



Traffic Data Centre

2019

# Parking Stress Assessment



London Borough of Sutton

Area 2

# Parking Stress Assessment – London Borough of Sutton

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### Version Control

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## 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. Further consultations are ongoing for Areas 2 & 3.

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 4 Council Wards covered by this consultation (Area 2) area sampling 27 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. All roads were surveyed on both a weekday and a weekend.

### 2.2 SITE LOCATIONS

Selected roads in 4 Council Wards in Area 2 were surveyed. The areas 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>
<b>Belmont</b>	<i>Avenue Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Cotswold Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Belmont Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Chiltern Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Queens Road</i>	<i>Weekday &amp; Weekend</i>
	<i>The Crescent</i>	<i>Weekday &amp; Weekend</i>
	<i>Station Road</i>	<i>Weekday &amp; Weekend</i>
<b>Carshalton and Clockhouse</b>	<i>Gordon Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Waverley Way</i>	<i>Weekday &amp; Weekend</i>
	<i>Barrow Hedges Way</i>	<i>Weekday &amp; Weekend</i>
	<i>Sussex Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Warnham Court Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Northwood Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Anglesey Gardens</i>	<i>Weekday &amp; Weekend</i>
<b>Carshalton Central</b>	<i>Banstead Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Blakehall Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Brookside</i>	<i>Weekday &amp; Weekend</i>
	<i>Carshalton Park Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Hill Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Rotherfield Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Talbot Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Wallace Crescent</i>	<i>Weekday &amp; Weekend</i>
	<i>Wilmot Road</i>	<i>Weekday &amp; Weekend</i>
<b>Cheam</b>	<i>Queens Acre</i>	<i>Weekday &amp; Weekend</i>
	<i>Jubilee Road</i>	<i>Weekday &amp; Weekend</i>
	<i>Anne Boleyn's Walk</i>	<i>Weekday &amp; Weekend</i>
	<i>Peaches Close</i>	<i>Weekday &amp; Weekend</i>

## 3 SURVEY METHODOLOGY

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The following parking stress survey methodology was agreed with the Council in advance of surveys undertaken. Surveys were carried out on between 17 September and 28 September 2019. 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 Supervisor 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
Avenue Road	Belmont	21	105	167%	24%	57%	30%
Cotswold Road	Belmont	49	245	59%	38%	43%	28%
Belmont Road	Belmont	58	290	81%	34%	93%	26%
Chiltern Road	Belmont	39	195	26%	0%	25%	64%
Queens Road	Belmont	47	235	36%	37%	60%	60%
The Crescent	Belmont	41	205	71%	31%	91%	50%
Station Road	Belmont	40	200	103%	31%	68%	30%
Gordon Road	Carshalton and Clockhouse	84	420	119%	43%	105%	33%
Weverley Way	Carshalton and Clockhouse	13	65	138%	57%	131%	33%
Barrow Hedges Way	Carshalton and Clockhouse	39	195	54%	65%	54%	50%
Surrex Road	Carshalton and Clockhouse	39	190	79%	33%	63%	60%
Wernham Court Road	Carshalton and Clockhouse	73	365	58%	38%	47%	46%
Northwood Road	Carshalton and Clockhouse	31	155	42%	33%	45%	15%
Anglesey Gardens	Carshalton and Clockhouse	61	305	33%	21%	39%	48%
Banstead Road	Carshalton Central	80	400	38%	43%	65%	23%
Blakehall Road	Carshalton Central	42	210	38%	53%	90%	33%
Brookside	Carshalton Central	31	155	37%	40%	90%	65%
Carshalton Park Road	Carshalton Central	97	485	33%	36%	72%	26%
Hill Road	Carshalton Central	23	115	78%	33%	48%	20%
Rotherfield Road	Carshalton Central	29	145	141%	36%	162%	32%
Talbot Road	Carshalton Central	70	350	100%	44%	67%	45%
Wallace Crescent	Carshalton Central	77	385	110%	54%	104%	39%
Wimot Road	Carshalton Central	14	70	50%	71%	57%	71%
Queens Acre	Cheam	14	70	34%	54%	43%	80%
Jubilee Road	Cheam	22	110	91%	47%	96%	58%
Anne Boleyn's Walk	Cheam	22	110	145%	44%	73%	46%
Peaches Close	Cheam	41	205	110%	40%	80%	42%

Note: Parking Capacity on some roads is greater at weekends as some restrictions apply only on weekdays

### 4.2 LEVEL OF PARKING STRESS

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

*There is available parking on this road for 21 vehicles which is made up of unrestricted lengths of road. At one point during the day all 21 spaces were occupied and an additional 17 vehicles parked on the road (across driveways etc.) making a total of 38 vehicles and a stress of 167%.*



Figure 3: Belmont - Weekday Parking Stress

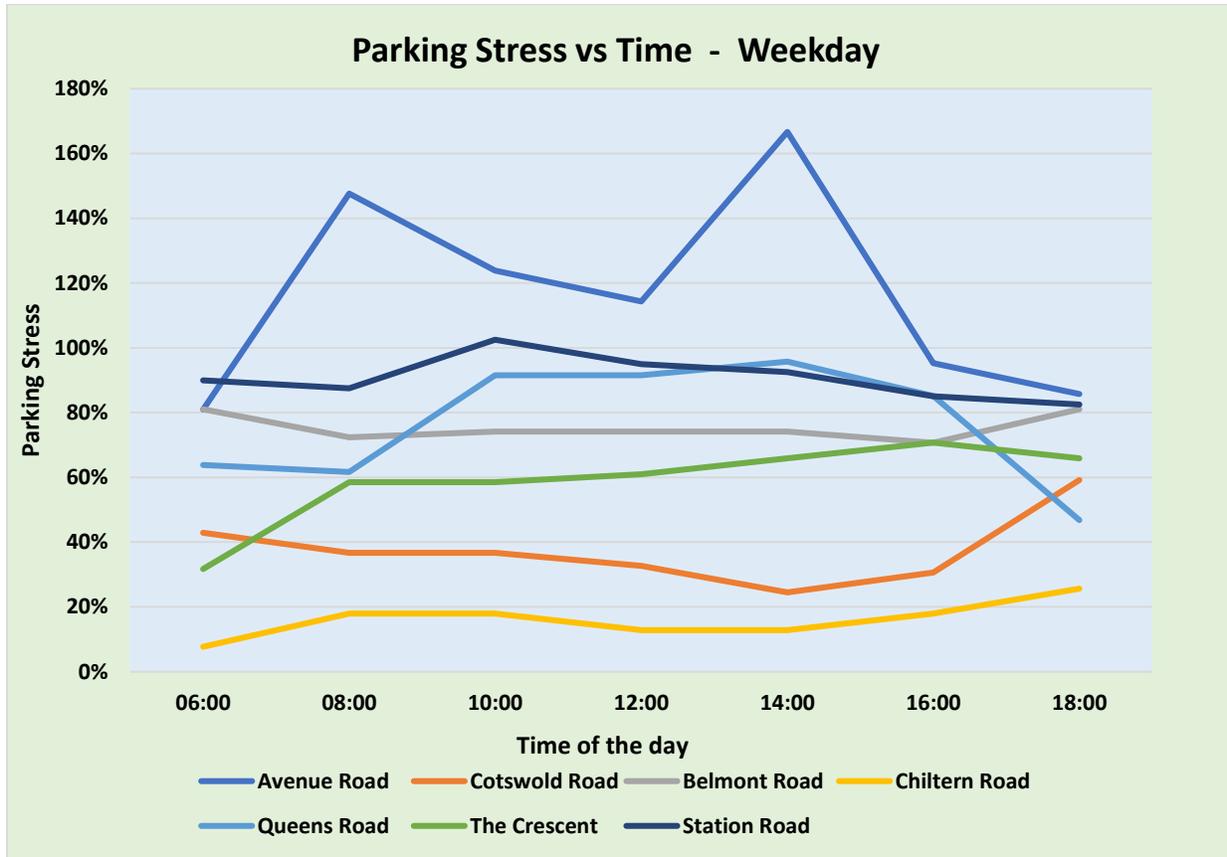


Figure 4: Belmont - Weekday Duration of Stay

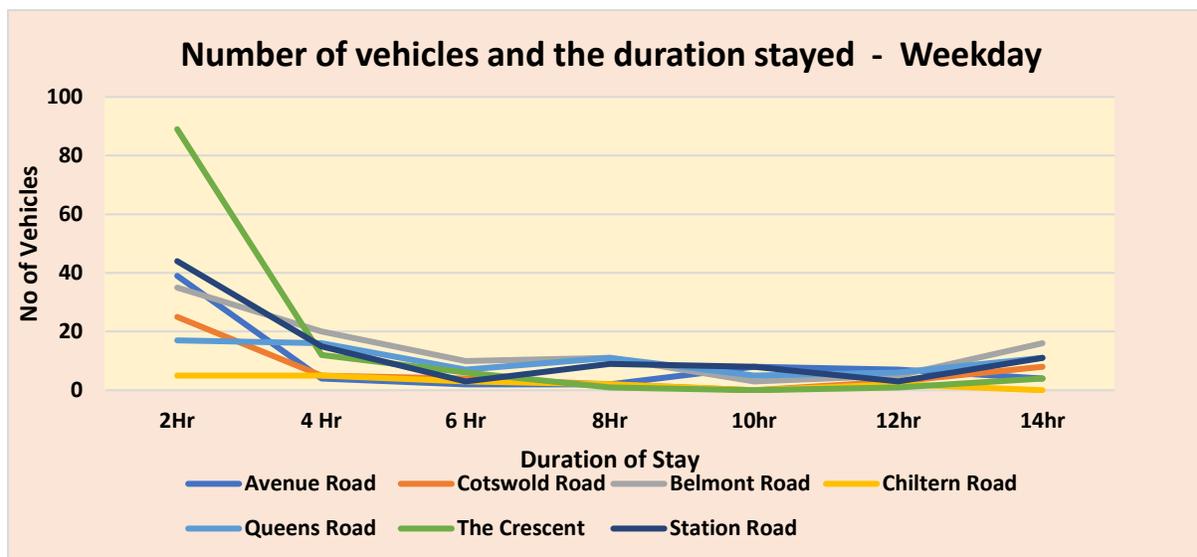


Figure 5: Belmont - Weekend Parking Stress

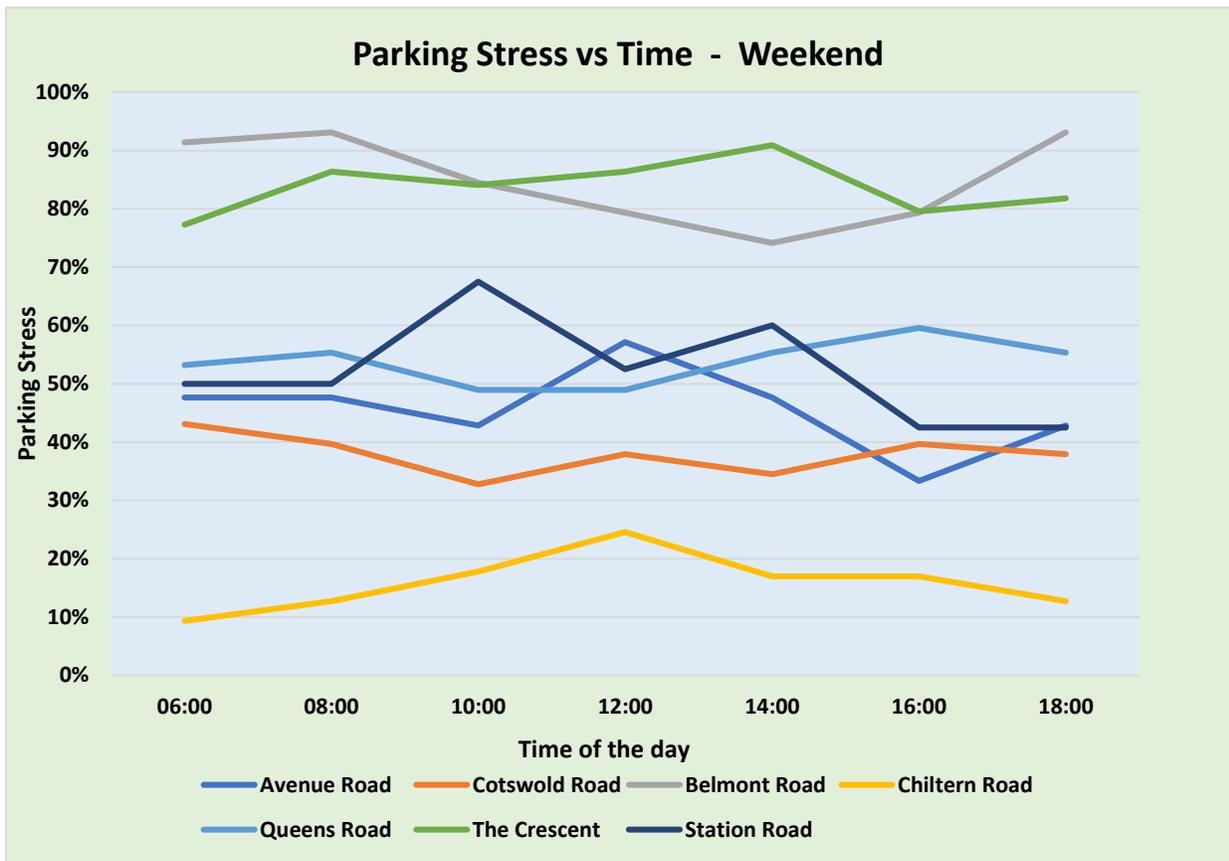
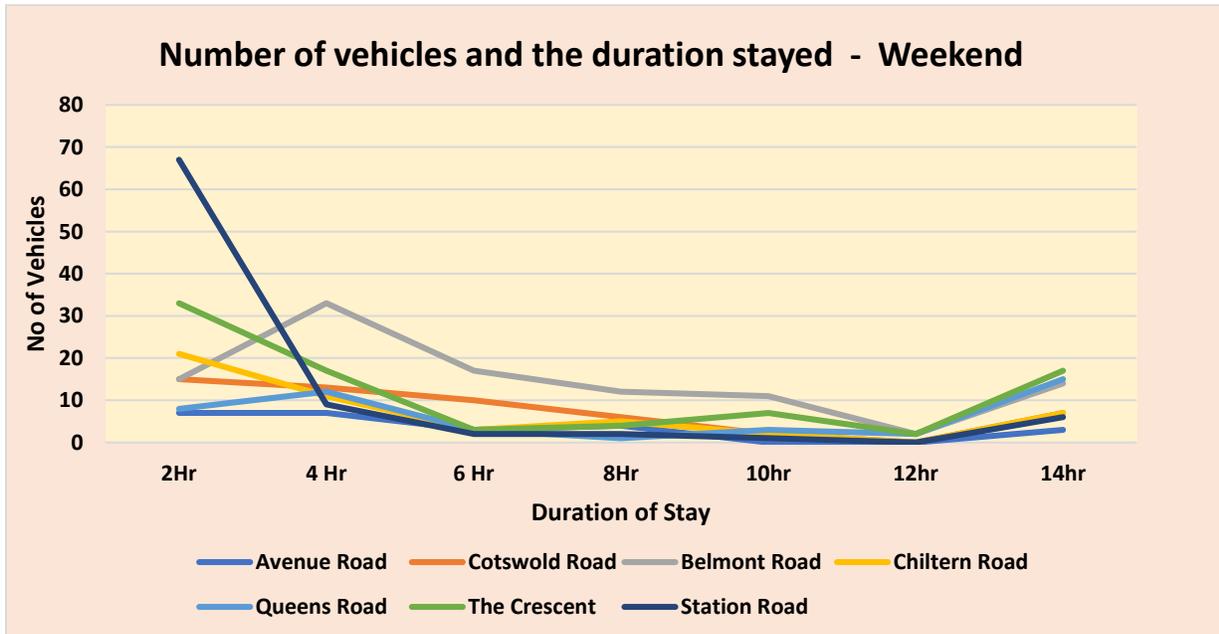


Figure 6: Belmont - Weekend Duration of Stay



### 5.1.1 Avenue Road

Avenue Road is a straight residential road running from Station Road to Dorset Road.

The available, unrestricted, parking is mostly on the East side of the road. There is a school midway along the road with stretches of “School Keep Clear” road markings.



Figure 7: Avenue Road

Table 3: Avenue 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	35	167%	12	57%

Figure 8: Avenue Road - Weekday Parking Stress and Duration of Stay

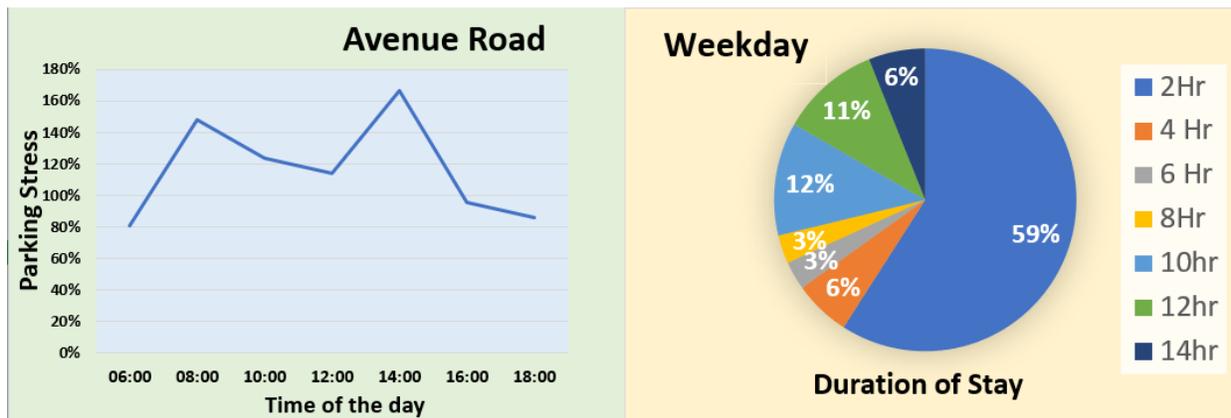
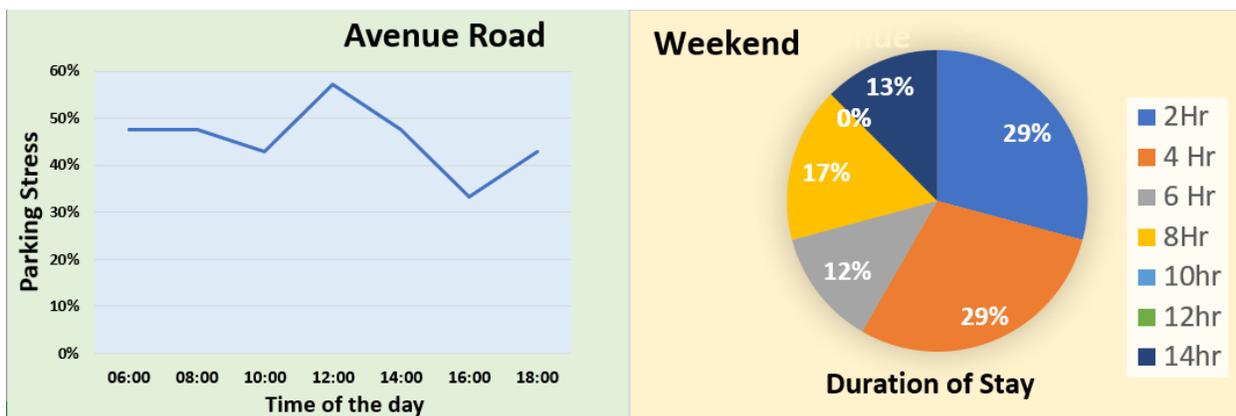


Figure 9: Avenue Road - Weekend Parking Stress and Duration of Stay



### 5.1.2 Cotswold Road



Cotswold Road is a straight residential road running from Brighton Road to Downs Road.

