

London Borough of Merton

# Parking Surveys in Wimbledon and Morden

August 2012

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Technical Report

# Parking Surveys in Wimbledon and Morden

## Technical Report

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July 2012

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# 1 Introduction

## 1.1 Background

1.1.1 Vincent Knight were commissioned by Merton Council to undertake a study into the current levels of parking activity in Wimbledon and Morden town centres.

1.1.2 An on-street survey covered all 'paid for' bays in Wimbledon's parking zones W1-W4 and 4F, whilst off-street surveys covered eight car parks in Wimbledon and six car parks in Morden. The on street study area is shown in Fig 1.1, and the car park locations for Wimbledon and Morden shown in Figs 1.2 and 1.3.

**Figure 1.1: On Street Survey Coverage**

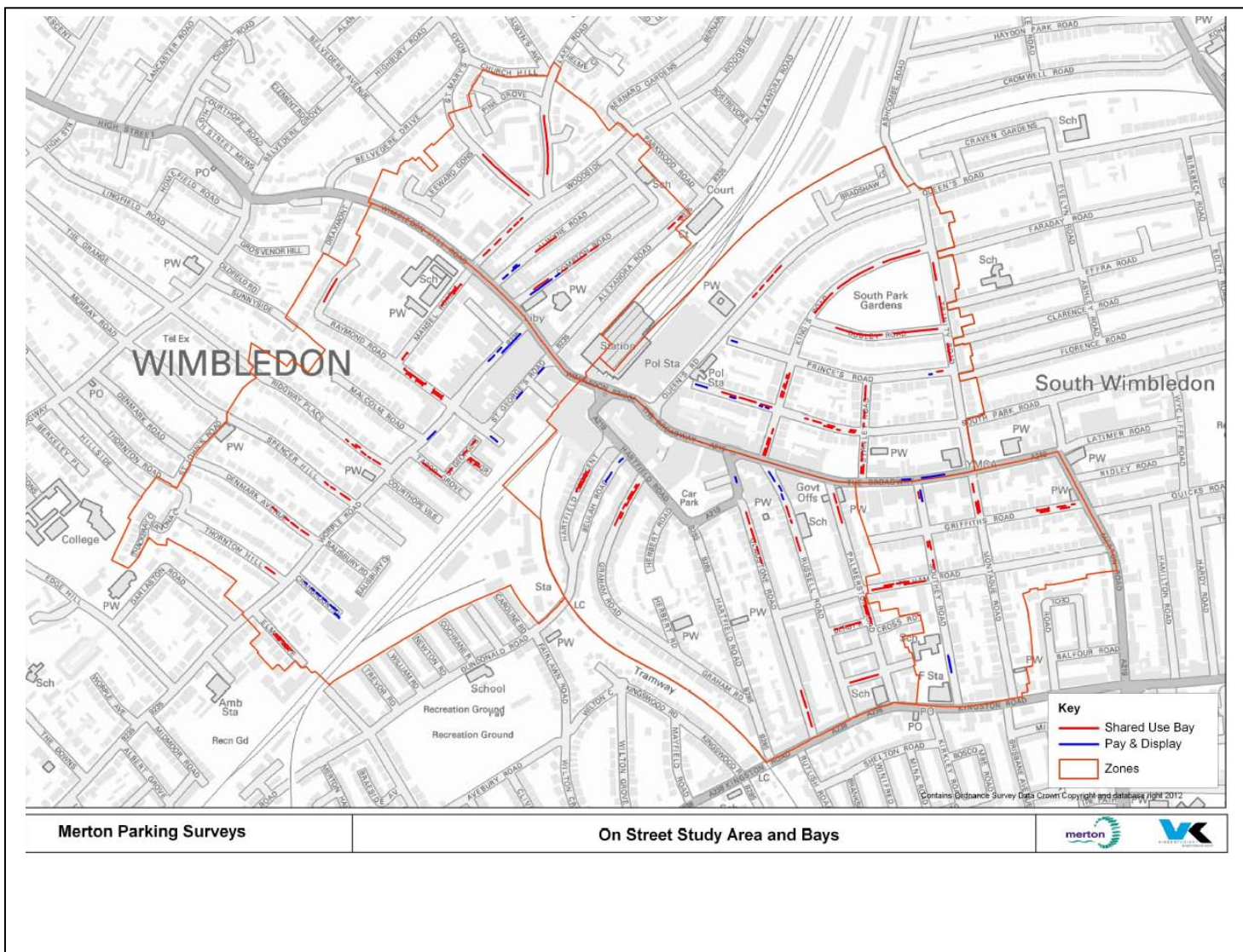
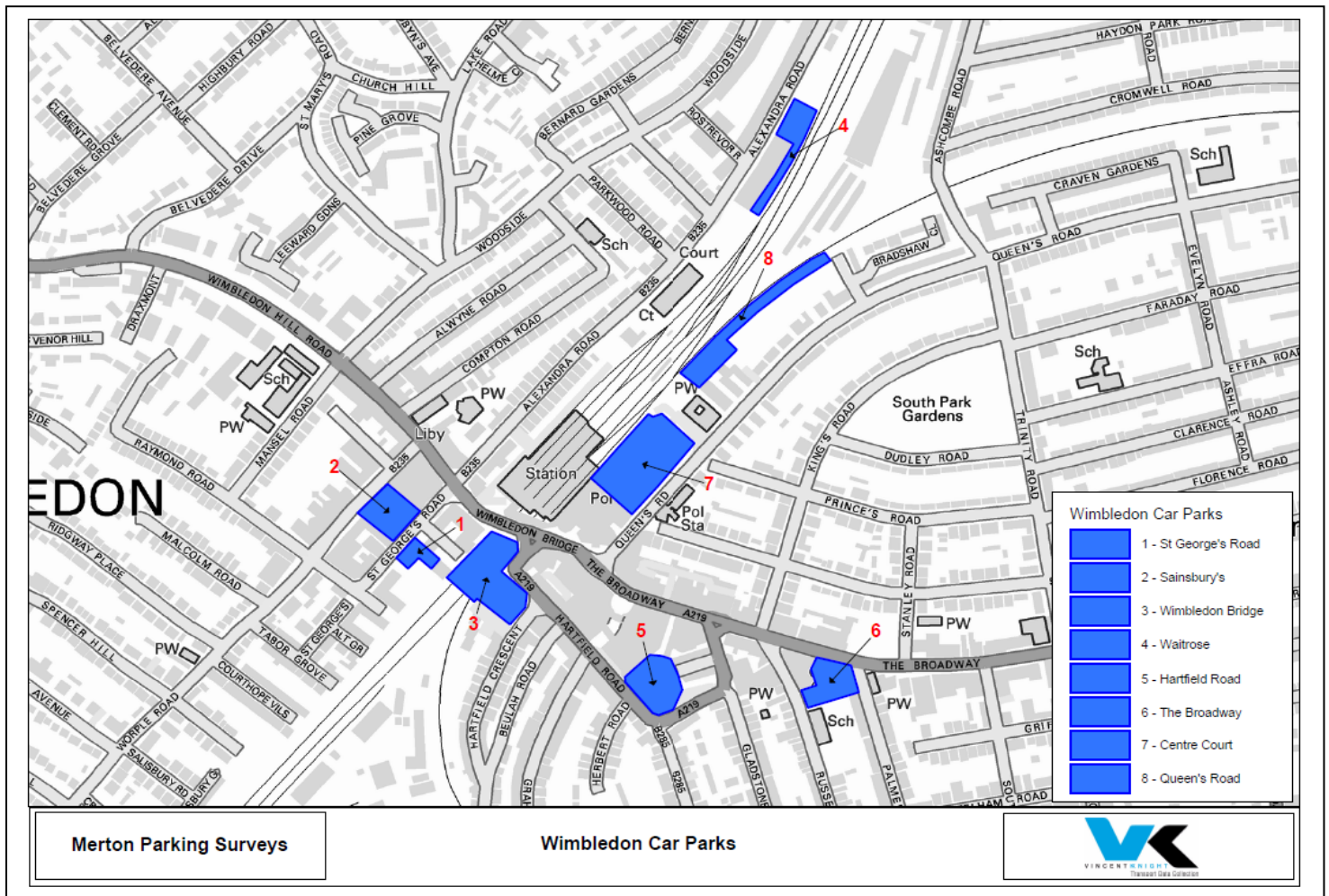
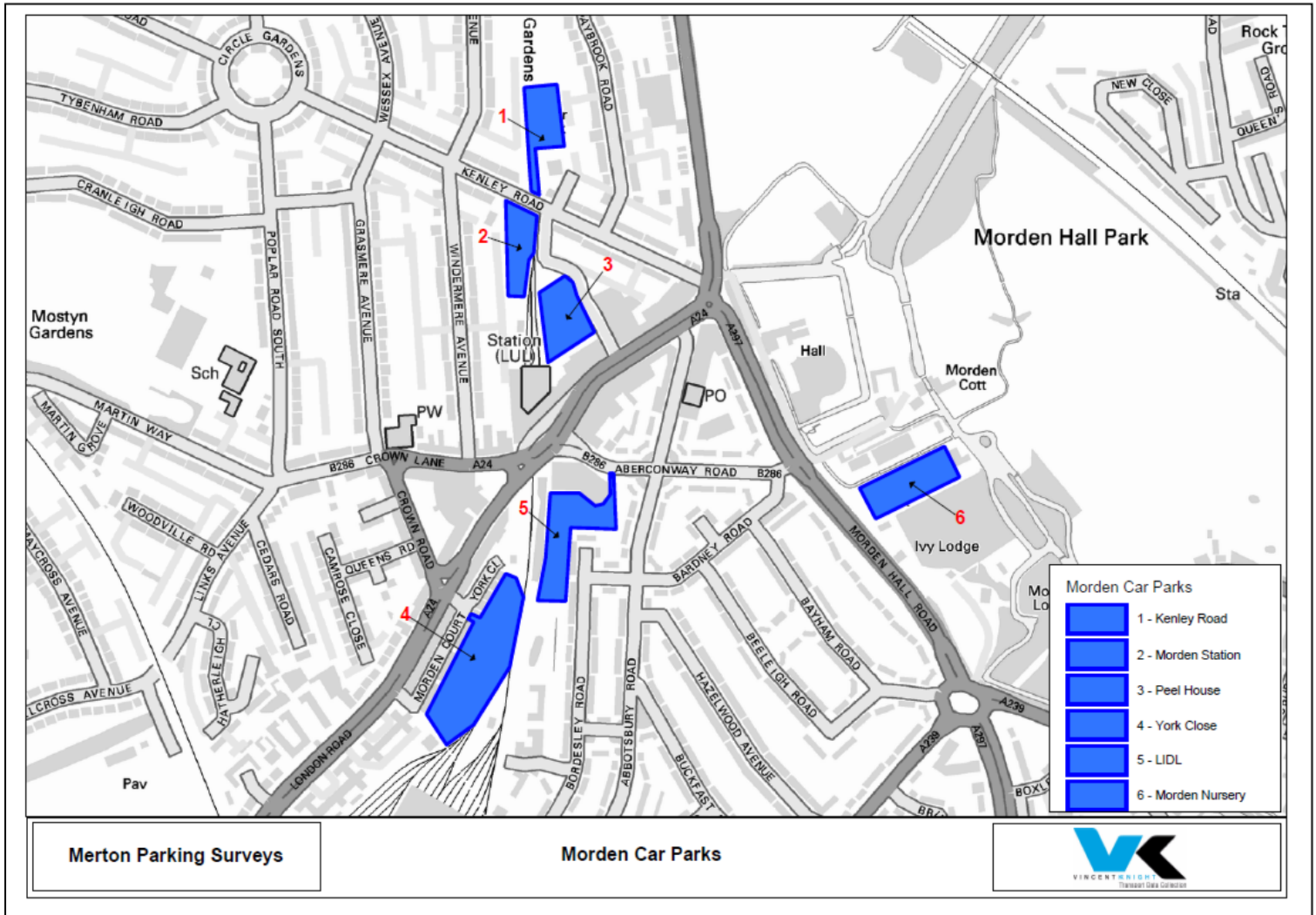




