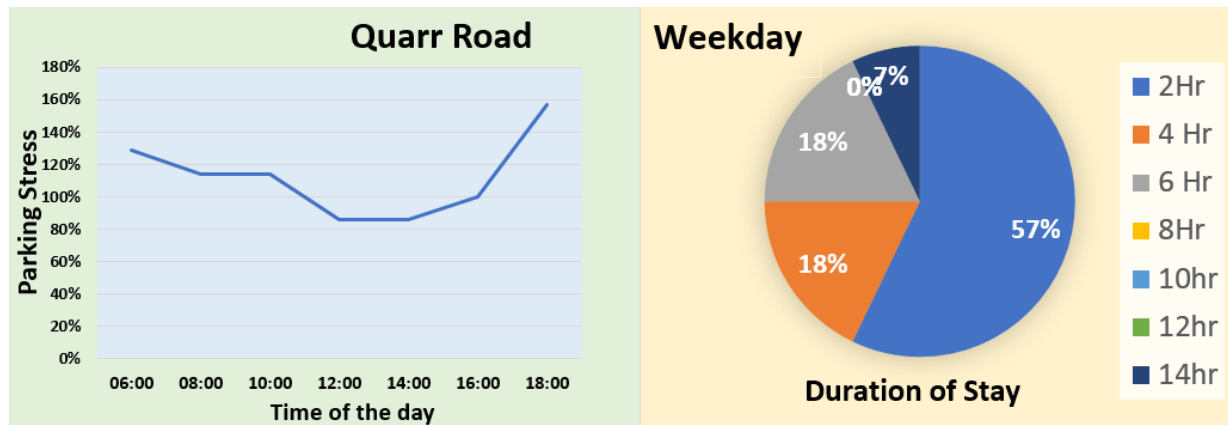


Figure 160: Quarr Road

Table 46: Quarr Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
35	7	11	157%	-	-

Figure 161: Quarr Road - Weekday Parking Stress and Duration of Stay



5.9.4 Revesby Road



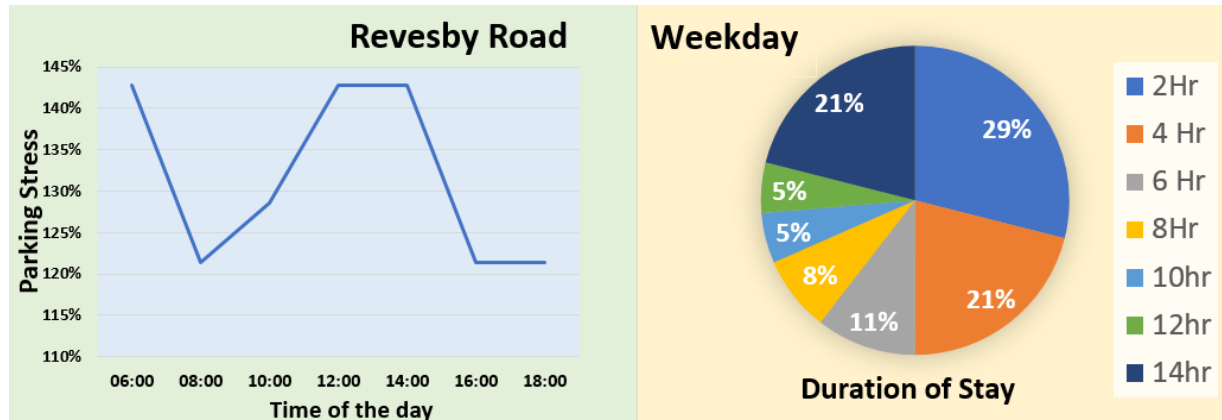
Revesby Road runs from Green Wrythe Lane to Peterborough Road. It is a narrow residential Road where cars are parked only on the North Side of the road. The road has no parking restrictions. It was surveyed only during the Weekday.