The available parking is mostly provided by marked parking bays with some other unrestricted parking

Table 4: Cotswold 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
245	49	29	59%	25	43%

Figure 10: Cotswold Road- Weekday Parking Stress and Duration of Stay

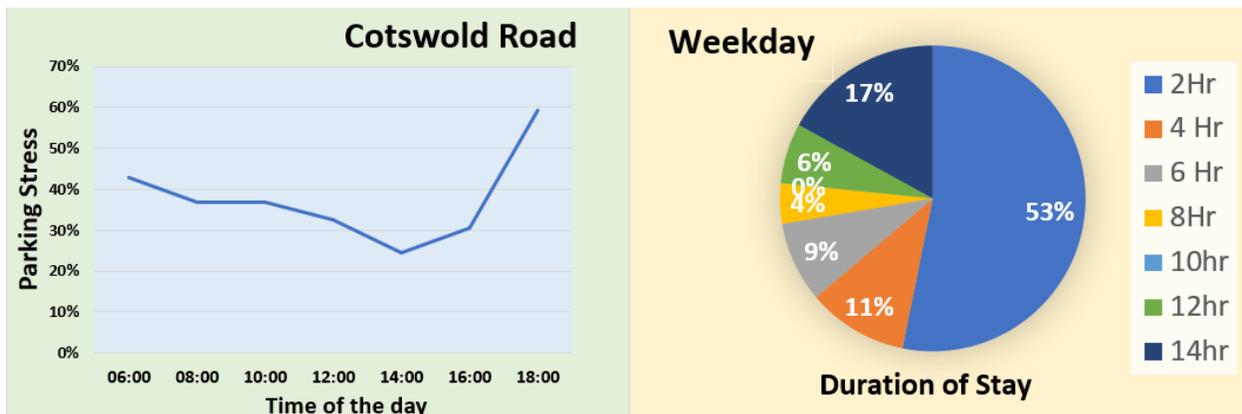
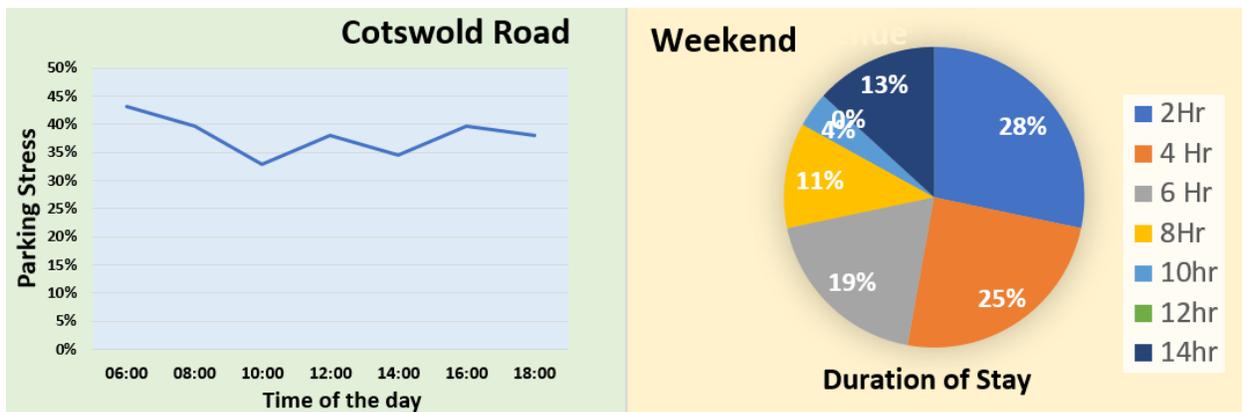


Figure 11: Cotswold Road- Weekend Parking Stress and Duration of Stay



### 5.1.3 Belmont Road

Belmont Road is a straight residential road running from Station Road to Cross Road. It is narrow but the available parking is increased by permissible part-footway parking on the East side of the road



Figure 12: Belmont Road

Table 5: Belmont 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
290	58	47	81%	54	93%

Figure 13: Belmont Road - Weekday Parking Stress and Duration of Stay

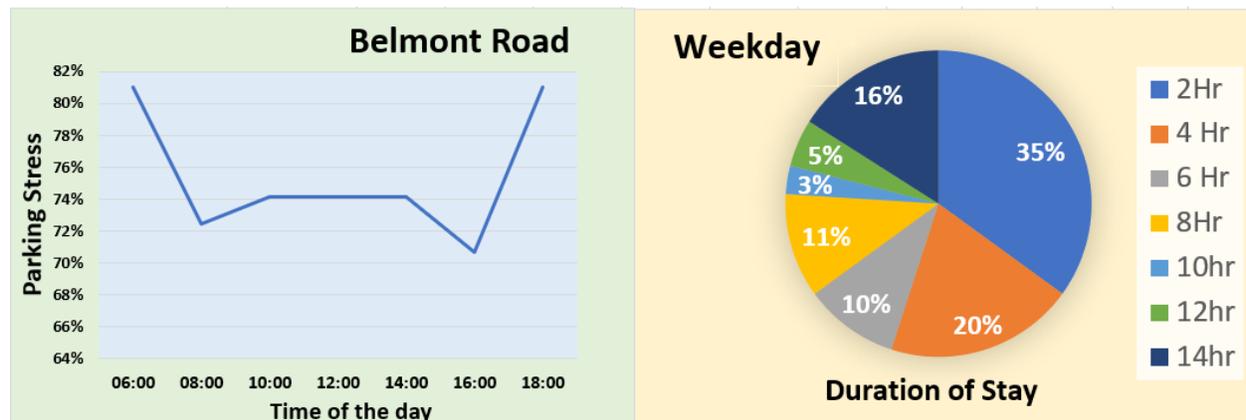
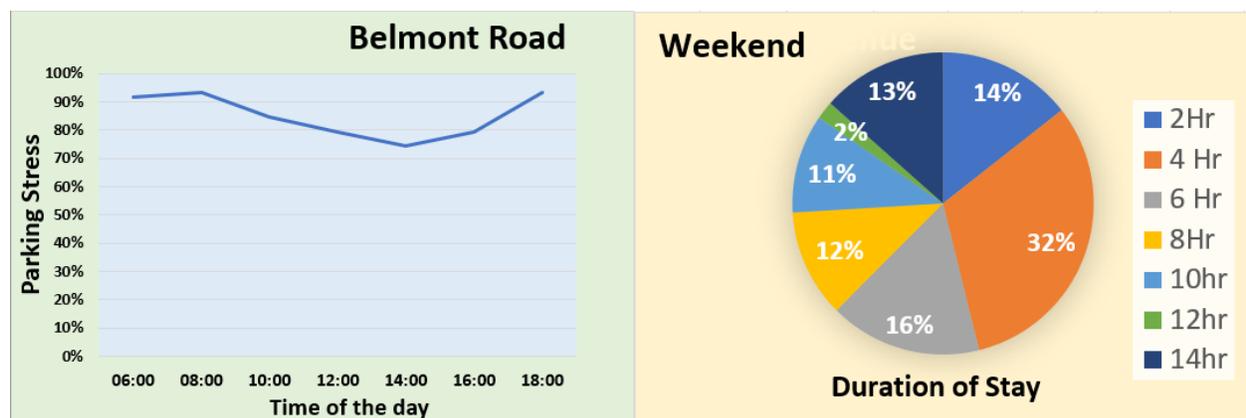


Figure 14: Belmont Road - Weekend Parking Stress and Duration of Stay



### 5.1.4 Chiltern Road



Chiltern Road is a Residential road running between Banstead Road South and Brighton Road. There is some unrestricted parking towards the Eastern end of the road.

Much of the rest of the road has either double yellow lines or single yellow lines. The restriction on the single yellow lines is limited to an hour in the morning and an hour in the afternoon (Monday to Friday)

Figure 15: Chiltern Road

Table 6: Chiltern 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
195	39	10	26%	29	25%

Figure 16: Chiltern Road - Weekday Parking Stress and Duration of Stay

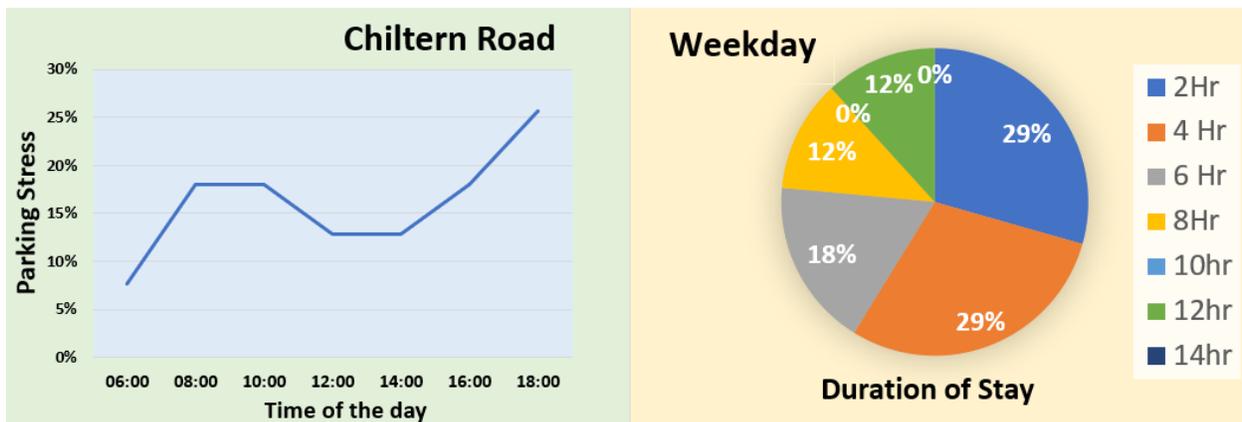
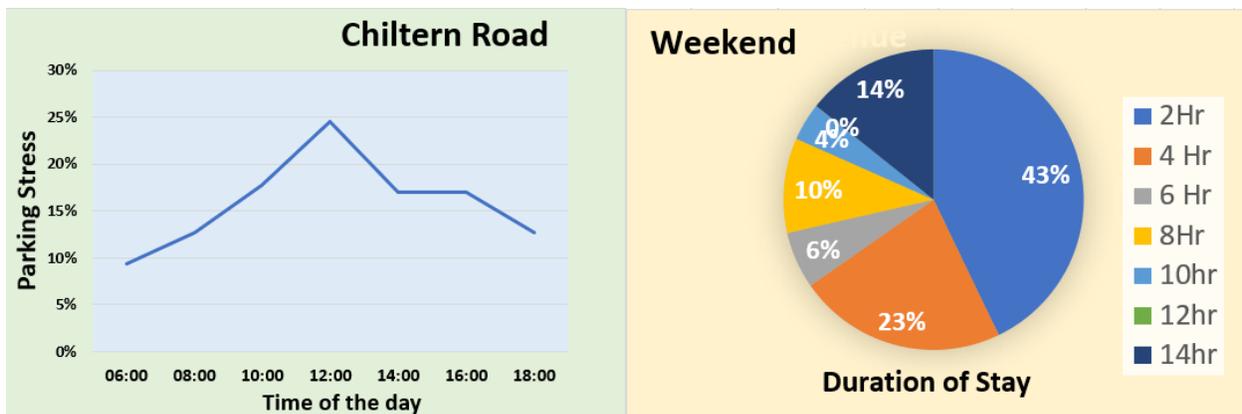


Figure 17: Chiltern Road - Weekend Parking Stress and Duration of Stay



### 5.1.5 Queens Road

Queens Road is a residential road running from Station Road to The Crescent. All available parking is unrestricted.



Figure 18: Queens Road

Table 7: Queens 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
235	47	45	96%	54	60%

Figure 19: Queens Road – Weekday Parking Stress and Duration of Stay

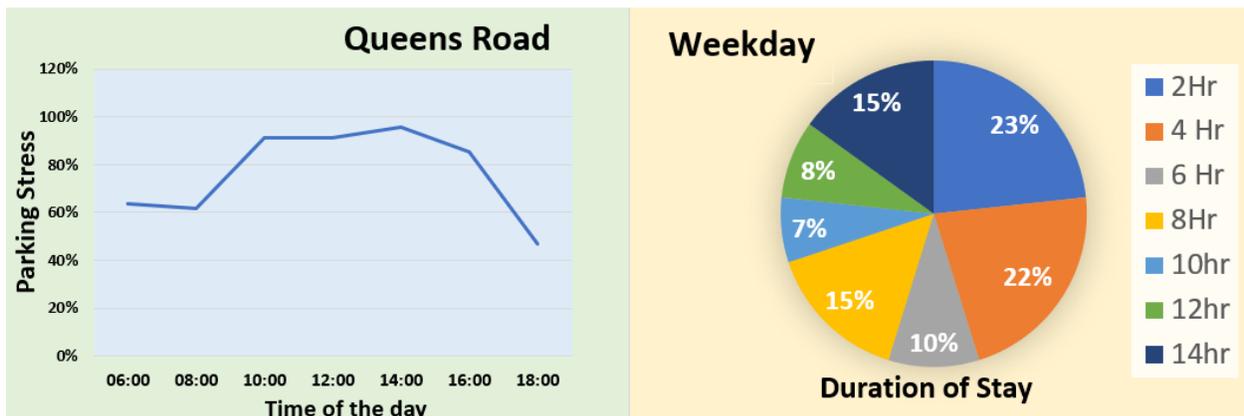
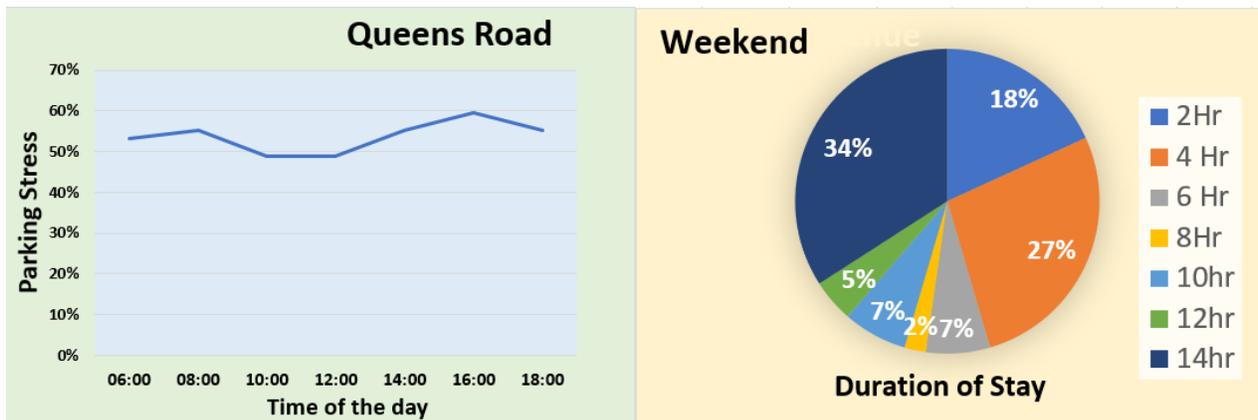


Figure 20: Queens Road - Weekend Parking Stress and Duration of Stay



5.1.6 The Crescent



The Crescent is a residential road running from Station Road to Belmont Rise. All available parking is unrestricted.

Figure 21: The Crescent

Table 8: The 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
205	41	29	71%	40	91%

Figure 22: The Crescent - Weekday Parking Stress and Duration of Stay

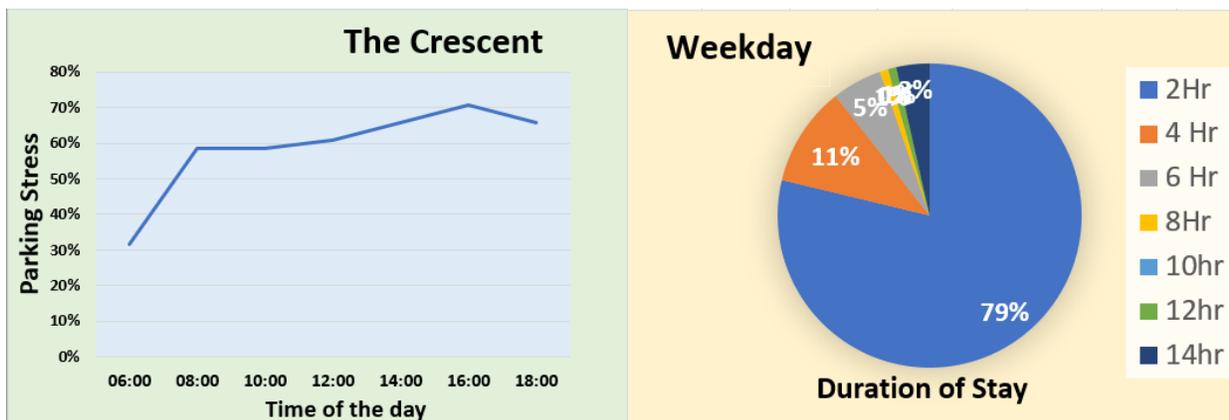
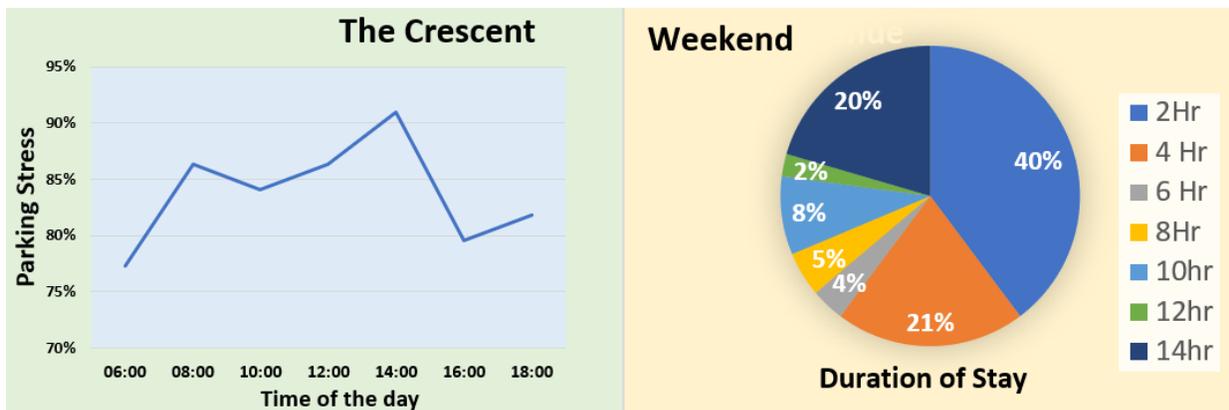


Figure 23: The Crescent - Weekend Parking Stress and Duration of Stay



### 5.1.7 Station Road

Station Road has a mixture of residences and businesses. The available parking is unrestricted.



Figure 24: Station Road

Table 9: Station 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
200	40	41	103%	67	68%

Figure 25: Station Road - Weekday Parking Stress and Duration of Stay

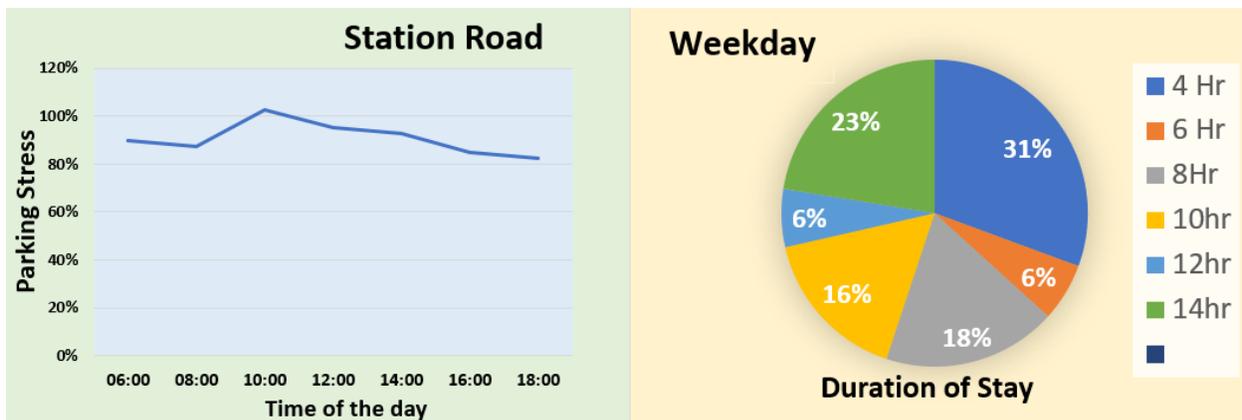
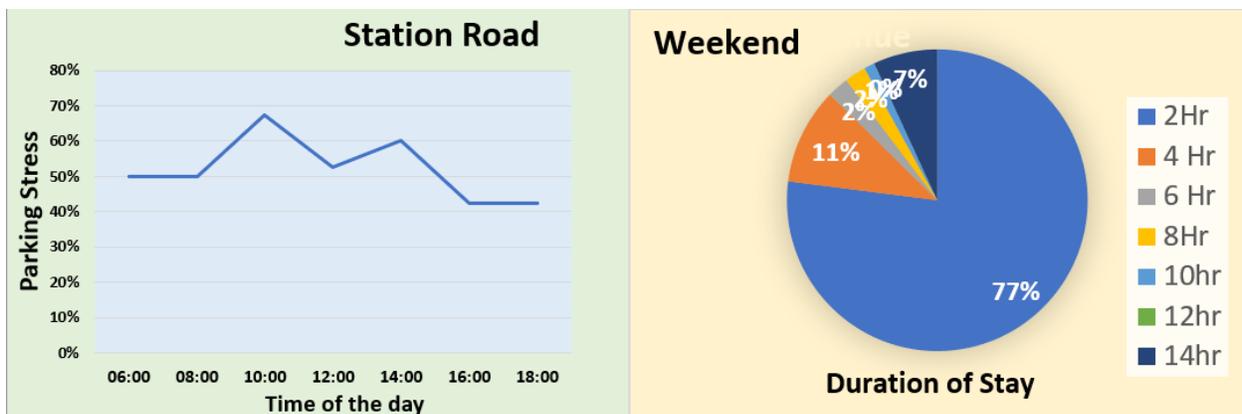


Figure 26: Station Road - Weekend Parking Stress and Duration of Stay



## 5.2 CARSHALTON & CLOCKHOUSE

Seven roads were surveyed in Carshalton & Clockhouse. They were surveyed on a weekday (Tuesday 17 September 2019) and on a weekend (Saturday 28 September 2019). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

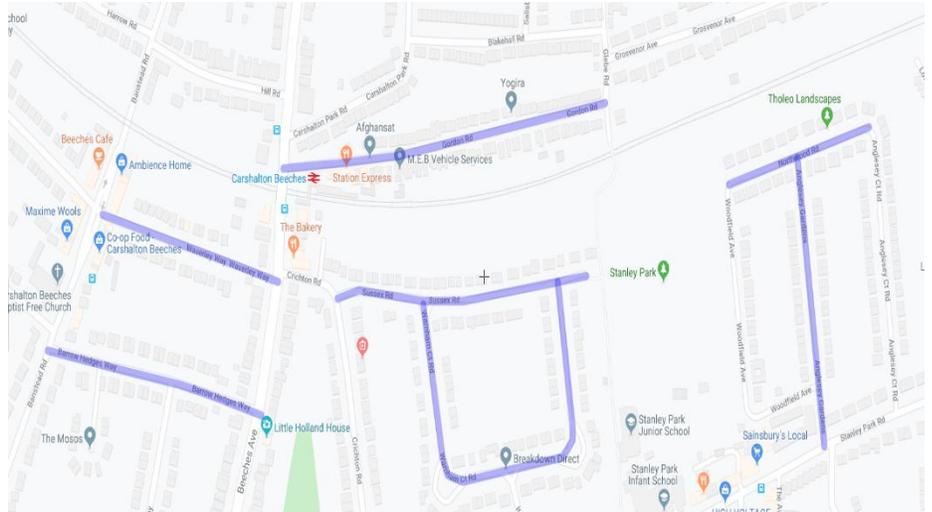


Figure 27: Carshalton & Clockhouse – Map of surveyed roads

Figure 28: Carshalton & Clockhouse - Weekday Parking Stress

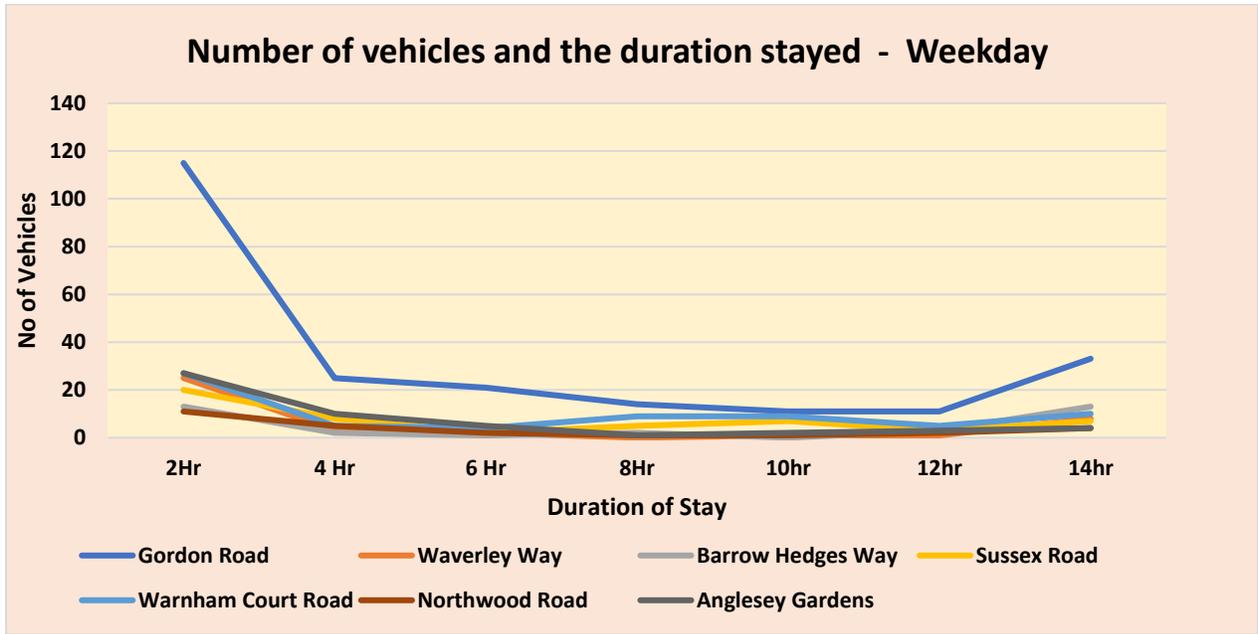


Figure 29: Carshalton & Clockhouse - Weekend Duration of Stay

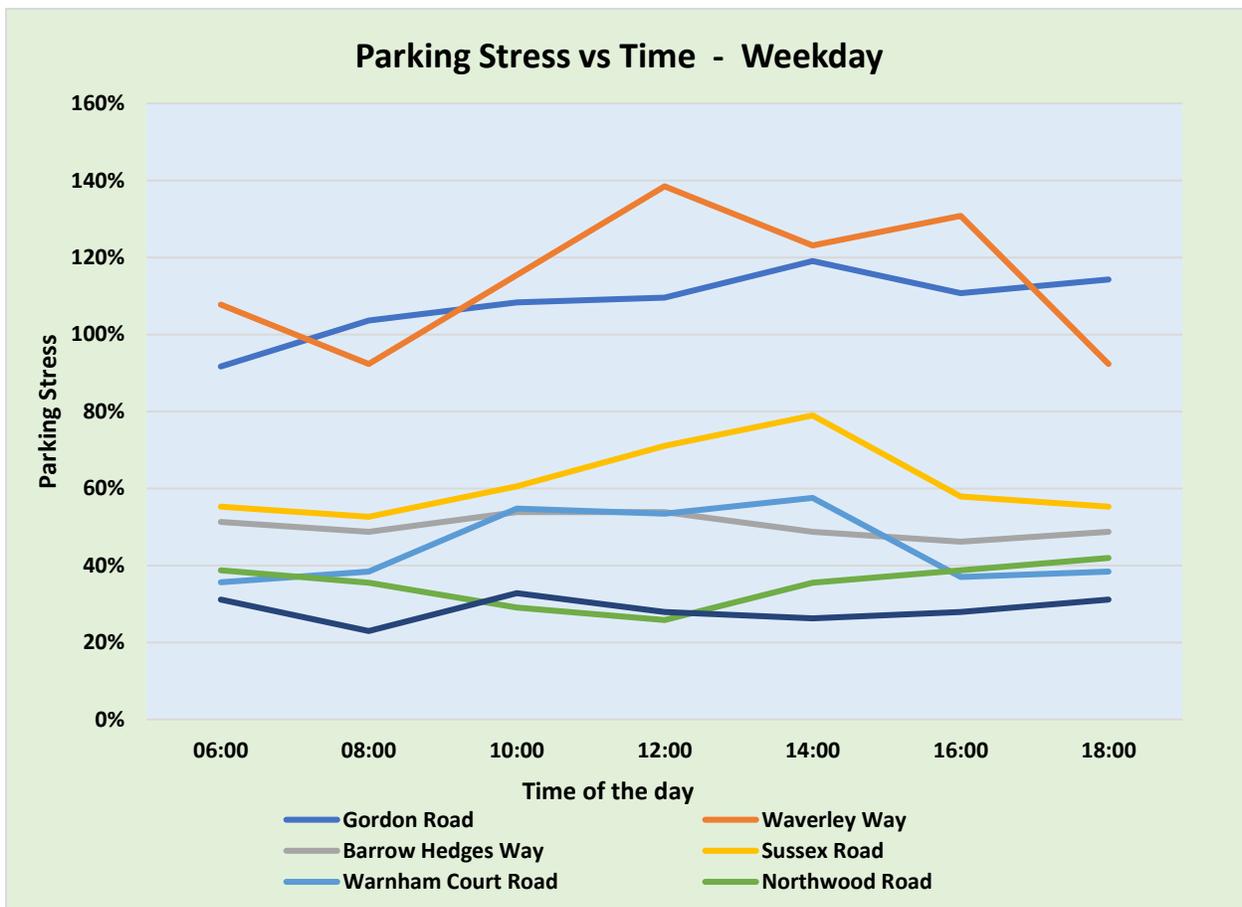


Figure 30: Carshalton & Clockhouse - Weekend Parking Stress

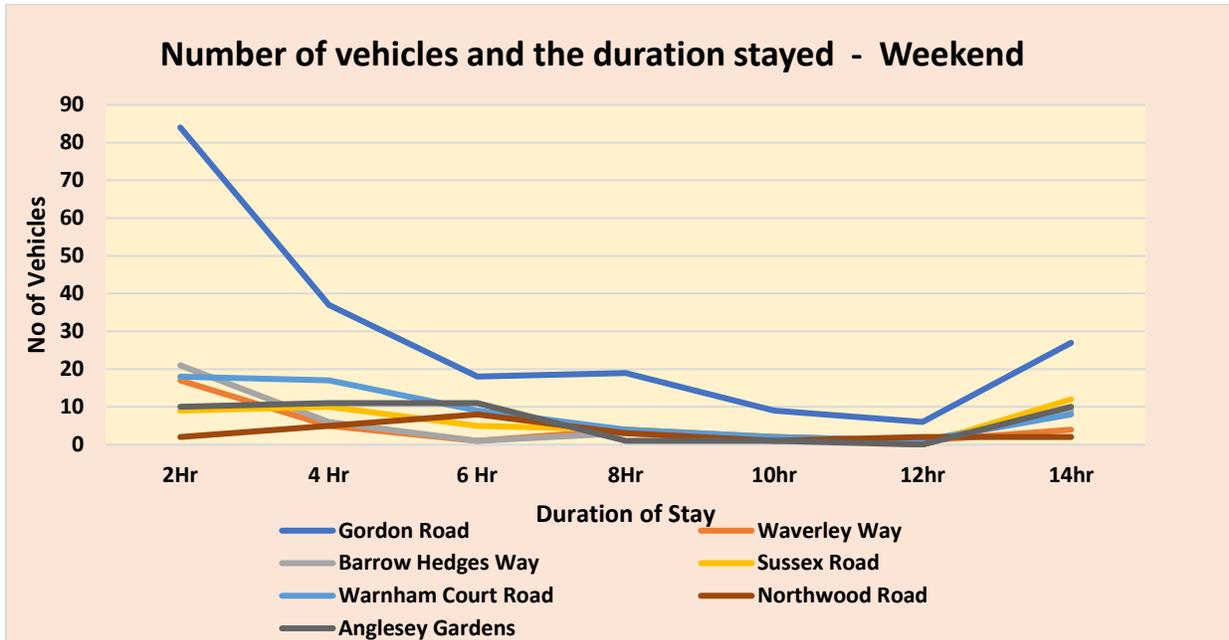
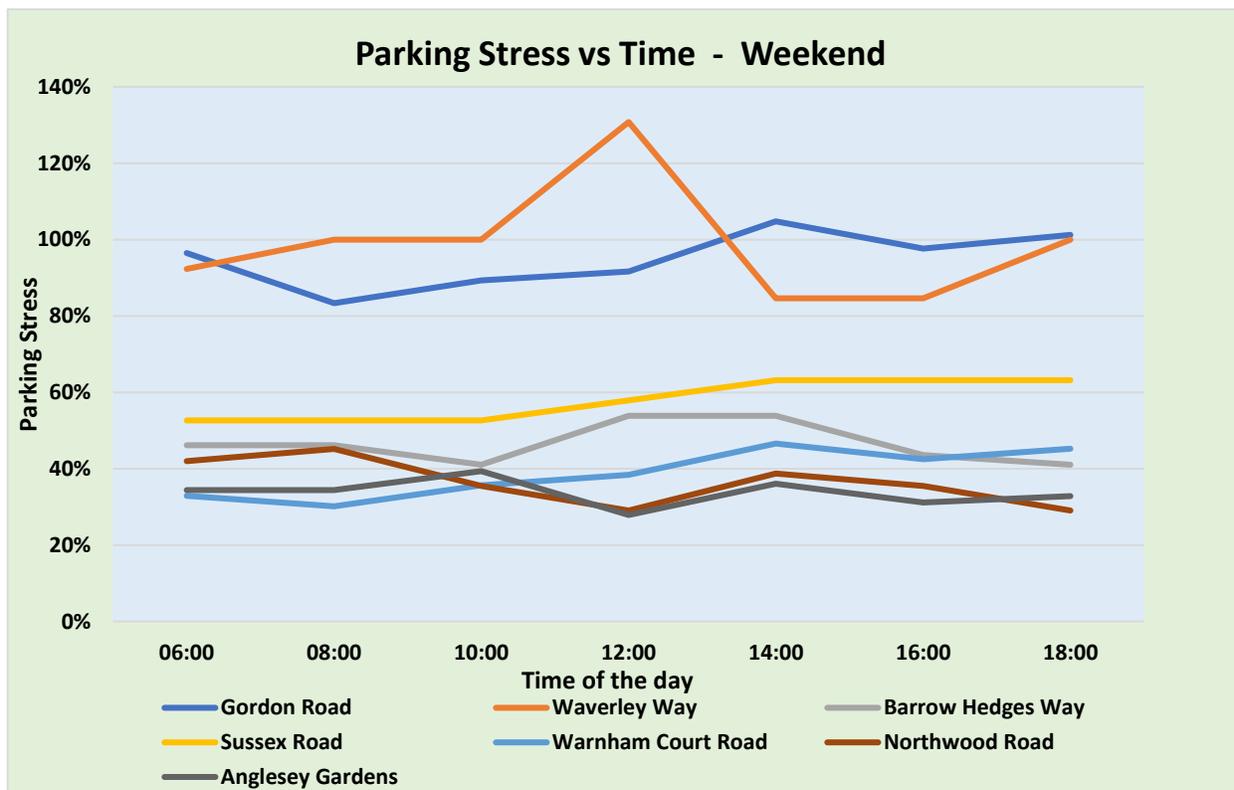


Figure 31: Carshalton & Clockhouse - Weekend Duration of Stay



### 5.2.1 Gordon Road

Gordon Road runs between Park Hill and Glebe Road. It is mostly residential, but the Western end of the road includes Carshalton Beeches Railway Station and a number of neighbouring business premises.

The available parking is made up of some unrestricted parking and parking bays (including a Car Club bay) close to the business premises



Figure 32: Gordon Road

Table 10: Gordon 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	100	119%	88	105%

Figure 33: Gordon Road - Weekday Parking Stress and Duration of Stay

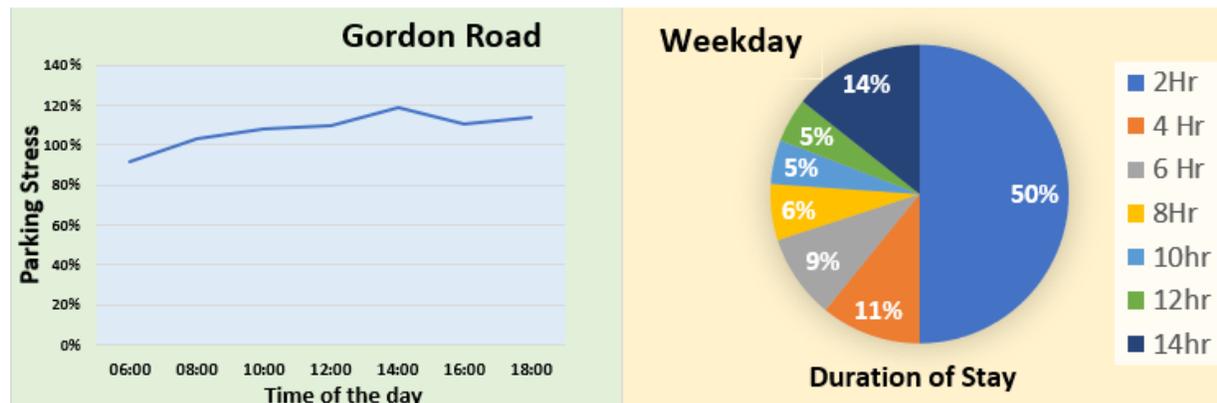
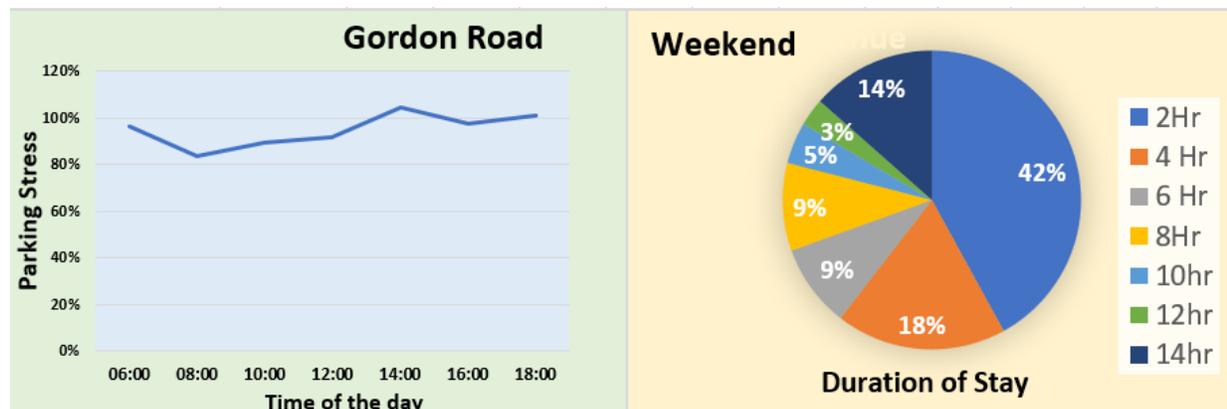


Figure 34: Gordon Road – Weekend Parking Stress and Duration of Stay



### 5.2.2 Waverley Way



Waverley Way is a residential road running between Banstead Road and Beeches Avenue. There are three Parking Bays (with restrictions) on the South side the road but most of that side of the road is unrestricted. There is no parking on the North side of the road as there are double yellow lines along the entire

Figure 35: Waverley Way

Table 11: Waverley 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
65	13	18	138%	17	131%