Figure 162: Revesby Road

Table 47: Revesby Road - Parking Stress

Length of available parking (m)	Available parking spaces	Weekday		Weekend	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
70	14	20	143%	-	-

Figure 163: Revesby Road - Weekday Parking Stress and Duration of Stay



5.9.5 Shrewsbury Road



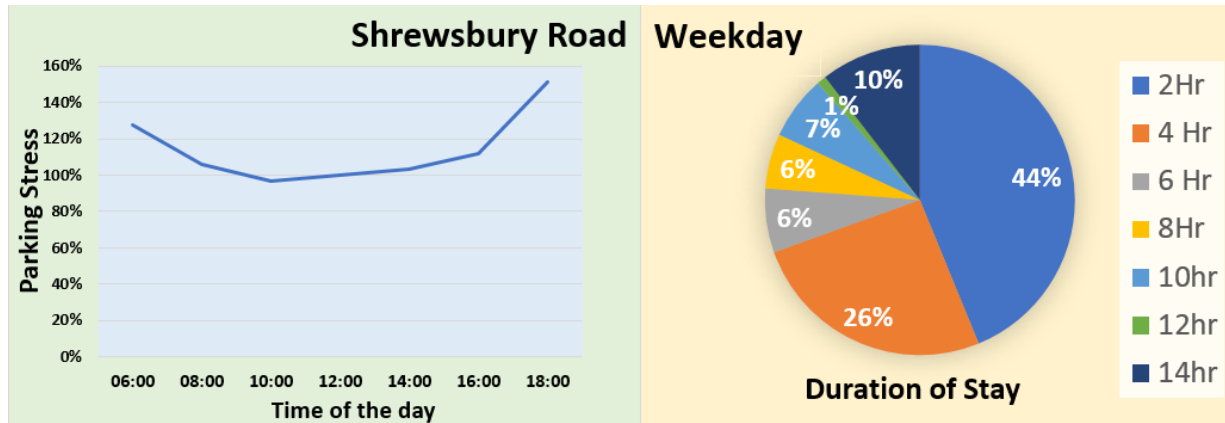
Shrewsbury Road runs between Shaftesbury Road and St Agatha's Grove. It is a residential road with many driveways and no parking restrictions. The cars are parked on both sides. The road was surveyed only on weekday.

Figure 164: Shrewsbury Road

Table 48: Shrewsbury Road - Parking Stress

Length of available parking (m)	Available parking spaces	<u>Weekday</u>		<u>Weekend</u>	
		Maximum number of cars parked on road	Maximum parking stress	Maximum number of cars parked on road	Maximum parking stress
165	33	50	152%	-	-