Figure 36: Waverley Way - Weekday Parking Stress and Duration of Stay

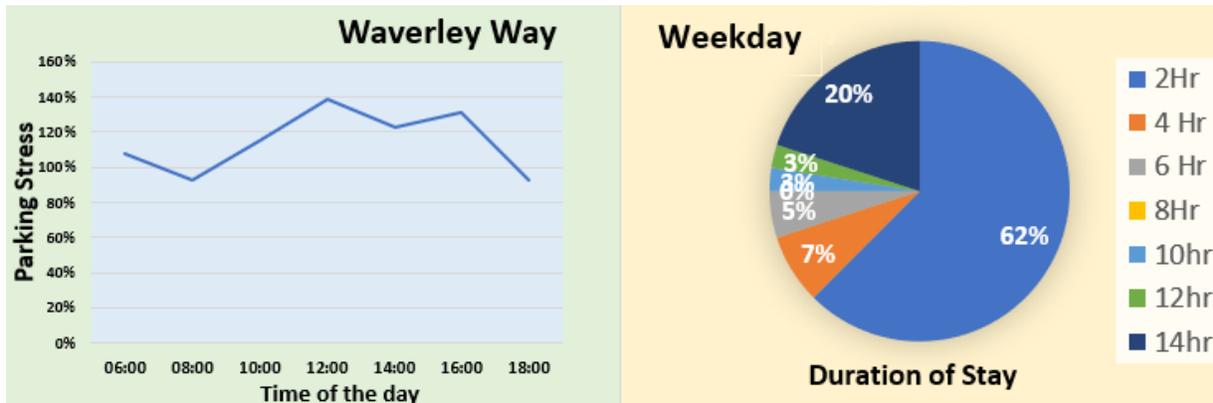
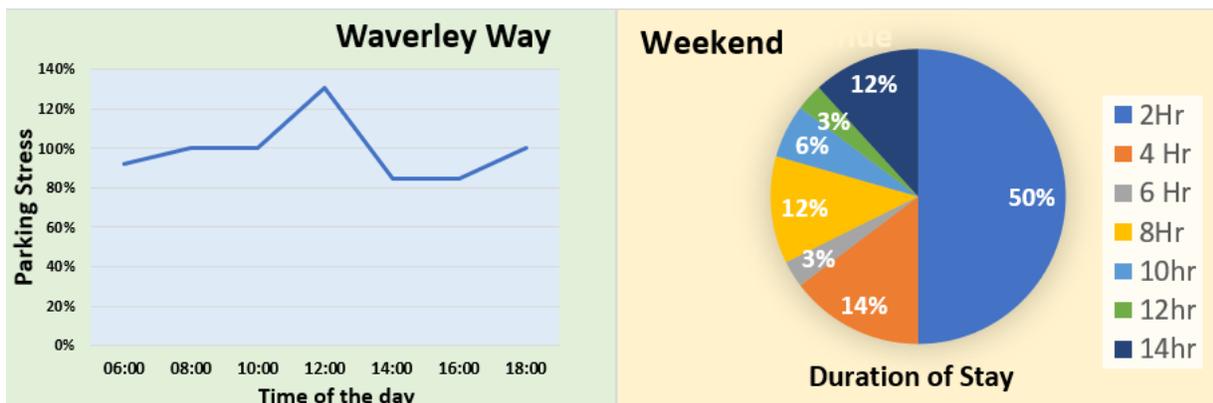


Figure 37: Waverley Way - Weekend Parking Stress and Duration of Stay



### 5.2.3 Barrow Hedges Way

Barrow Hedges Way is a residential road running between Banstead Road and Beeches Avenue. There are no parking bays or restrictions along this road



Figure 38: Barrow Hedges Way

Table 12: Barrow Hedges 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
195	39	21	54%	85	54%

Figure 39: Barrow Hedges Way - Weekday Parking Stress and Duration of Stay

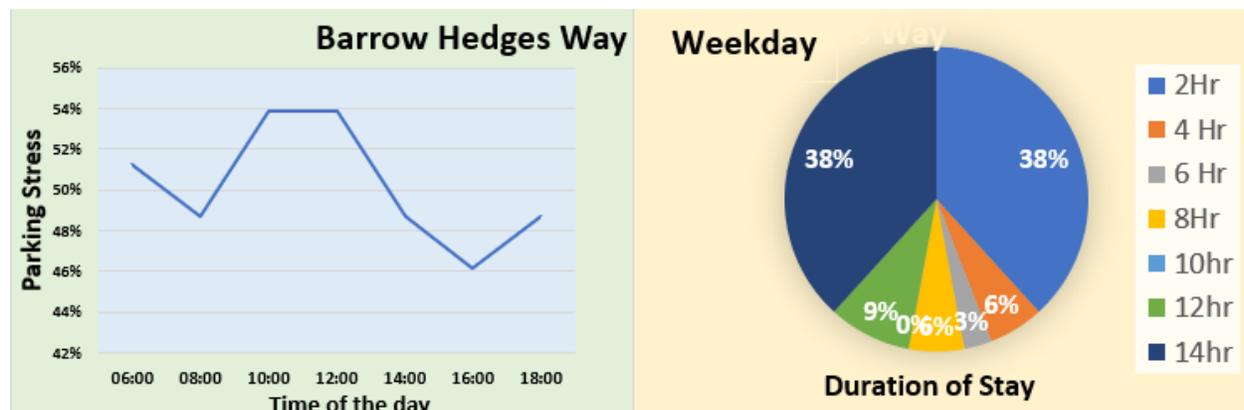
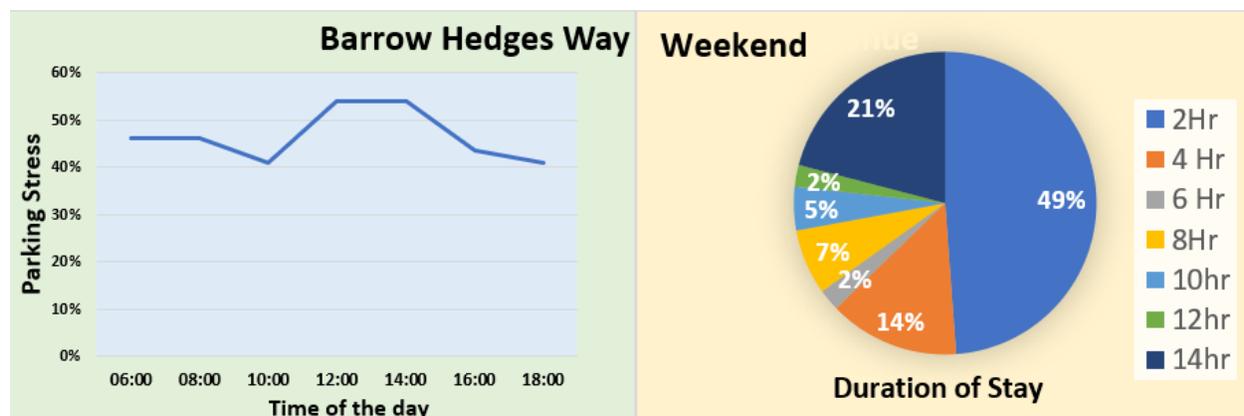


Figure 40: Barrow Hedges Way - Weekend Parking Stress and Duration of Stay



### 5.2.4 Sussex Road



Sussex Road is a residential road running from Chrichton Road to 35m East of Warnham Court Road. The available parking is unrestricted.

Figure 41: Sussex Road

Table 13: Sussex 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
190	38	30	79%	24	63%

Figure 42: Sussex Road - Weekday Parking Stress and Duration of Stay

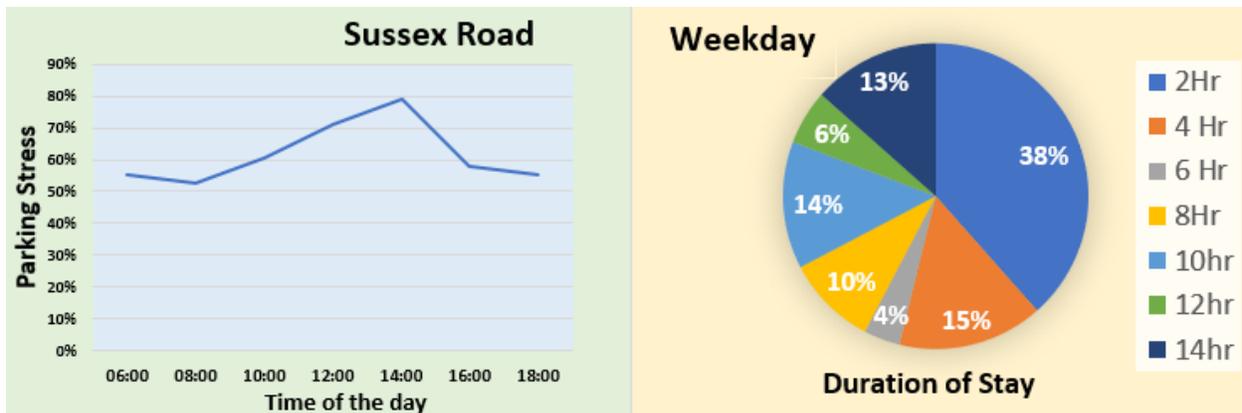
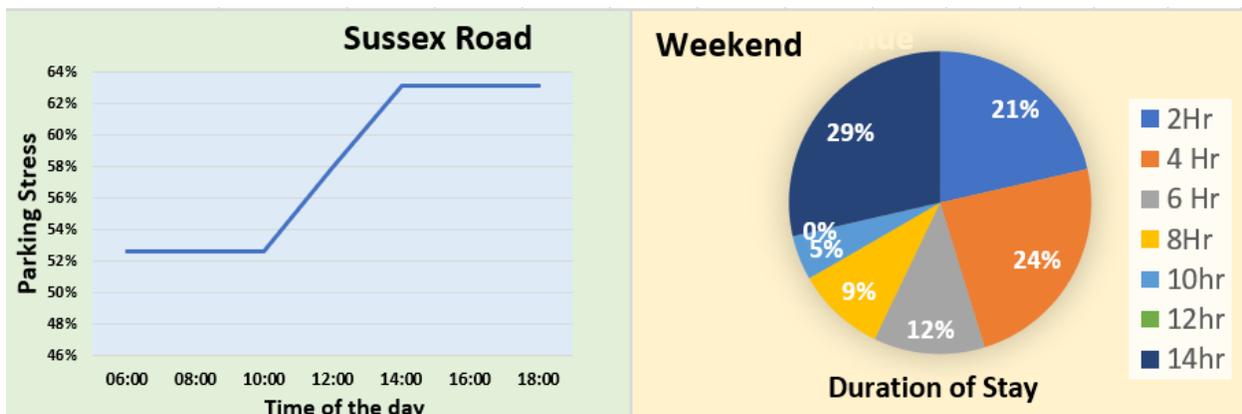


Figure 43: Sussex Road - Weekend Parking Stress and Duration of Stay



### 5.2.5 Warnham Court Road

Warnham Court Road is a three-arm road running from Sussex Road to Stanley Park Road. Only the two Northern arms are included in this survey.

There are no parking restrictions or parking bays.



Figure 44: Warnham Court Road

Table 14: Warnham Court 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
365	73	42	58%	34	47%

Figure 45: Warnham Court Road - Weekday Parking Stress and Duration of Stay

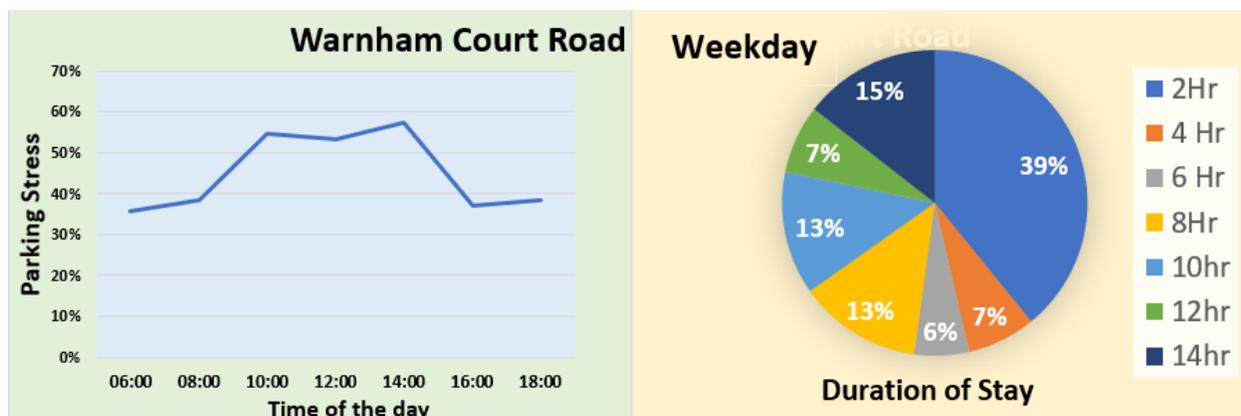
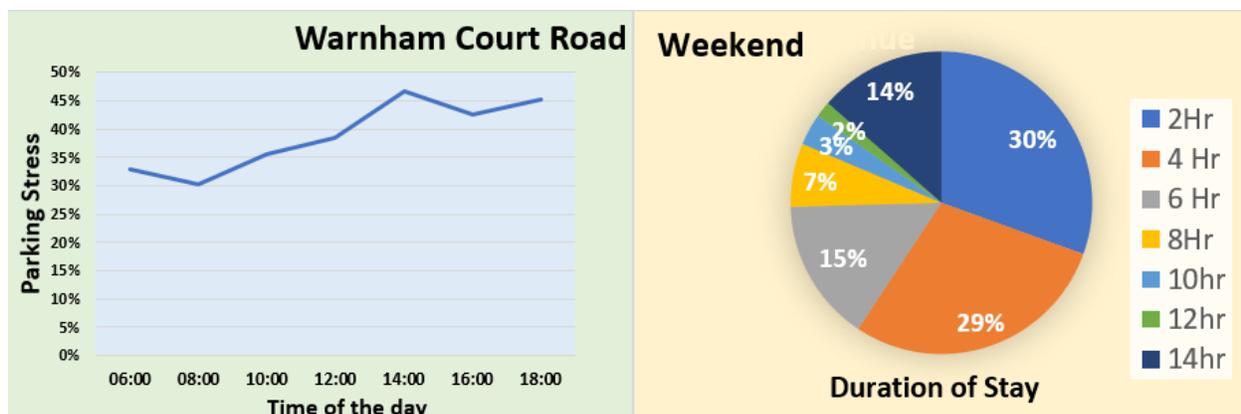


Figure 46: Warnham Court Road - Weekend Parking Stress and Duration of Stay



### 5.2.8 Northwood Road



Northwood Road is a residential road between Anglesey Court Road and Woodfield Avenue. There are no parking restrictions.

Figure 47: Northwood Road

Table 15: Northwood 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
155	31	13	42%	24	45%

Figure 48: Northwood Road - Weekday Parking Stress and Duration of Stay

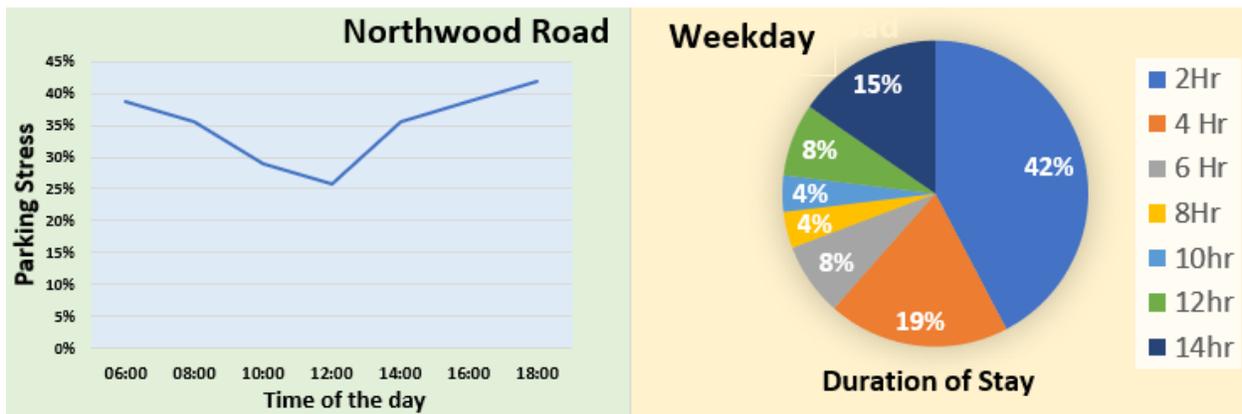
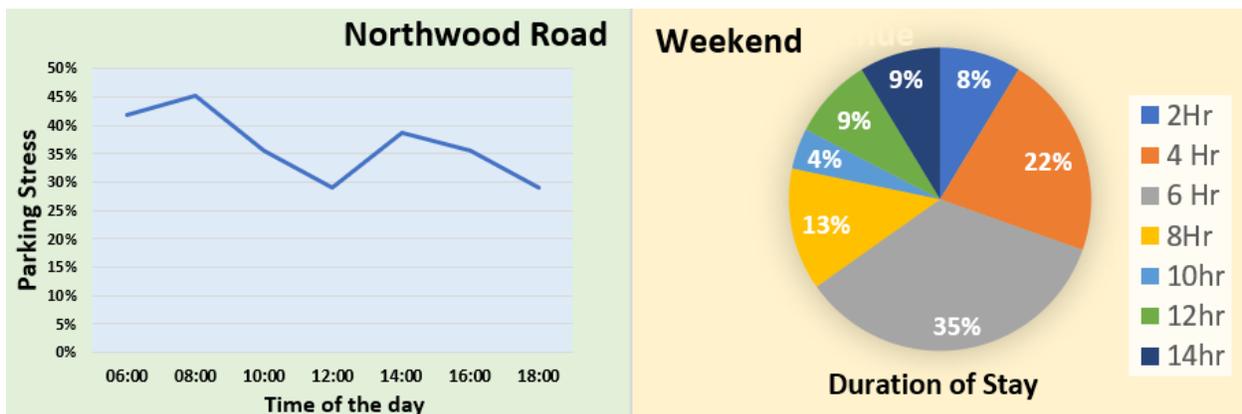


Figure 49: Northwood Road - Weekend Parking Stress and Duration of Stay



### 5.2.9 Anglesey Gardens

Anglesey Gardens is a residential road between Northwood Road and Stanley Park Road. There are no parking restrictions.