Figure 165: Shrewsbury Road - Weekday Parking Stress and Duration of Stay



6 APPENDIX A

Lodon Borough of Sutton

Parking stress Assessment

Results of Parking Beats Surveys 17 October - 1 December 2018

Weekday Data

Stress

< 50%

50% - 59.99%

60% - 69.99%

70% - 79.99%

>80%

Road	Ward	Capacity	Total length of parking spaces (m)	Time (Period Commencing) & Stress															
				06:00	Stress	08:00	Stress	10:00	Stress	12:00	Stress	14:00	Stress	16:00	Stress	18:00	Stress		
Carshalton Grove	Carshalton Central	38	190	43	113%	43	113%	45	118%	36	95%	39	103%	35	92%	37	97%		
Colston Avenue	Carshalton Central	37	185	30	81%	38	103%	34	92%	36	97%	39	105%	38	103%	36	97%		
Florian Avenue	Carshalton Central	30	150	17	57%	17	57%	14	47%	12	40%	13	43%	10	33%	22	73%		
Mill Lane	Carshalton Central	83	415	60	72%	57	69%	64	77%	63	76%	59	71%	61	73%	64	77%		
Papermill Close	Carshalton Central	18	90	8	44%	9	50%	10	56%	13	72%	16	89%	13	72%	18	100%		
Rossdale	Carshalton Central	19	95	12	63%	15	79%	18	95%	19	100%	16	84%	17	89%	13	68%		
Shorts Road	Carshalton Central	15	75	16	107%	16	107%	19	127%	19	127%	16	107%	14	93%	15	100%		
Robertsbridge Road	St Helier	65	325	64	98%	54	83%	59	91%	61	94%	59	91%	61	94%	64	98%		
Tintern Road	St Helier	66	330	58	88%	55	83%	68	103%	60	91%	61	92%	59	89%	61	92%		
Titchfield Road	St Helier	45	225	36	80%	46	102%	50	111%	46	102%	49	109%	44	98%	44	98%		
Tweeddale Road	St Helier	36	180	24	67%	39	108%	34	94%	47	131%	41	114%	37	103%	32	89%		
Winchcombe Road	St Helier	142	710	106	75%	85	60%	90	63%	87	61%	83	58%	81	57%	98	69%		
Bramley Road	Sutton Central	30	150	33	110%	31	103%	27	90%	30	100%	30	100%	28	93%	29	97%		
Gauntlett Road	Sutton Central	17	85	25	147%	21	124%	22	129%	22	129%	24	141%	19	112%	24	141%		
Thicket Crescent	Sutton Central	66	330	45	68%	46	70%	56	85%	53	80%	47	71%	47	71%	51	77%		
Aultone Way	Sutton North	104	520	94	90%	99	95%	99	95%	95	91%	102	98%	98	94%	87	84%		
Blenheim Way	Sutton North	21	105	20	95%	15	71%	14	67%	14	67%	15	71%	16	76%	18	86%		
Greenhill	Sutton North	41	205	31	76%	29	71%	25	61%	25	61%	22	54%	26	63%	33	80%		
Hillview Road	Sutton North	14	70	13	93%	12	86%	12	86%	9	64%	19	136%	17	121%	25	179%		
Marlborough Road	Sutton North	24	120	19	79%	17	71%	16	67%	19	79%	18	75%	15	63%	22	92%		
Waverley Avenue	Sutton North	42	210	43	102%	39	93%	39	93%	40	95%	45	107%	42	100%	45	107%		
Woodend	Sutton North	44	220	20	45%	17	39%	15	34%	16	36%	18	41%	17	39%	21	48%		
Audley Place	Sutton South	46	230	41	89%	29	63%	25	54%	26	57%	28	61%	31	67%	29	63%		
Camborne Road	Sutton South	72	360	54	75%	39	54%	43	60%	43	60%	46	64%	44	61%	49	68%		
The Ridgway	Sutton South	145	725	45	31%	53	37%	98	68%	101	70%	92	63%	86	59%	56	39%		
Norman Road	Sutton West	52	260	82	158%	74	142%	77	148%	83	160%	81	156%	80	154%	75	144%		
St James Avenue	Sutton West	53	265	66	125%	55	104%	65	123%	64	121%	62	117%	60	113%	60	113%		
Sunningdale Road	Sutton West	61	305	52	85%	49	80%	50	82%	44	72%	46	75%	46	75%	46	75%		
Tate Road	Sutton West	12	60	14	117%	15	125%	17	142%	18	150%	19	158%	17	142%	13	108%		
Aultone Way	The Wrythe	35	175	23	66%	22	63%	28	80%	31	89%	32	91%	26	74%	18	51%		
Culvers Way	The Wrythe	188	940	71	38%	57	30%	57	30%	58	31%	56	30%	52	28%	75	40%		
Denmark Road	The Wrythe	84	420	49	58%	49	58%	74	88%	75	89%	78	93%	74	88%	42	50%		
Fellowes Road	The Wrythe	50	250	46	92%	37	74%	34	68%	32	64%	36	72%	31	62%	44	88%		
Groveside Close	The Wrythe	31	155	17	55%	15	48%	13	42%	9	29%	9	29%	13	42%	16	52%		
Hackbridge Park Gardens	The Wrythe	16	80	10	63%	9	56%	9	56%	10	63%	10	63%	13	81%	16	100%		
West Street (Camden Rd to Wrythe Lane)	The Wrythe	8	40	7	88%	8	100%	11	138%	10	125%	10	125%	10	125%	9	113%		
William Street	The Wrythe	15	75	11	73%	11	73%	14	93%	13	87%	16	107%	13	87%	14	93%		
Caraway Place	Wallington North	3	15	5	167%	5	167%	5	167%	4	133%	4	133%	3	100%	2	67%		
Meadow Walk	Wallington North	8	40	7	88%	6	75%	10	125%	3	38%	5	63%	6	75%	6	75%		
Prince Charles Way	Wallington North	19	95	16	84%	16	84%	20	105%	19	100%	20	105%	23	121%	21	111%		
Wandle Road	Wallington North	64	320	82	128%	79	123%	80	125%	80	125%	74	116%	76	119%	75	117%		
Link Road	Wandle Valley	33	165	30	91%	33	100%	33	100%	31	94%	32	97%	29	88%	33	100%		
Longfield Avenue	Wandle Valley	35	175	47	134%	45	129%	44	126%	45	129%	45	129%	41	117%	48	137%		
Quarr Road	Wandle Valley	7	35	9	129%	8	114%	8	114%	6	86%	6	86%	7	100%	11	157%		
Revesby Road	Wandle Valley	14	70	20	143%	17	121%	18	129%	20	143%	20	143%	17	121%	17	121%		
Shrewsbury Road	Wandle Valley	33	165	42	127%	35	106%	32	97%	33	100%	34	103%	37	112%	50	152%		

Lodon Borough of Sutton
 Parking stress Assessment
 Results of Parking Beats Surveys 17 October - 1 December 2018

Weekday Data Duration of Stay

Road	Ward	Capacity	Total length of parking spaces (m)	Length of Stay						
				2 Hr	4 Hr	6 Hr	8 Hr	10 Hr	12 Hr	14 Hr
Carshalton Grove	Carshalton Central	38	190	26	19	9	5	5	5	16
Colston Avenue	Carshalton Central	37	185	26	6	2	7	5	7	16
Florian Avenue	Carshalton Central	30	150	26	8	4	1	1	0	6
Mill Lane	Carshalton Central	83	415	49	17	7	8	11	8	27
Papermill Close	Carshalton Central	18	90	17	2	4	3	0	0	6
Rossdale	Carshalton Central	19	95	19	2	2	1	6	2	5
Shorts Road	Carshalton Central	15	75	18	6	4	3	3	3	4
Robertsbridge Road	St Helier	65	325	80	25	6	17	6	6	20
Tintern Road	St Helier	66	330	58	32	12	14	13	4	17
Titchfield Road	St Helier	45	225	32	8	3	9	9	5	21
Tweeddale Road	St Helier	36	180	73	9	5	10	8	2	8
Winchcombe Road	St Helier	142	710	113	50	15	13	11	1	37
Bramley Road	Sutton Central	30	150	14	12	4	6	3	0	17
Gauntlett Road	Sutton Central	17	85	16	6	4	4	2	0	13
Thicket Crescent	Sutton Central	66	330	41	16	12	7	11	1	21
Aultone Way	Sutton North	104	520	46	24	17	5	9	19	50
Blenheim Way	Sutton North	21	105	21	8	2	2	1	0	8
Greenhill	Sutton North	41	205	21	11	4	4	2	2	14
Hillview Road	Sutton North	14	70	23	8	6	2	0	0	6
Marlborough Road	Sutton North	24	120	16	7	4	1	1	2	9
Waverley Avenue	Sutton North	42	210	32	15	10	2	4	2	23
Woodend	Sutton North	44	220	23	3	2	2	5	0	8
Audley Place	Sutton South	46	230	32	19	2	1	4	3	13
Camborne Road	Sutton South	72	360	45	16	3	9	9	3	19
The Ridgway	Sutton South	145	725	28	22	8	28	30	9	17
Norman Road	Sutton West	52	260	51	22	11	9	13	13	35
St James Avenue	Sutton West	53	265	56	14	9	6	15	2	30
Sunningdale Road	Sutton West	61	305	45	17	10	10	8	3	18
Tate Road	Sutton West	12	60	10	4	3	3	4	2	6
Aultone Way	The Wrythe	35	175	44	19	6	4	2	2	6
Culvers Way	The Wrythe	188	940	82	26	17	6	9	3	22
Denmark Road	The Wrythe	84	420	30	29	10	21	13	8	18
Fellowes Road	The Wrythe	50	250	43	16	11	2	1	1	19
Groveside Close	The Wrythe	31	155	8	8	5	1	0	0	7
Hackbridge Park Gardens	The Wrythe	16	80	10	2	0	1	2	0	7
West Street (Camden Rd to Wrythe Lane)	The Wrythe	8	40	4	0	0	0	4	1	5
William Street	The Wrythe	15	75	12	7	5	3	1	1	4
Caraway Place	Wallington North	3	15	3	1	1	0	0	1	2
Meadow Walk	Wallington North	8	40	7	2	4	0	0	1	2
Prince Charles Way	Wallington North	19	95	8	9	8	5	1	3	6
Wandle Road	Wallington North	64	320	41	20	14	11	12	10	37
Link Road	Wandle Valley	33	165	25	9	5	6	4	0	17
Longfield Avenue	Wandle Valley	35	175	32	16	7	5	5	4	23
Quarr Road	Wandle Valley	7	35	16	5	5	0	0	0	2
Revesby Road	Wandle Valley	14	70	11	8	4	3	2	2	8
Shrewsbury Road	Wandle Valley	33	165	46	27	7	6	7	1	11