Figure 50: Anglesey Gardens

Table 16: Anglesey 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
305	61	20	33%	33	39%

Figure 51: Anglesey Gardens - Weekday Parking Stress and Duration of Stay

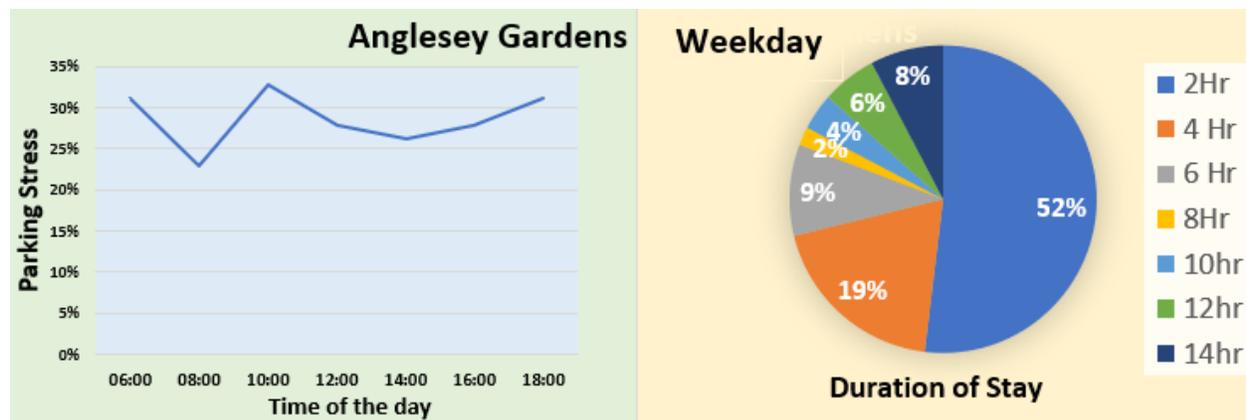
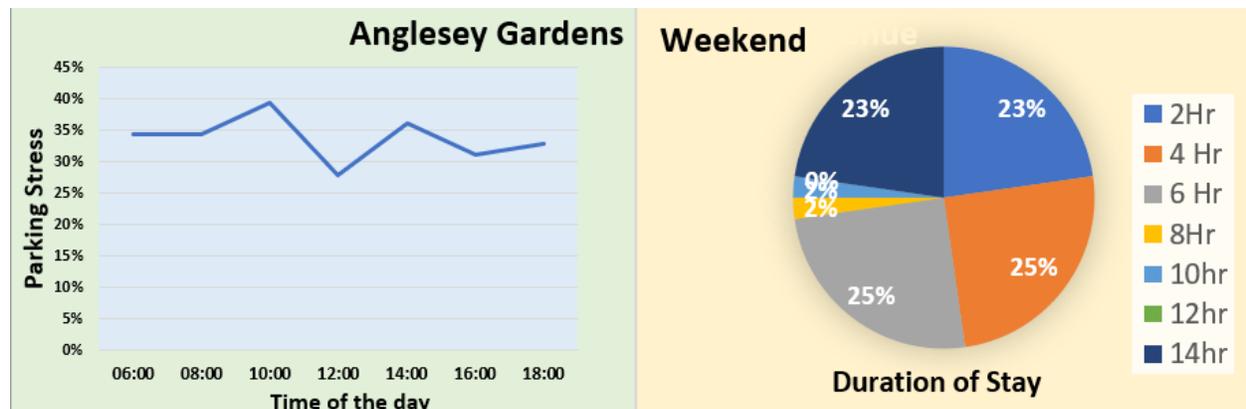


Figure 52: Anglesey Gardens - Weekend Parking Stress and Duration of Stay



### 5.3 CARSHALTON CENTRAL

Nine roads were surveyed in Carshalton Central. They were surveyed on a weekday (Tuesday 17 September 2019) and on a weekend (Saturday 28 September 2019). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

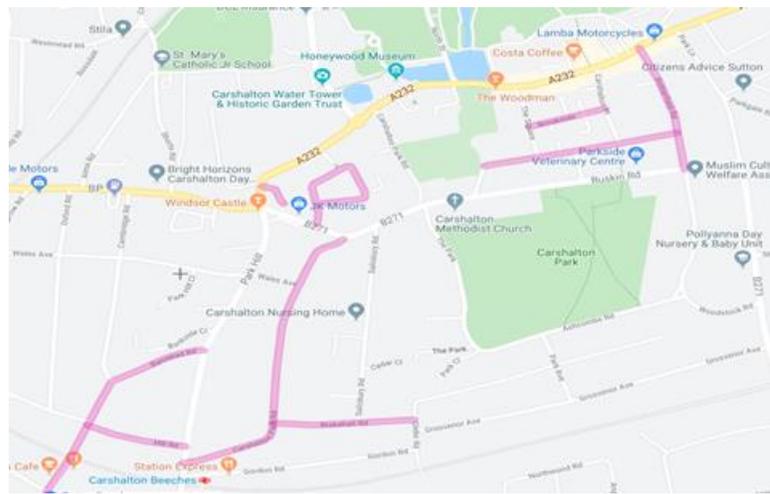


Figure 54: Carshalton Central - Weekday Parking Stress

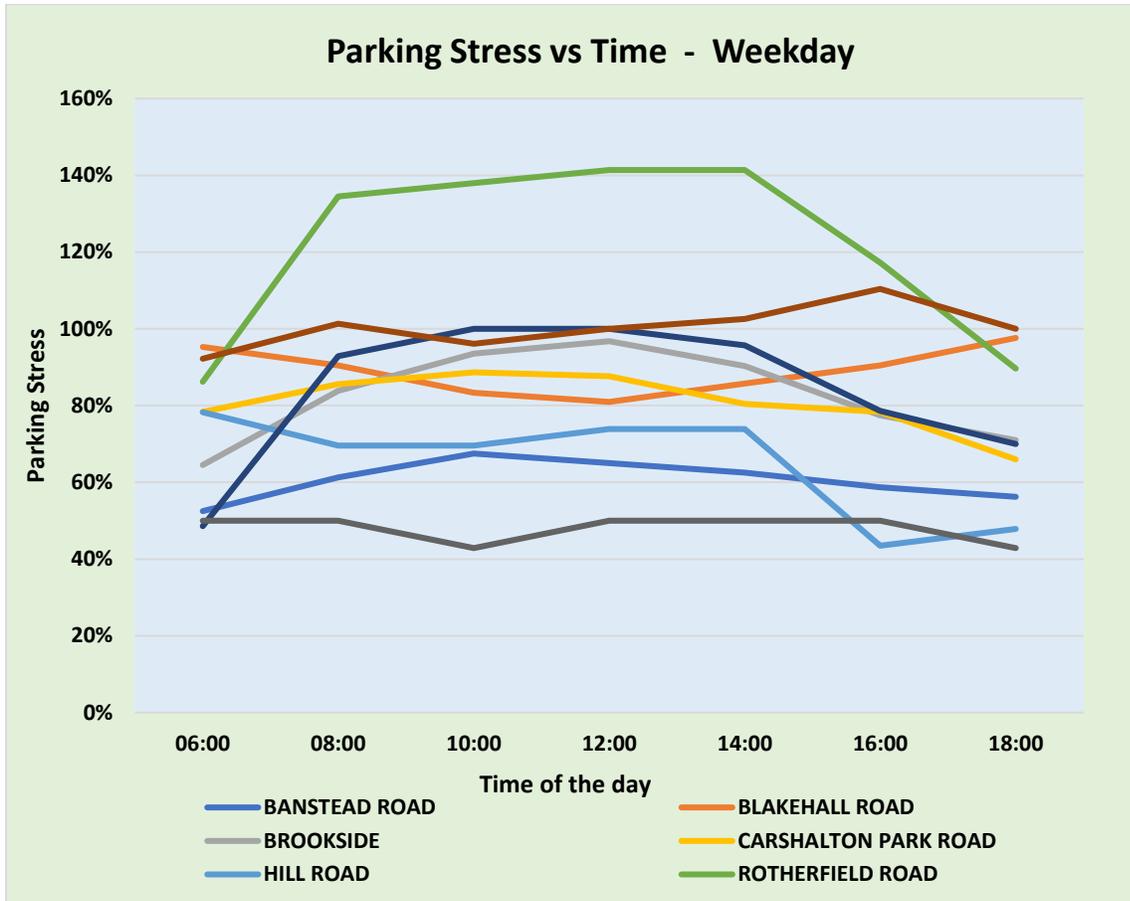


Figure 55: Carshalton Central - Weekday Duration of Stay

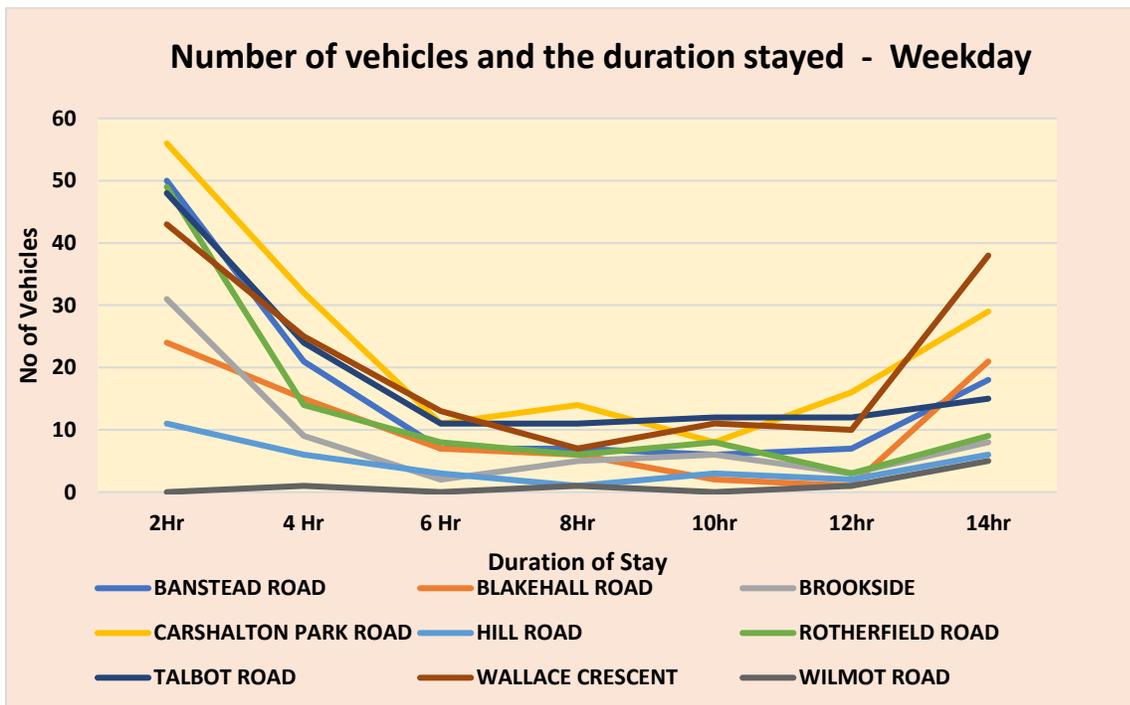


Figure 56: Carshalton Central - Weekend Parking Stress

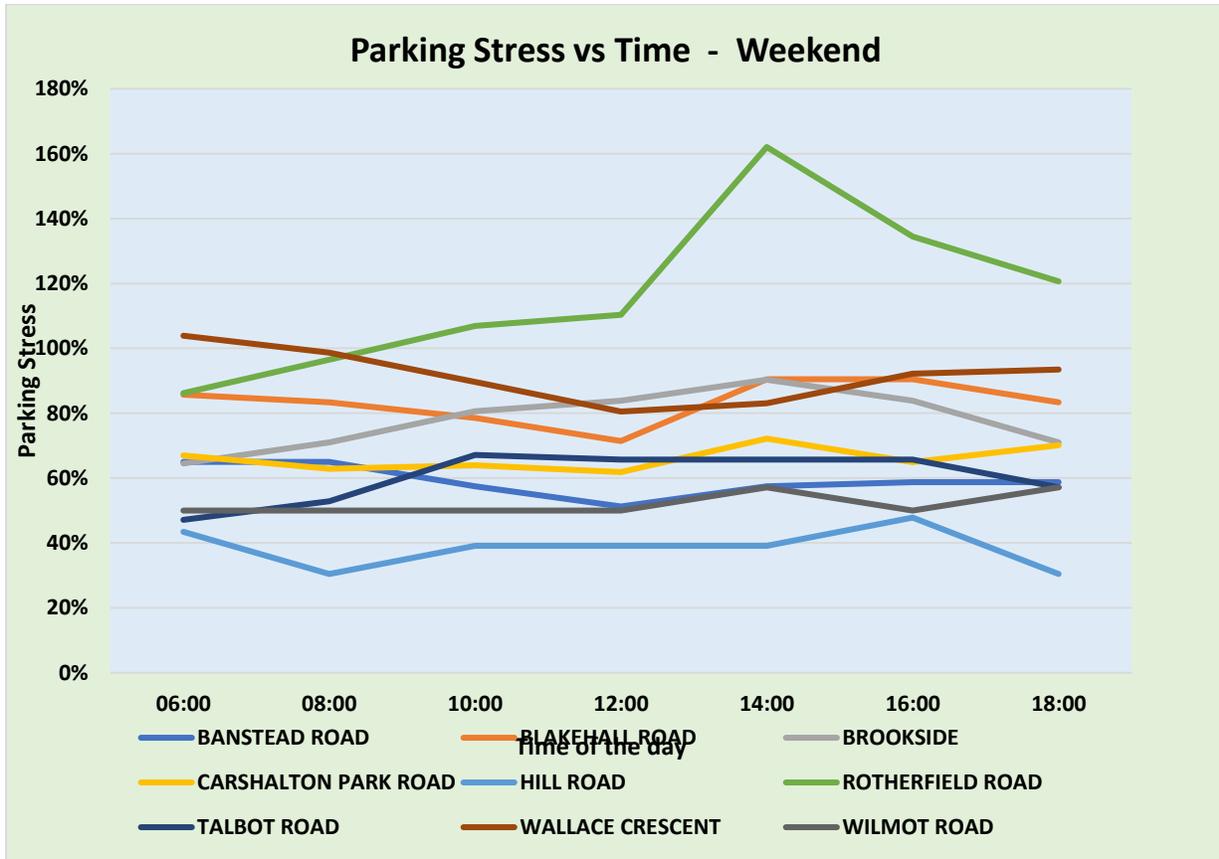
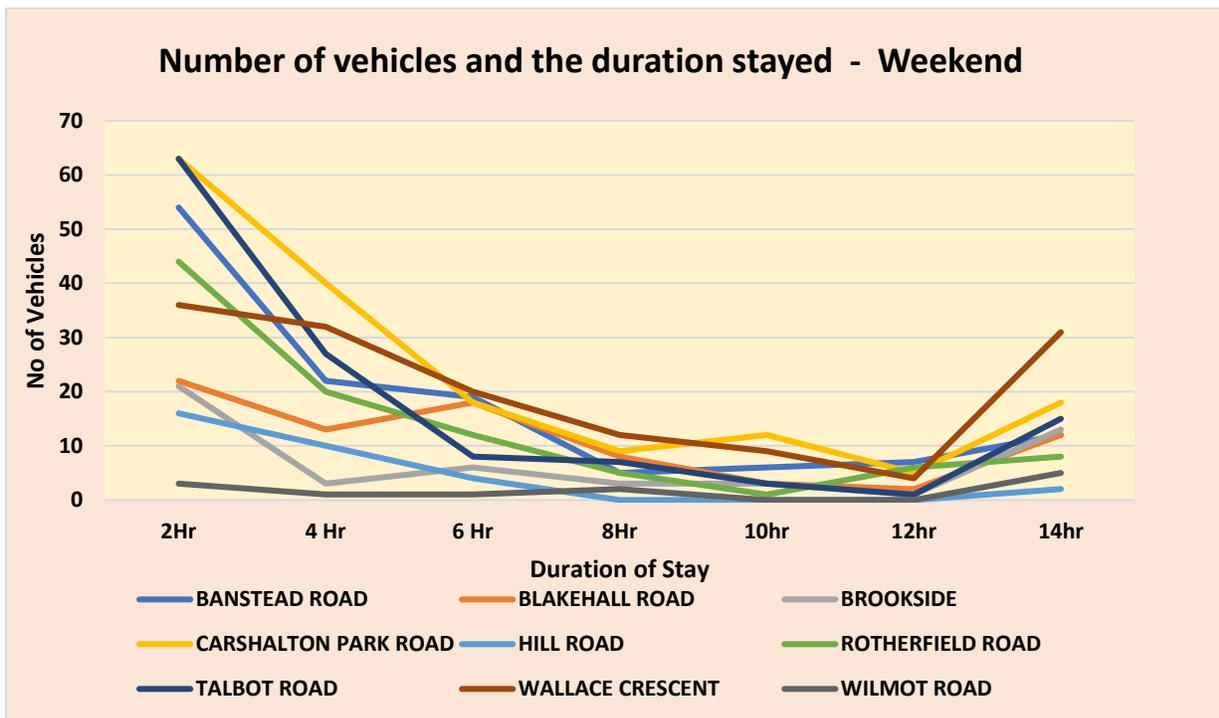


Figure 57: Carshalton Central - Weekend Duration of Stay



### 5.3.1 Banstead Road

Part of Banstead Road from Downside Avenue to Park Hill. Its is mostly residential with some businesses close to Downside Avenue. Apart from some parking bays close to the businesses and two Disabled bays, most of the parking is unrestricted



Table 17: Banstead Road - Parking Stress

Figure 58: Banstead Road

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	80	54	68%	54	65%

Figure 59: Banstead Road - Weekday Parking Stress and Duration of Stay

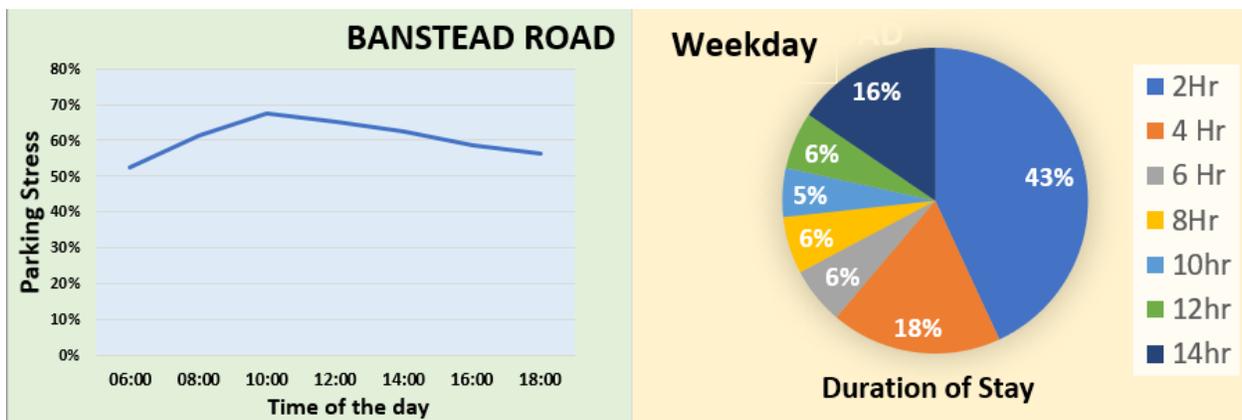
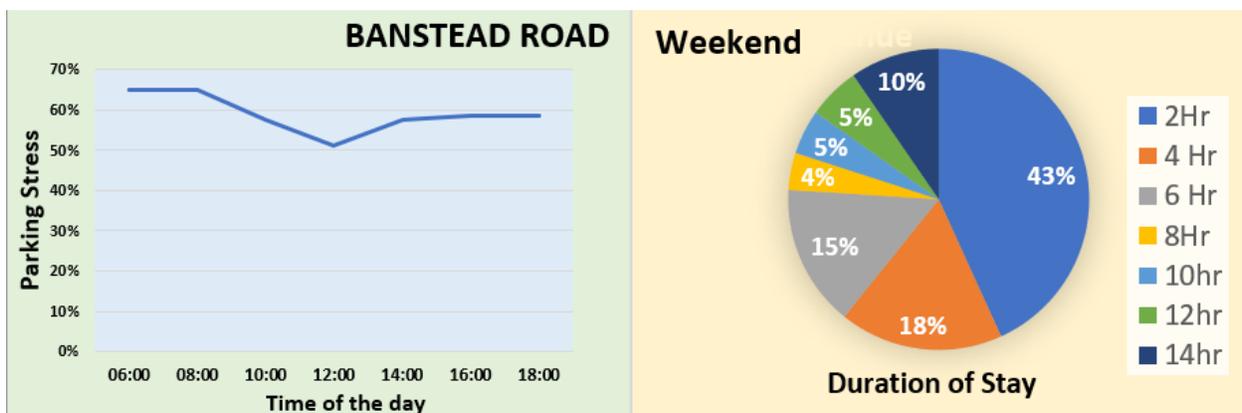


Figure 60: Banstead Road - Weekend Parking Stress and Duration of Stay



### 5.3.2 Blakehall Road

Blakehall Road is a residential road running between Carshalton Park Road and Glebe Road. There are no parking restrictions.



Figure 61: Blakehall Road

Table 18: Blakehall 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
210	42	41	98%	38	90%

Figure 62: Blakehall Road - Weekday Parking Stress and Duration of Stay

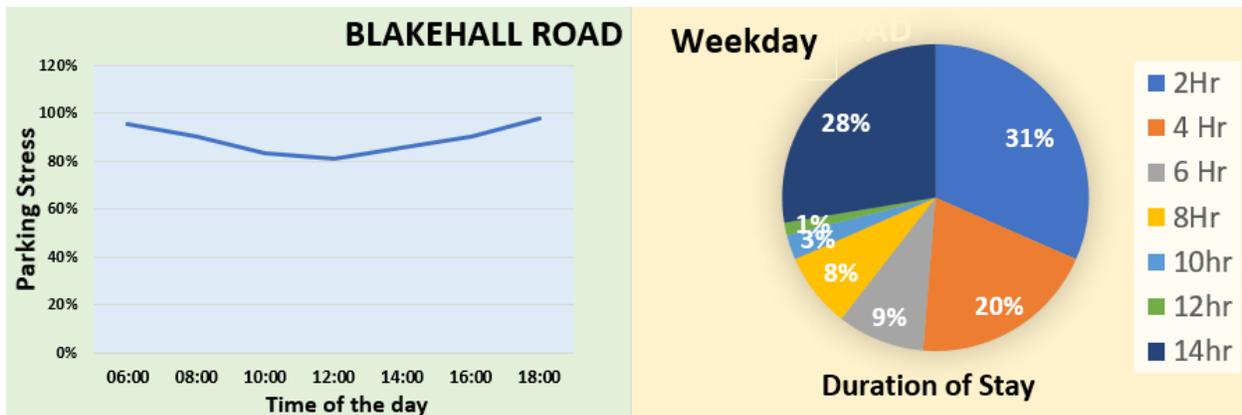
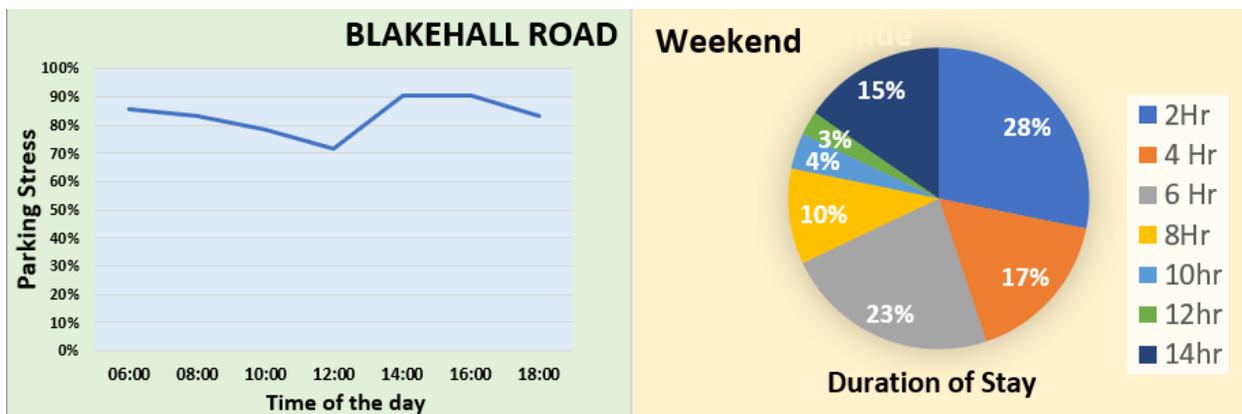


Figure 63: Blakehall Road - Weekend Parking Stress and Duration of Stay



### 5.3.3 Brookside

Brookside is a residential road running between Carshalton Place and The Square. There are no parking restrictions.



Table 19: Brookside - Parking Stress

Figure 64: Brookside

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	30	97%	47	90%

Figure 65: Brookside - Weekday Parking Stress and Duration of Stay

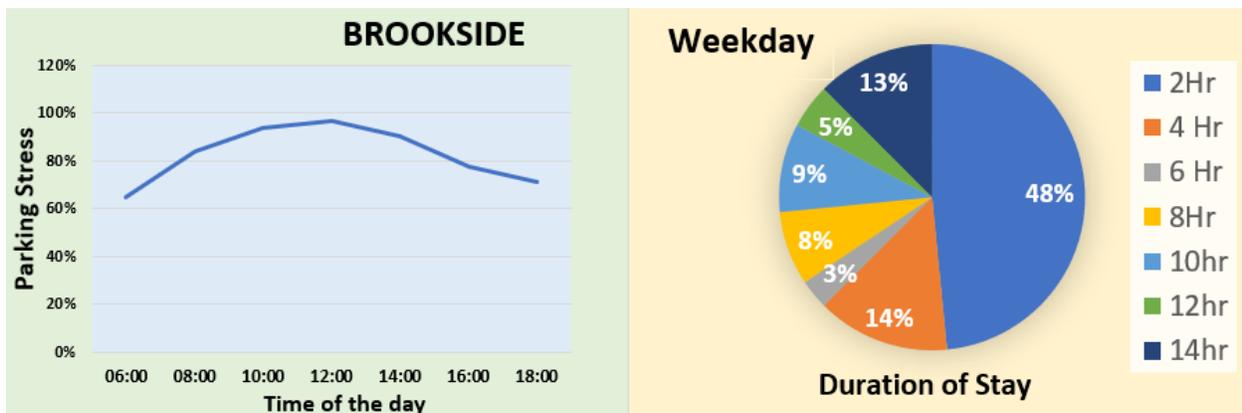
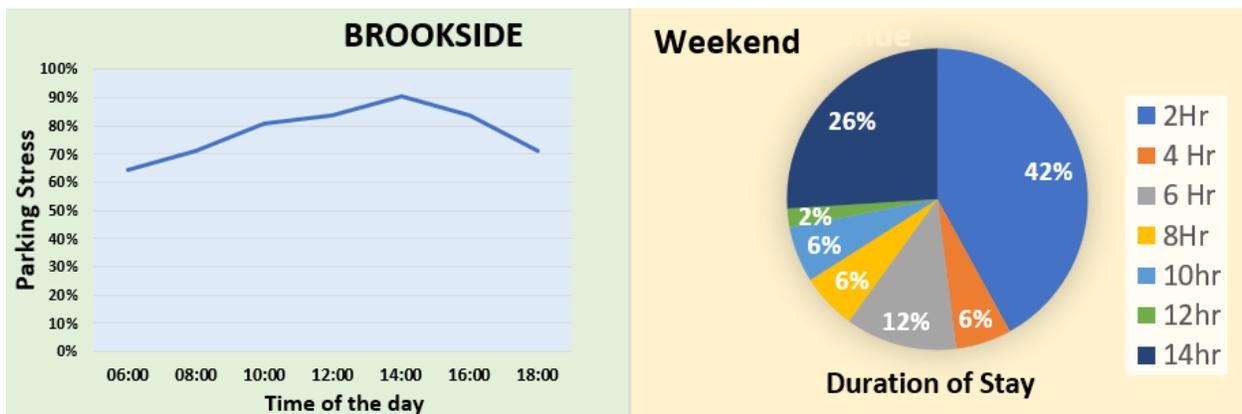


Figure 66: Brookside - Weekend Parking Stress and Duration of Stay



### 5.3.4 Carshalton Park Road



Carshalton Road is a residential road running between Carshalton Place and Benyon Road. There are no parking restrictions.

Figure 67: Carshalton Park Road

Table 20: Carshalton Park 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
485	97	86	89%	70	72%

Figure 68: Carshalton Park Road - Weekday Parking Stress and Duration of Stay

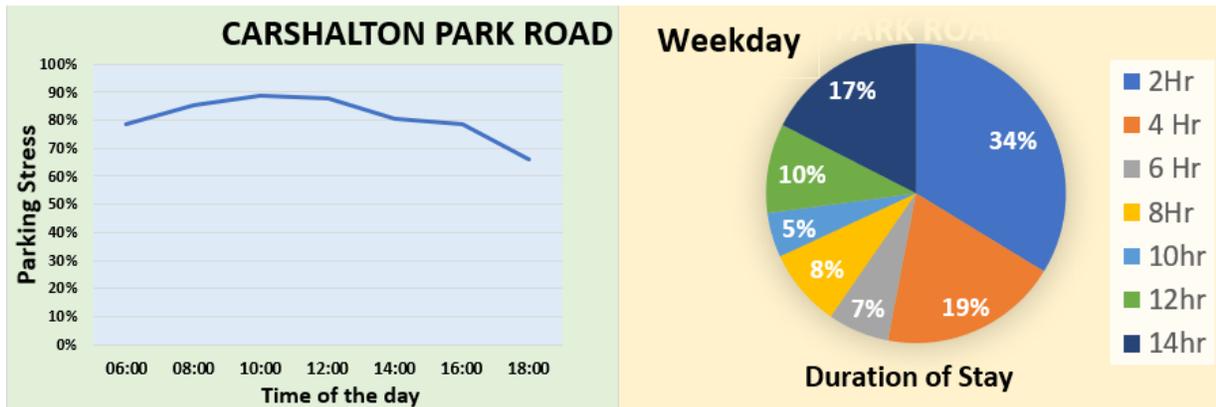
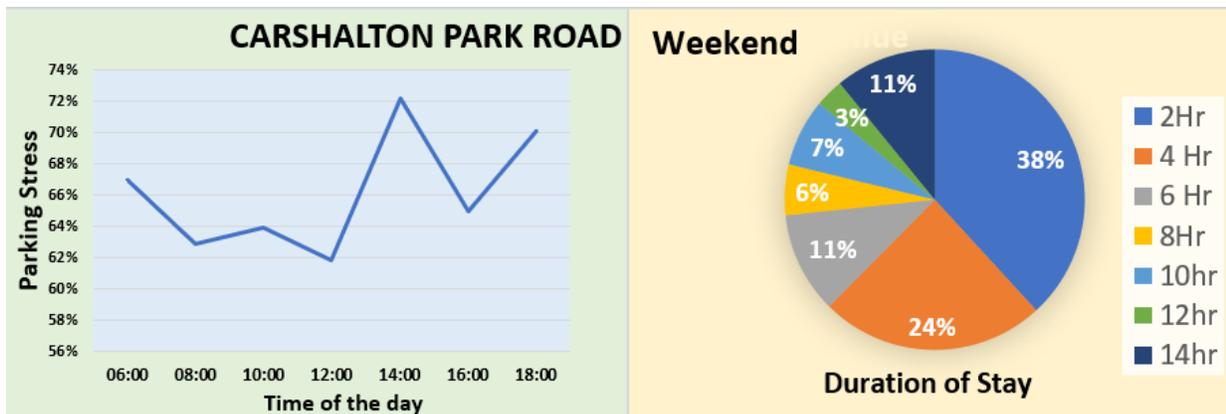


Figure 69: Carshalton Park Road - Weekend Parking Stress and Duration of Stay



### 5.3.5 Hill Road

Hill Road is a residential road running between Park Hill and Banstead Road. Any available parking is unrestricted.



Figure 70: Hill Road

Table 21: Hill 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
115	23	18	78%	22	48%

Figure 71: Hill Road - Weekday Parking Stress and Duration of Stay

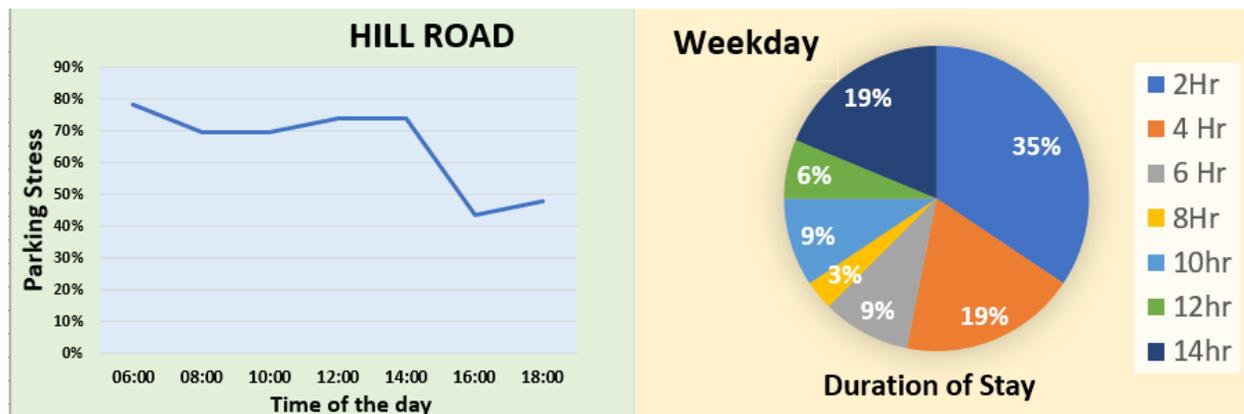
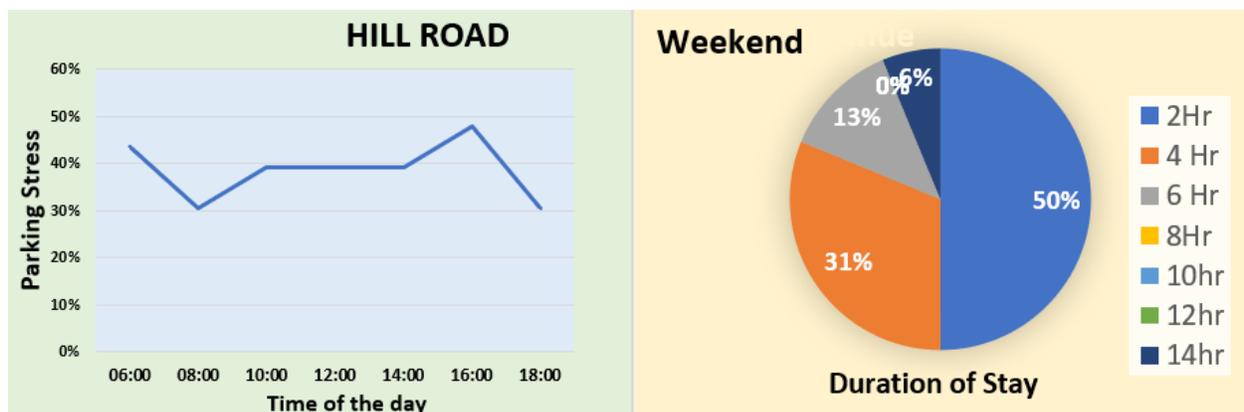


Figure 72: Hill Road - Weekend Parking Stress and Duration of Stay



### 5.3.6 Rotherfield Road



Rotherfield Road is a residential road running between Ruskin Road and High Street. There is a primary school with “Keep Clear” markings but all available parking is unrestricted.

Figure 73: Rotherfield Road

Table 22: Rotherfield 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
145	29	41	141%	68	162%

Figure 74: Rotherfield Road - Weekday Parking Stress and Duration of Stay

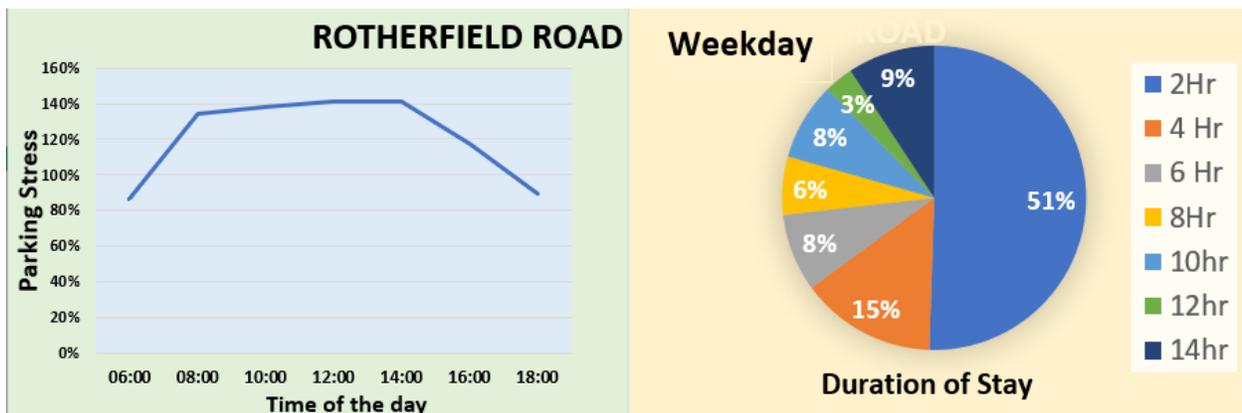
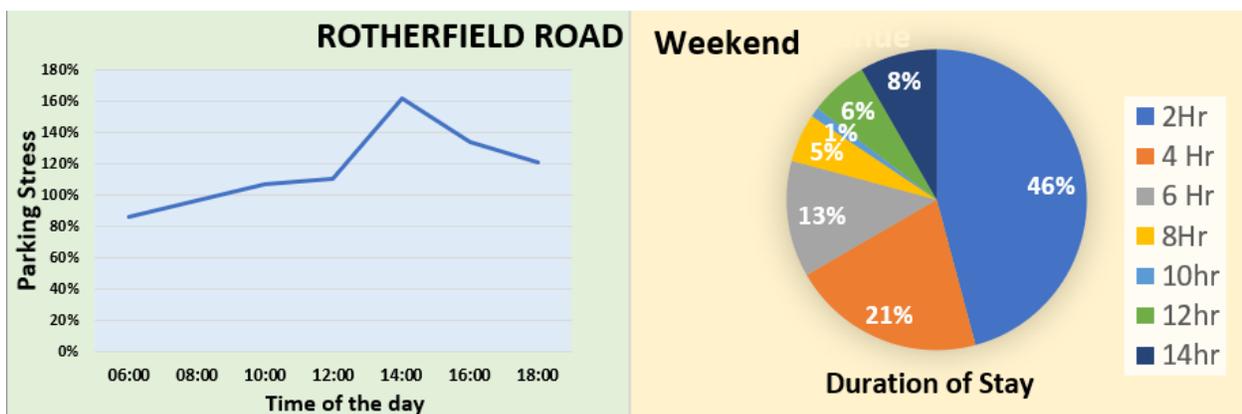


Figure 75: Rotherfield Road - Weekend Parking Stress and Duration of Stay



### 5.3.7 Talbot Road

Talbot Road is a residential road running between Rotherfield Road and Cator Road. All available parking is unrestricted.



Figure 76: Talbot Road

Table 23: Talbot 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
350	70	70	100%	63	67%

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

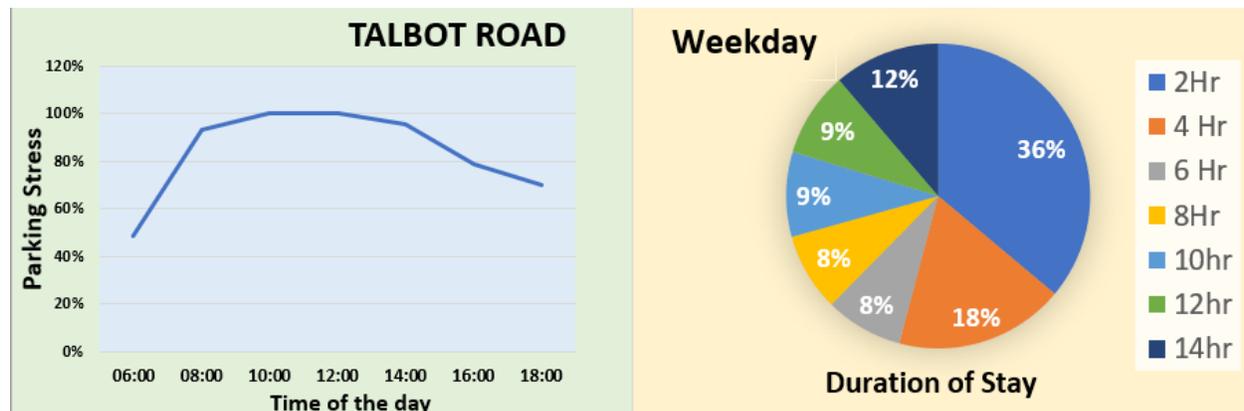
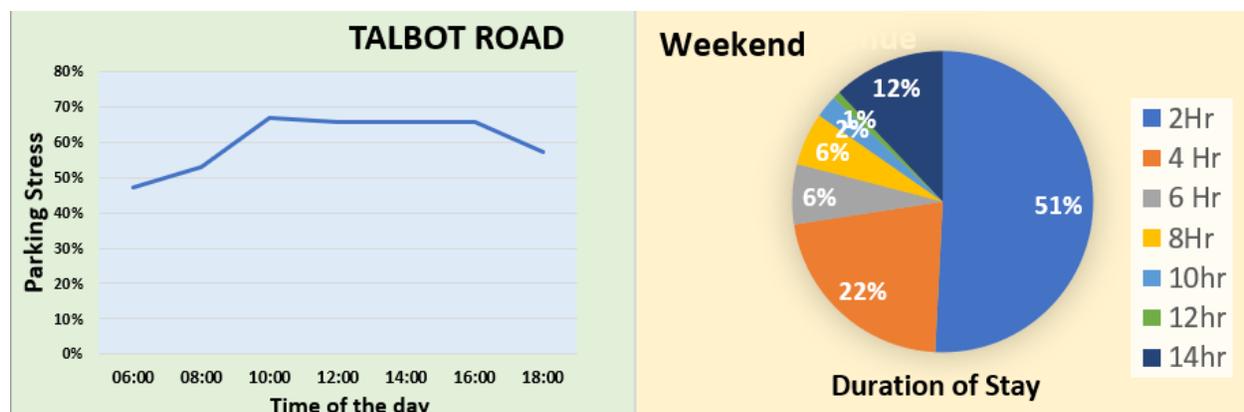


Figure 78: Talbot Road - Weekend Parking Stress and Duration of Stay



### 5.3.8 Wallace Crescent

Wallace Crescent is a residential road running between Benyon Road and Pound Street. It includes an offshoot with the same name. All available parking is unrestricted



Figure 79: Wallace Crescent

Table 24: Wallace 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
385	77	85	110%	80	104%