Lodon Borough of Sutton
 Parking stress Assessment
 Results of Parking Beats Surveys 17 October - 1 December 2018

Weekend Data

Stress



Road	Ward	Capacity	Total length of parking spaces (m)	Time (Period Commencing) & Stress															
				06:00	Stress	08:00	Stress	10:00	Stress	12:00	Stress	14:00	Stress	16:00	Stress	18:00	Stress		
Colston Avenue	Carshalton Central	37	185	27	73%	27	73%	32	86%	32	86%	34	92%	37	100%	29	78%		
Mill Lane	Carshalton Central	83	415	66	80%	62	75%	62	75%	53	64%	65	78%	63	76%	62	75%		
Papermill Close	Carshalton Central	18	90	14	78%	14	78%	14	78%	14	78%	11	61%	10	56%	13	72%		
Rossdale	Carshalton Central	19	95	17	89%	18	95%	16	84%	18	95%	17	89%	16	84%	16	84%		
Shorts Road	Carshalton Central	15	75	17	113%	17	113%	19	127%	14	93%	11	73%	16	107%	14	93%		
Robertsbridge Road	St Helier	65	325	61	94%	64	98%	65	100%	73	112%	57	88%	66	102%	70	108%		
Tintern Road	St Helier	66	330	51	77%	51	77%	53	80%	49	74%	50	76%	55	83%	54	82%		
Titchfield Road	St Helier	45	225	39	87%	38	84%	36	80%	38	84%	41	91%	38	84%	36	80%		
Tweeddale Road	St Helier	36	180	21	58%	24	67%	41	114%	42	117%	35	97%	28	78%	23	64%		
Winchcombe Road	St Helier	142	710	108	76%	105	74%	107	75%	109	77%	89	63%	98	69%	104	73%		
Bramley Road	Sutton Central	30	150	33	110%	31	103%	33	110%	23	77%	26	87%	34	113%	30	100%		
Gauntlett Road	Sutton Central	17	85	32	188%	31	182%	29	171%	24	141%	27	159%	26	153%	24	141%		
Thicket Crescent	Sutton Central	66	330	52	79%	53	80%	53	80%	46	70%	49	74%	49	74%	47	71%		
Aultone Way	Sutton North	104	520	82	79%	76	73%	77	74%	76	73%	78	75%	74	71%	80	77%		
Blenheim Way	Sutton North	21	105	24	114%	24	114%	30	143%	31	148%	30	143%	32	152%	32	152%		
Greenhill	Sutton North	41	205	29	71%	28	68%	23	56%	28	68%	29	71%	27	66%	27	66%		
Marlborough Road	Sutton North	24	120	22	92%	22	92%	22	92%	26	108%	27	113%	22	92%	22	92%		
Woodend	Sutton North	44	220	29	66%	22	50%	18	41%	17	39%	22	50%	21	48%	23	52%		
Aultone Way	The Wrythe	35	175	26	74%	29	83%	34	97%	36	103%	29	83%	34	97%	22	63%		
Culvers Way	The Wrythe	188	940	92	49%	86	46%	79	42%	79	42%	80	43%	88	47%	85	45%		
Denmark Road	The Wrythe	84	420	44	52%	44	52%	37	44%	34	40%	52	62%	44	52%	43	51%		
Fellowes Road	The Wrythe	50	250	53	106%	48	96%	39	78%	41	82%	43	86%	43	86%	50	100%		
Groveside Close	The Wrythe	31	155	17	55%	16	52%	14	45%	14	45%	14	45%	14	45%	16	52%		
Hackbridge Park Gardens	The Wrythe	16	80	22	138%	21	131%	18	113%	18	113%	18	113%	17	106%	20	125%		
West Street (Camden Rd to Wrythe Lane)	The Wrythe	8	40	11	138%	11	138%	9	113%	11	138%	10	125%	7	88%	9	113%		
William Street	The Wrythe	15	75	16	107%	16	107%	16	107%	17	113%	16	107%	14	93%	19	127%		
Caraway Place	Wallington North	3	15	5	167%	4	133%	3	100%	3	100%	7	233%	6	200%	3	100%		
Meadow Walk	Wallington North	8	40	9	113%	5	63%	4	50%	4	50%	9	113%	8	100%	8	100%		
Prince Charles Way	Wallington North	19	95	20	105%	15	79%	18	95%	18	95%	16	84%	16	84%	15	79%		
Wandle Road	Wallington North	64	320	73	114%	64	100%	61	95%	61	95%	61	95%	70	109%	72	113%		
Link Road	Wandle Valley	33	165	20	61%	21	64%	20	61%	20	61%	23	70%	22	67%	25	76%		
Longfield Avenue	Wandle Valley	35	175	50	143%	46	131%	47	134%	46	131%	42	120%	33	94%	37	106%		