Figure 80: Wallace Crescent - Weekday Parking Stress and Duration of Stay

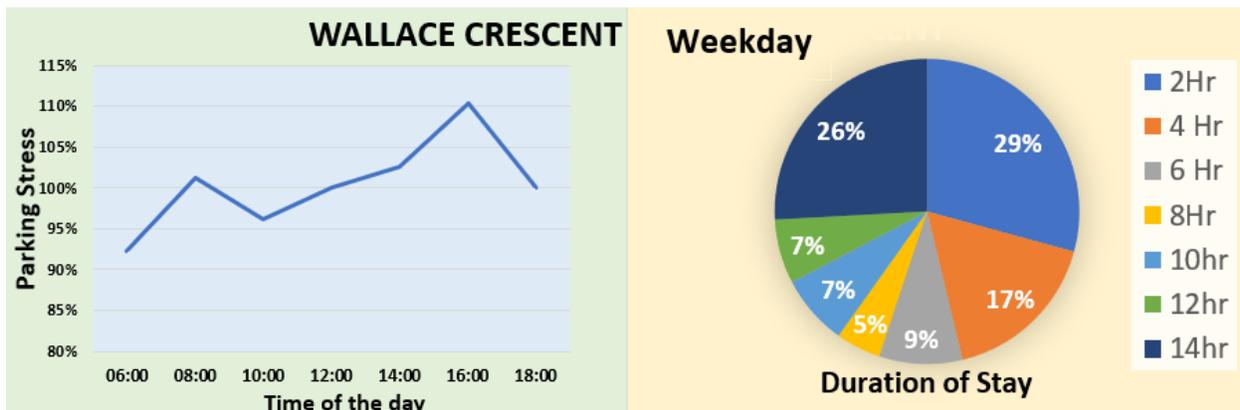
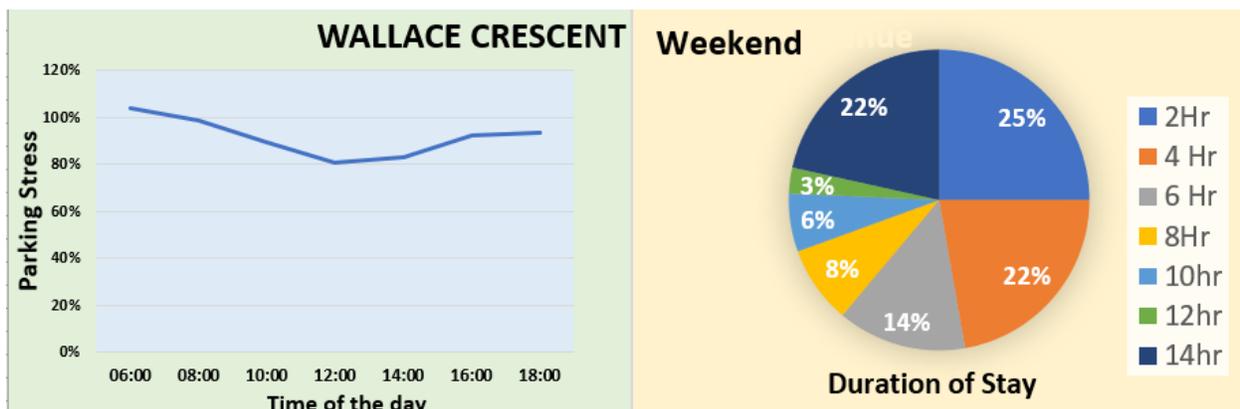


Figure 81: Wallace Crescent - Weekend Parking Stress and Duration of Stay



### 5.3.9 Wilmot Road

Wilmot Road is a cul de sac off Pound Street running behind a parade of shops (with flats above). There is one Red Route parking bay, but other parking is unrestricted.



Figure 82: Wilmot Road

Table 25: Wilmot 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	7	50%	40	57%

Figure 83: Wilmot Road - Weekday Parking Stress and Duration of Stay

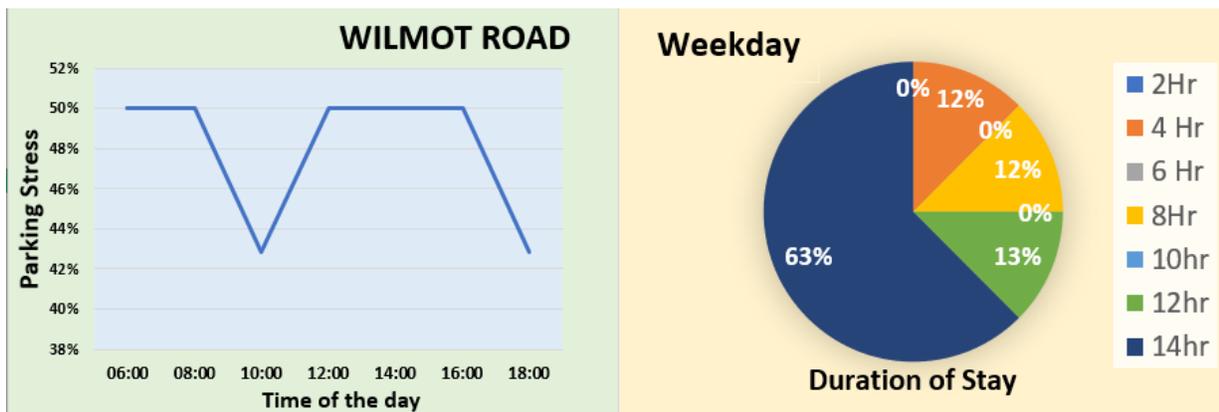
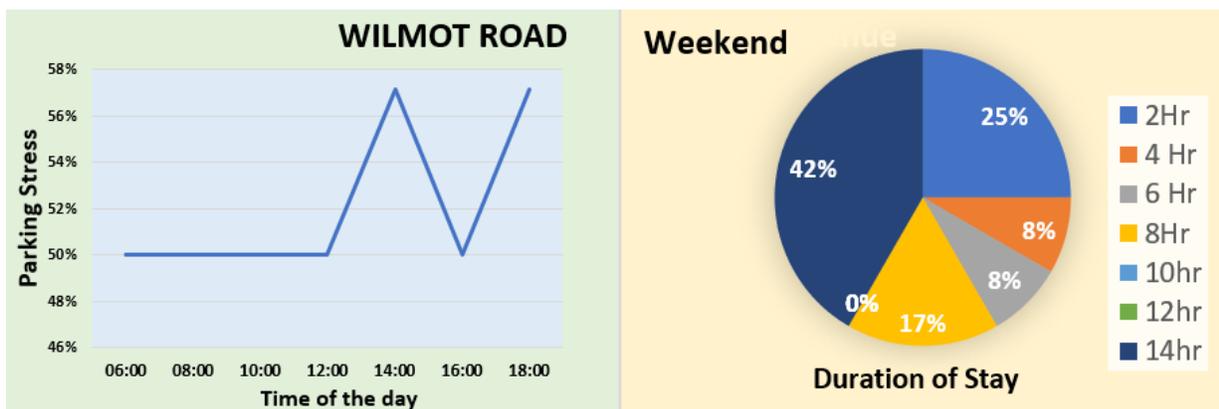
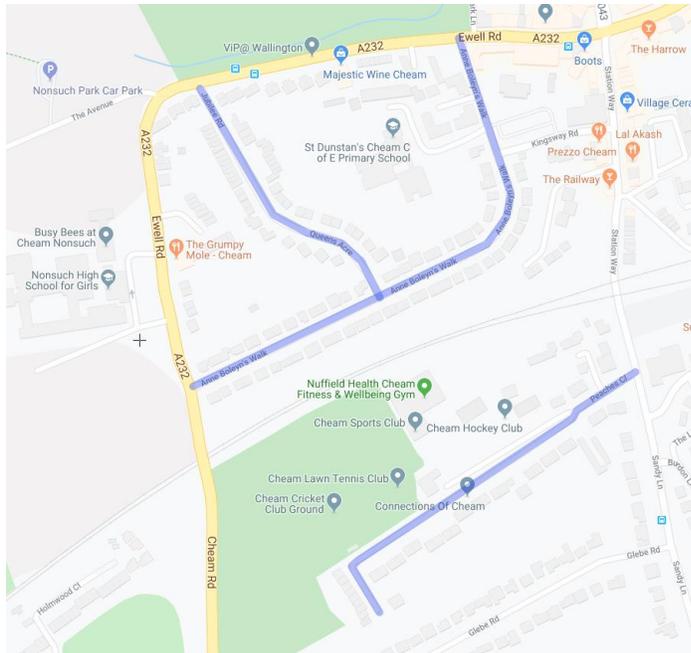


Figure 84: Wilmot Road - Weekend Parking Stress and Duration of Stay



## 5.4 CHEAM



Four roads were surveyed in Cheam. They were surveyed on a weekday (Wednesday 18 September 2019) and on a weekend (Saturday 21 September 2019). The following charts illustrate the parking stress and duration of stay for the selected roads in this ward.

Figure 85: Cheam - Map of surveyed Roads

Figure 86: Cheam– Weekday Parking Stress

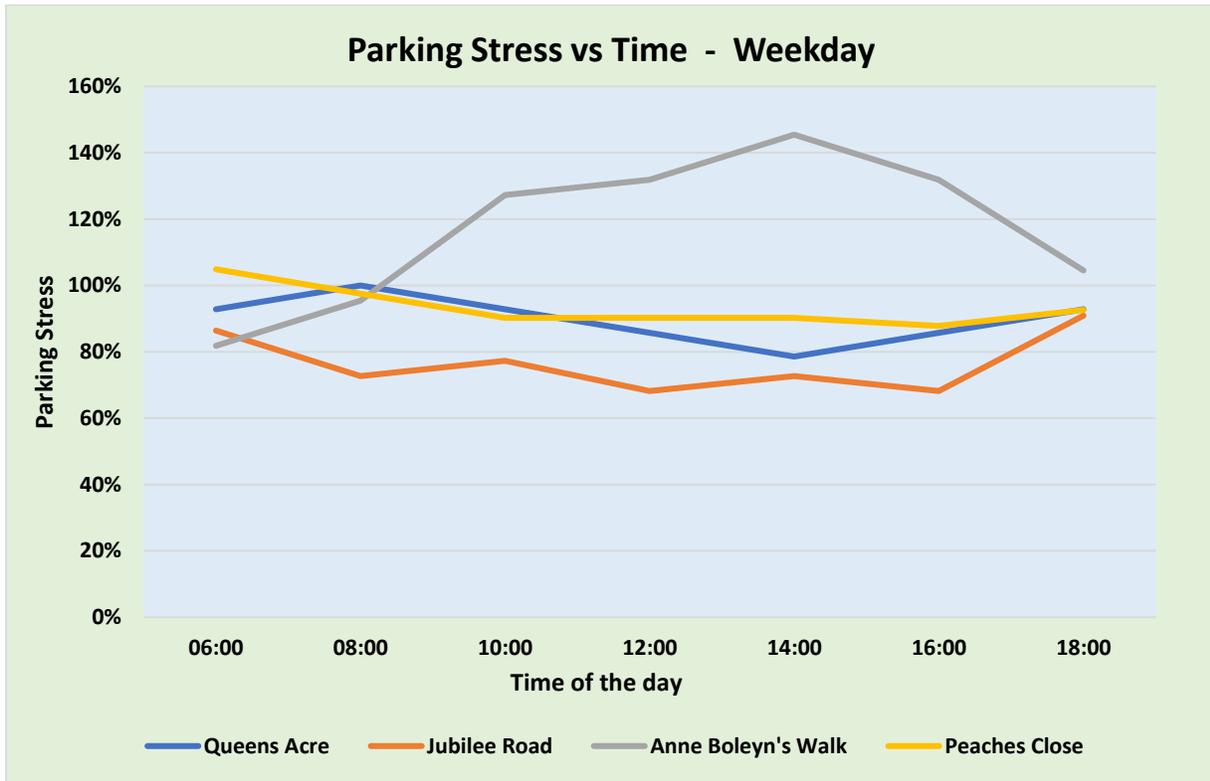


Figure 87: Cheam- Weekday Duration of Stay

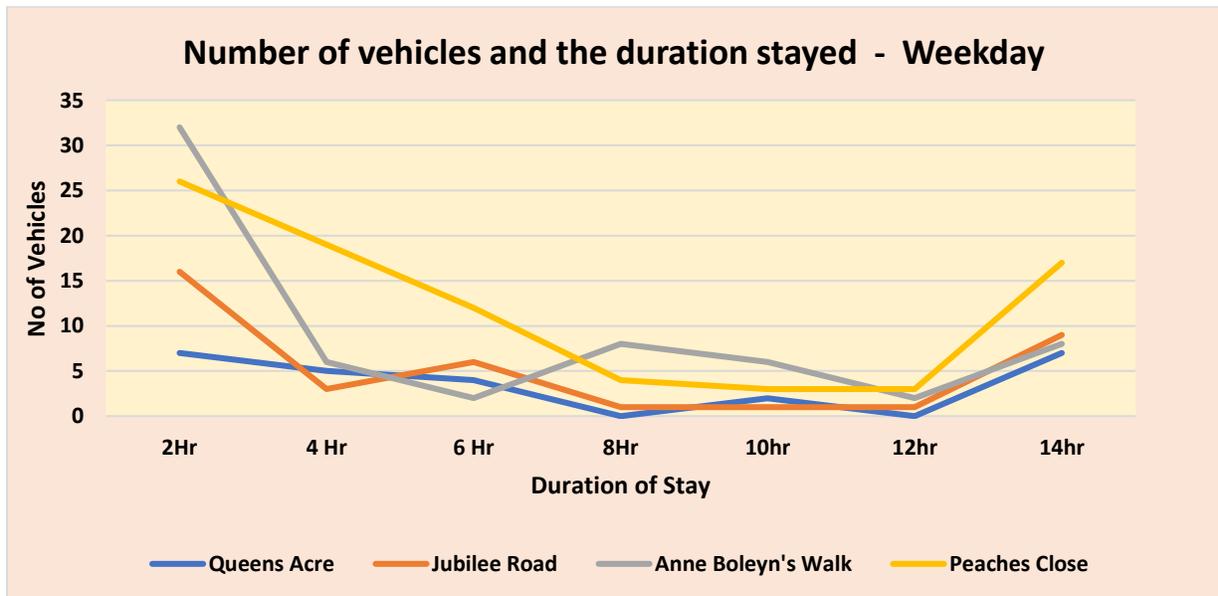


Figure 88: Cheam - Weekend Parking Stress

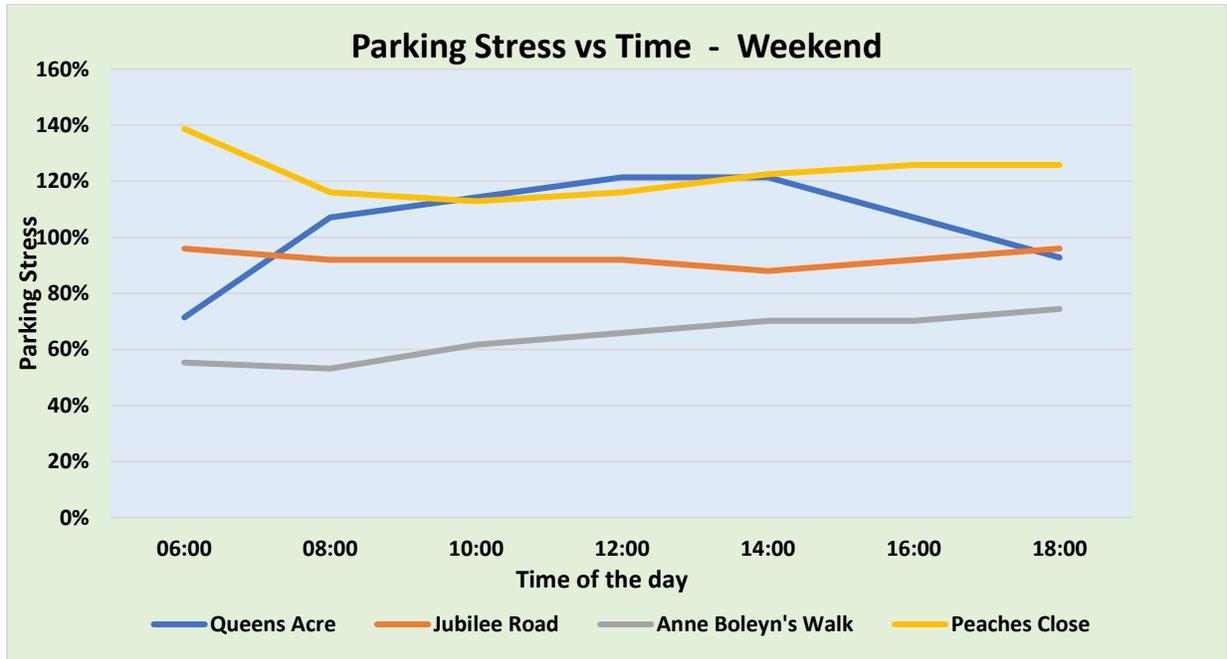
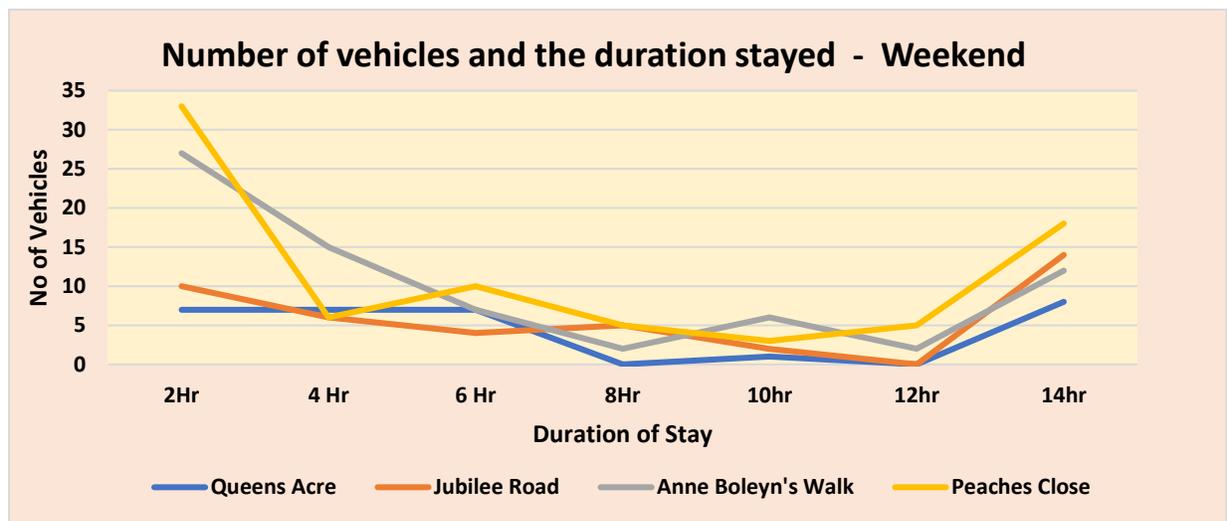


Figure 89: Cheam - Weekend Duration of Stay



### 5.4.1 Queens Acre

Queens Acre is a residential road starting at Ann Boleyn’s Walk and running in to Jubilee Road. All available parking is unrestricted, subject to an hour each weekday morning