Lodon Borough of Sutton
 Parking stress Assessment
 Results of Parking Beats Surveys 17 October - 1 December 2018

Weekend Data Duration of Stay

Road	Ward	Capacity	Total length of parking spaces (m)	Length of Stay						
				2 Hr	4 Hr	6 Hr	8 Hr	10 Hr	12 Hr	14 Hr
Colston Avenue	Carshalton Central	37	185	20	9	7	8	2	2	15
Mill Lane	Carshalton Central	83	415	54	18	27	7	8	2	26
Papermill Close	Carshalton Central	18	90	11	3	6	3	3	0	4
Rossdale	Carshalton Central	19	95	12	2	6	3	2	1	8
Shorts Road	Carshalton Central	15	75	10	6	8	5	3	1	3
Robertsbridge Road	St Helier	65	325	75	42	18	16	6	5	17
Tintern Road	St Helier	66	330	42	25	17	4	8	4	20
Titchfield Road	St Helier	45	225	21	12	12	7	2	0	21
Tweeddale Road	St Helier	36	180	49	18	11	6	5	2	5
Wincombe Road	St Helier	142	710	64	42	23	27	6	6	47
Bramley Road	Sutton Central	30	150	26	12	8	2	2	1	16
Gauntlett Road	Sutton Central	17	85	12	6	8	2	3	4	14
Thicket Crescent	Sutton Central	66	330	25	19	12	8	6	1	26
Aultone Way	Sutton North	104	520	42	21	26	15	8	6	35
Blenheim Way	Sutton North	21	105	2	14	8	5	9	0	12
Greenhill	Sutton North	41	205	10	10	11	8	1	0	13
Marlborough Road	Sutton North	24	120	5	14	7	7	5	0	8
Woodend	Sutton North	44	220	16	10	11	1	2	1	9
Aultone Way	The Wrythe	35	175	45	10	9	4	2	6	8
Culvers Way	The Wrythe	188	940	55	37	25	17	7	5	36
Denmark Road	The Wrythe	84	420	38	24	13	9	3	4	14
Fellows Road	The Wrythe	50	250	35	27	10	7	6	0	20
Groveside Close	The Wrythe	31	155	9	7	5	2	2	0	7
Hackbridge Park Gardens	The Wrythe	16	80	4	7	5	5	5	0	8
West Street (Camden Rd to Wrythe Lane)	The Wrythe	8	40	7	6	4	1	1	0	4
William Street	The Wrythe	15	75	15	12	4	4	1	0	6
Caraway Place	Wallington North	3	15	6	2	2	1	0	1	1
Meadow Walk	Wallington North	8	40	8	3	5	0	0	0	3
Prince Charles Way	Wallington North	19	95	6	6	1	6	2	0	9
Wandle Road	Wallington North	64	320	24	23	31	12	3	2	33
Link Road	Wandle Valley	33	165	19	10	10	4	2	0	8
Longfield Avenue	Wandle Valley	35	175	23	12	14	8	10	3	16



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