Table 26: Queens Acre - Parking Stress

Figure 91: Queens Acre - Weekday Parking Stress and Duration of Stay

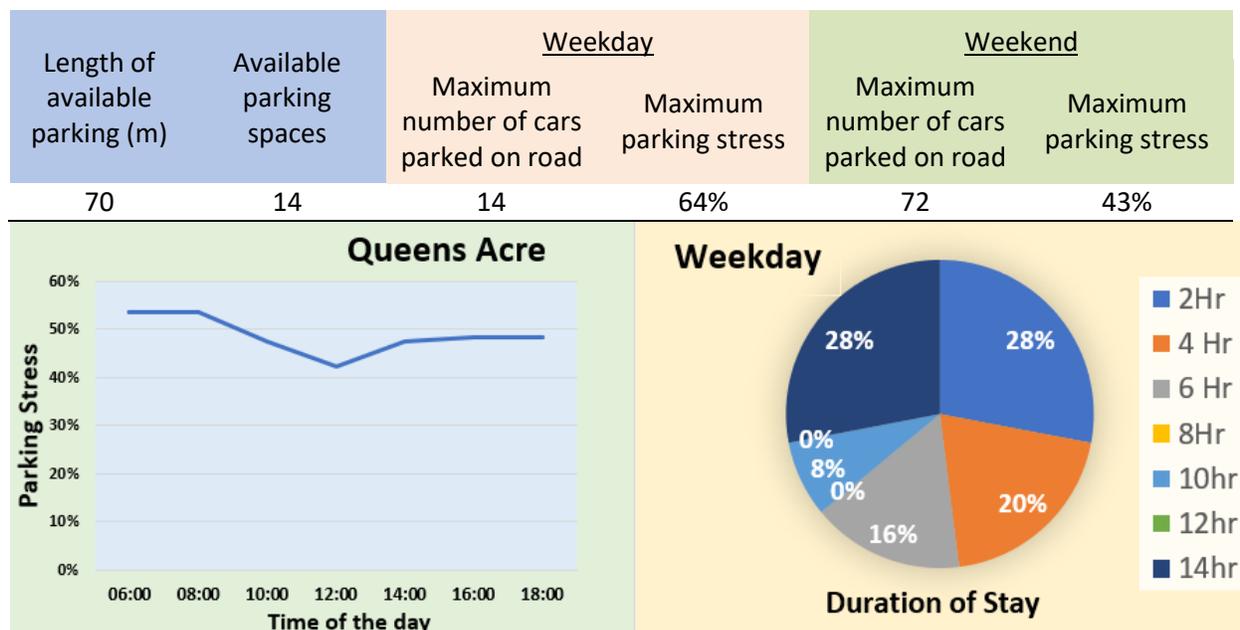
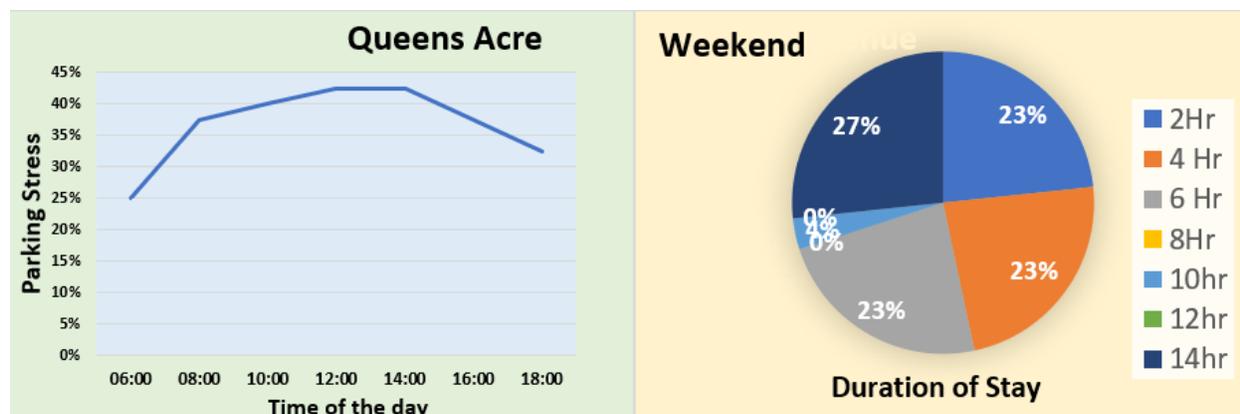


Figure 92: Queens Acre - Weekend Parking Stress and Duration of Stay



5.4.2 Jubilee Road



Figure 93: Jubilee Road

Jubilee Road is a residential road starting at Ewell Road and running in to Queens Acre. All available parking is unrestricted, subject to an hour each weekday morning

Table 27: Jubilee 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
110	22	20	91%	24	96%

Figure 94: Jubilee Road - Weekday Parking Stress and Duration of Stay

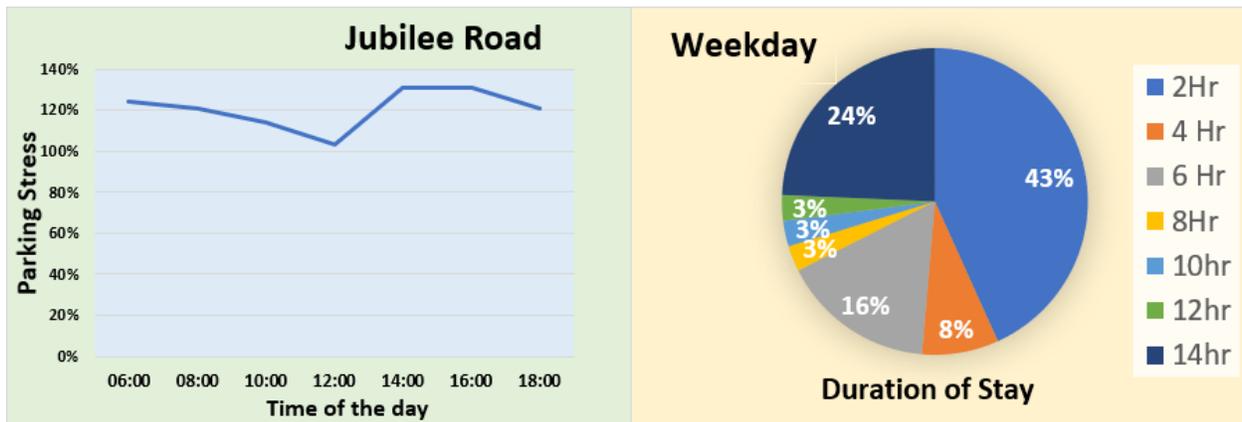
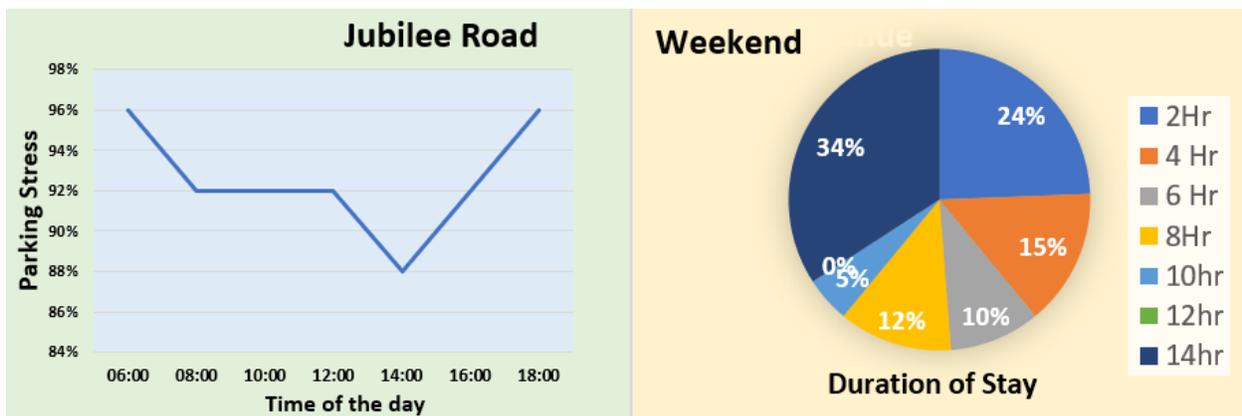


Figure 95: Jubilee Road - Weekend Parking Stress and Duration of Stay



### 5.4.3 Anne Boleyn's Walk

Anne Boleyn's Walk is a residential road running between two arms of Ewell Road



Figure 96: Anne Boleyn's Walk

Table 28: Anne Boleyn's 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
110	22	32	145%	35	73%

Figure 97: Anne Boleyn's Walk I - Weekday Parking Stress and Duration of Stay

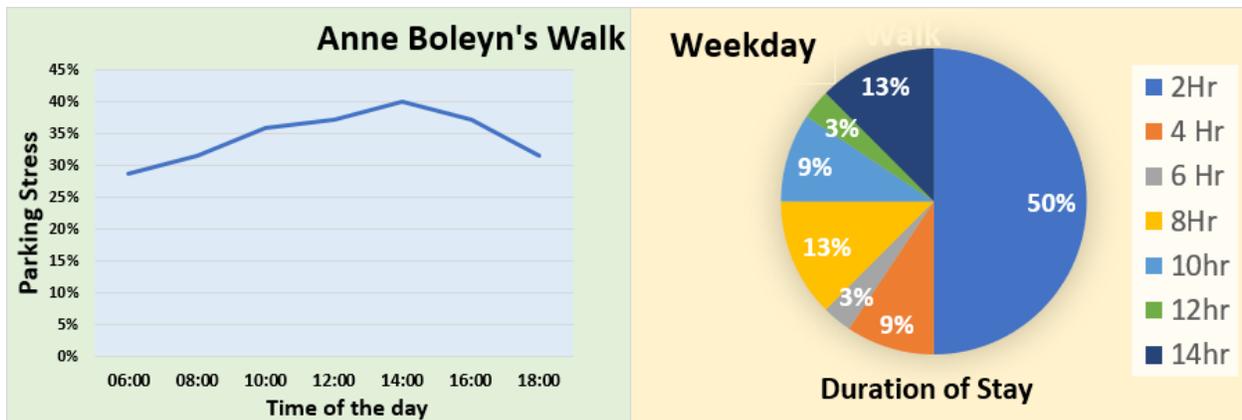
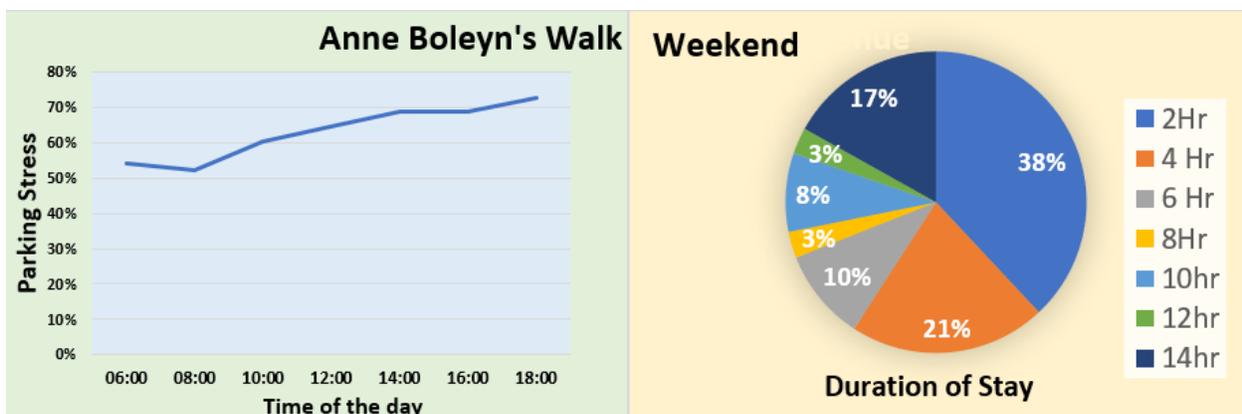


Figure 98: Anne Boleyn's Walk - Weekend Parking Stress and Duration of Stay



### 5.4.4 Peaches Close

Peaches Close is a, mostly narrow road (cul de sac) off Station Way



Figure 99: Peaches Close

Table 29: Peaches 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
205	41	43	110%	43	80%

Figure 100: Peaches Close - Weekday Parking Stress and Duration of Stay

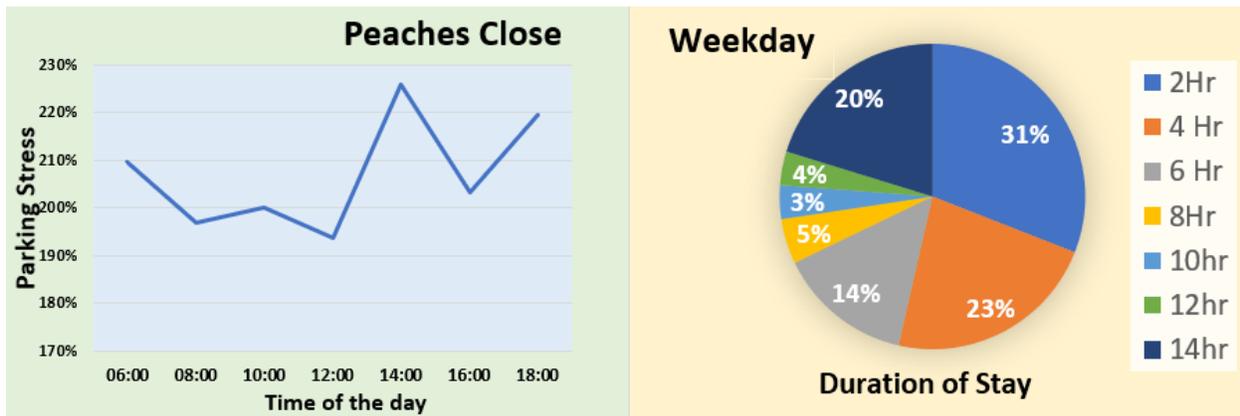
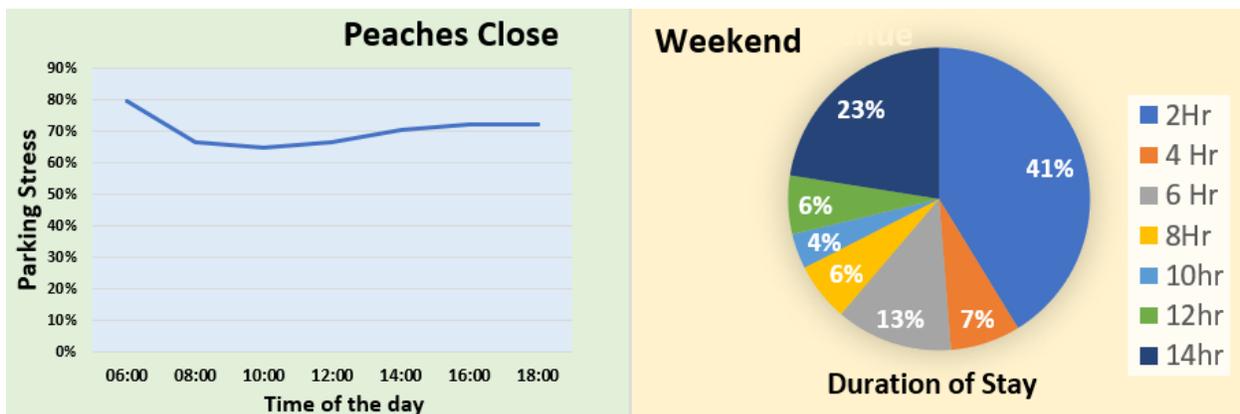


Figure 101: Peaches Close - Weekend Parking Stress and Duration of Stay



## 6 APPENDIX A

Lodon Borough of Sutton  
 Parking stress Assessment  
 Results of Parking Beats Surveys 17 September - 28 September 2019

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		
Avenue Road	Belmont	21	105	17	81%	31	###	26	124%	24	114%	35	167%	20	95%	18	86%		
Cotswold Road	Belmont	49	245	21	43%	18	37%	18	37%	16	33%	12	24%	15	31%	29	59%		
Belmont Road	Belmont	58	290	47	81%	42	72%	43	74%	43	74%	43	74%	41	71%	47	81%		
Chiltern Road	Belmont	39	195	3	8%	7	18%	7	18%	5	13%	5	13%	7	18%	10	26%		
Queens Road	Belmont	47	235	30	64%	29	62%	43	91%	43	91%	45	96%	40	85%	22	47%		
The Crescent	Belmont	41	205	13	32%	24	59%	24	59%	25	61%	27	66%	29	71%	27	66%		
Station Road	Belmont	40	200	36	90%	35	88%	41	103%	38	95%	37	93%	34	85%	33	83%		
Gordon Road	Carshalton and Clockhou	84	420	77	92%	87	###	91	108%	92	110%	100	119%	93	111%	96	114%		
Waverley Way	Carshalton and Clockhou	13	65	14	###	12	92%	15	115%	18	138%	16	123%	17	131%	12	92%		
Barrow Hedges Way	Carshalton and Clockhou	39	195	20	51%	19	49%	21	54%	21	54%	19	49%	18	46%	19	49%		
Sussex Road	Carshalton and Clockhou	38	190	21	55%	20	53%	23	61%	27	71%	30	79%	22	58%	21	55%		
Warnham Court Road	Carshalton and Clockhou	73	365	26	36%	28	38%	40	55%	39	53%	42	58%	27	37%	28	38%		
Northwood Road	Carshalton and Clockhou	31	155	12	39%	11	35%	9	29%	8	26%	11	35%	12	39%	13	42%		
Anglesey Gardens	Carshalton and Clockhou	61	305	19	31%	14	23%	20	33%	17	28%	16	26%	17	28%	19	31%		
Banstead Road	Carshalton Central	80	400	42	53%	49	61%	54	68%	52	65%	50	63%	47	59%	45	56%		
Blakehall Road	Carshalton Central	42	210	40	95%	38	90%	35	83%	34	81%	36	86%	38	90%	41	98%		
Brookside	Carshalton Central	31	155	20	65%	26	84%	29	94%	30	97%	28	90%	24	77%	22	71%		
Carshalton Park Road	Carshalton Central	97	485	76	78%	83	86%	86	89%	85	88%	78	80%	76	78%	64	66%		
Hill Road	Carshalton Central	23	115	18	78%	16	70%	16	70%	17	74%	17	74%	10	43%	11	48%		
Rotherfield Road	Carshalton Central	29	145	25	86%	39	###	40	138%	41	141%	41	141%	34	117%	26	90%		
Talbot Road	Carshalton Central	70	350	34	49%	65	93%	70	100%	70	100%	67	96%	55	79%	49	70%		
Wallace Crescent	Carshalton Central	77	385	71	92%	78	101%	74	96%	77	100%	79	103%	85	110%	77	100%		
Wilmot Road	Carshalton Central	14	70	7	50%	7	50%	6	43%	7	50%	7	50%	7	50%	6	43%		
Queens Acre	Cheam	14	70	13	59%	14	64%	13	59%	12	55%	11	50%	12	55%	13	59%		
Jubilee Road	Cheam	22	110	19	86%	16	73%	17	77%	15	68%	16	73%	15	68%	20	91%		
Anne Boleyn's Walk	Cheam	22	110	18	82%	21	95%	28	127%	29	132%	32	145%	29	132%	23	105%		
Peaches Close	Cheam	41	205	43	110%	40	###	37	95%	37	95%	37	95%	36	92%	38	97%		

Lodon Borough of Sutton  
 Parking stress Assessment  
 Results of Parking Beats Surveys 17 September - 28 September 2019

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
Avenue Road	Belmont	21	105	39	4	2	2	8	7	4
Cotswold Road	Belmont	49	245	25	5	4	2	0	3	8
Belmont Road	Belmont	58	290	35	20	10	11	3	5	16
Chiltern Road	Belmont	39	195	5	5	3	2	0	2	0
Queens Road	Belmont	47	235	17	16	7	11	5	6	11
The Crescent	Belmont	41	205	89	12	6	1	0	1	4
Station Road	Belmont	40	200	44	15	3	9	8	3	11
Gordon Road	Carshalton and Clockhouse	84	420	115	25	21	14	11	11	33
Waverley Way	Carshalton and Clockhouse	13	65	25	3	2	0	1	1	8
Barrow Hedges Way	Carshalton and Clockhouse	39	195	13	2	1	2	0	3	13
Sussex Road	Carshalton and Clockhouse	38	190	20	8	2	5	7	3	7
Warnham Court Road	Carshalton and Clockhouse	73	365	27	5	4	9	9	5	10
Northwood Road	Carshalton and Clockhouse	31	155	11	5	2	1	1	2	4
Anglesey Gardens	Carshalton and Clockhouse	61	305	27	10	5	1	2	3	4
Banstead Road	Carshalton Central	80	400	50	21	7	7	6	7	18
Blakehall Road	Carshalton Central	42	210	24	15	7	6	2	1	21
Brookside	Carshalton Central	31	155	31	9	2	5	6	3	8
Carshalton Park Road	Carshalton Central	97	485	56	32	11	14	8	16	29
Hill Road	Carshalton Central	23	115	11	6	3	1	3	2	6
Rotherfield Road	Carshalton Central	29	145	49	14	8	6	8	3	9
Talbot Road	Carshalton Central	70	350	48	24	11	11	12	12	15
Wallace Crescent	Carshalton Central	77	385	43	25	13	7	11	10	38
Wilmot Road	Carshalton Central	14	70	0	1	0	1	0	1	5
Queens Acre	Cheam	14	70	7	5	4	0	2	0	7
Jubilee Road	Cheam	22	110	16	3	6	1	1	1	9
Anne Boleyn's Walk	Cheam	22	110	32	6	2	8	6	2	8
Peaches Close	Cheam	41	205	26	19	12	4	3	3	17







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