Figure 1.2: Plan of Wimbledon Car Parks



**Figure 1.3: Plan of Morden Car Parks**



1.1.3 These surveys are required to provide Merton Council with a robust dataset to aid with the development of its Sites and Policies Development Plan. The main aim is to gain a greater understanding of parking demand, it's location, capacity, occupancy levels and duration of stay.

1.2 This Report

1.2.1 This report is set out as follows:

- Section 2 outlines the method used and any observations made during the survey.
- Section 3 details and summarises the findings of the results, and makes further observations and conclusions.



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## 2 Method and Observations

### 2.1 Method – Car Park Surveys

2.1.1 Of the fourteen car parks in the study area, seven were surveyed with ANPR, five with HD cameras, and two manually.

2.1.2 The car parks surveyed using ANPR were;

- St George's Road (exit)
- Hartfield Road
- Centre Court
- Kenley Road
- Morden Station
- Peel House
- LIDL/Iceland
- Morden Nursery

2.1.3 The car parks surveyed using HD were;

- St George's Road (entry)
- Sainsbury's
- Wimbledon Bridge
- Waitrose
- Queens Road

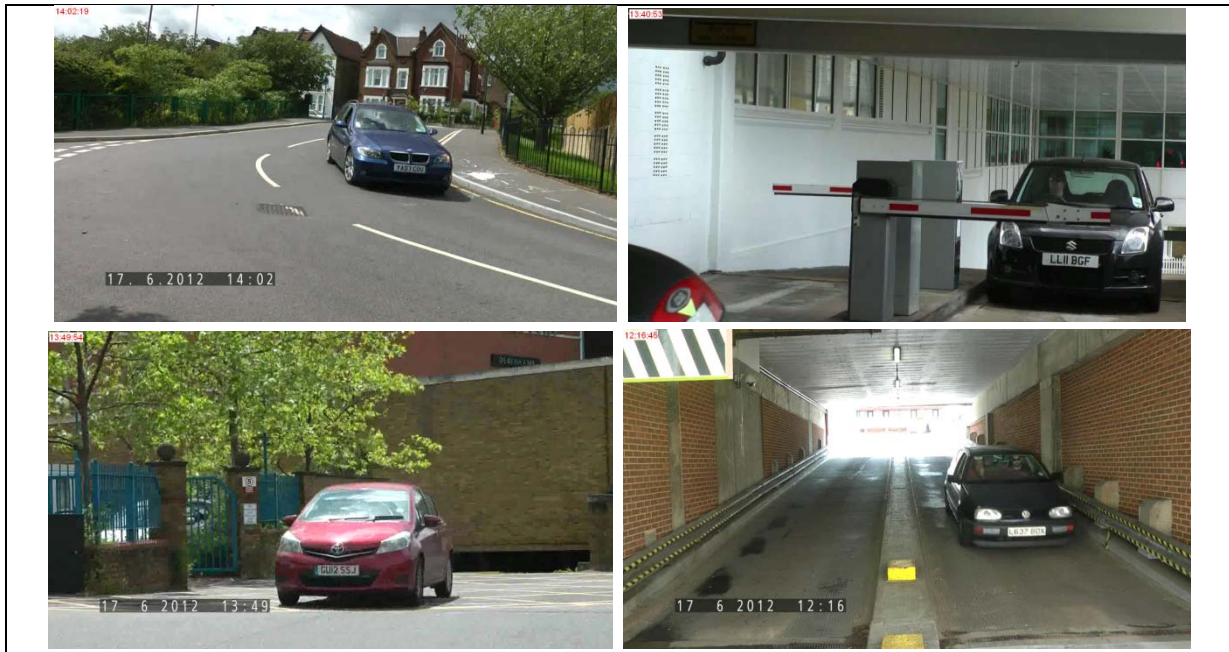
2.1.4 The car parks surveyed manually were;

- York Close
- The Broadway

2.1.5 At the car parks surveyed with ANPR, VK conducted reconnaissance before the survey to ensure there was sufficient street furniture to which to attach our cameras. The cameras were then set up before the beginning of the survey, and the registrations plates of all vehicles already parked were recorded. Similarly, when the cameras were removed after the survey, the registration plates of all vehicles remaining in the car park were recorded. This recording of plates ensures all vehicles using the car parks would be matched.

2.1.6 Figure 2.6 shows examples of the cameras angles used to capture registration plates at the car parks surveyed using HD cameras. As above, the registration plates of vehicles in the car the park before and after the survey were recorded. The HD cameras were positioned so to ensure surveyors safety, and that all registration plates were clear to see and easy to record back in the office.

**Figure 2.1: Examples of HD camera views**



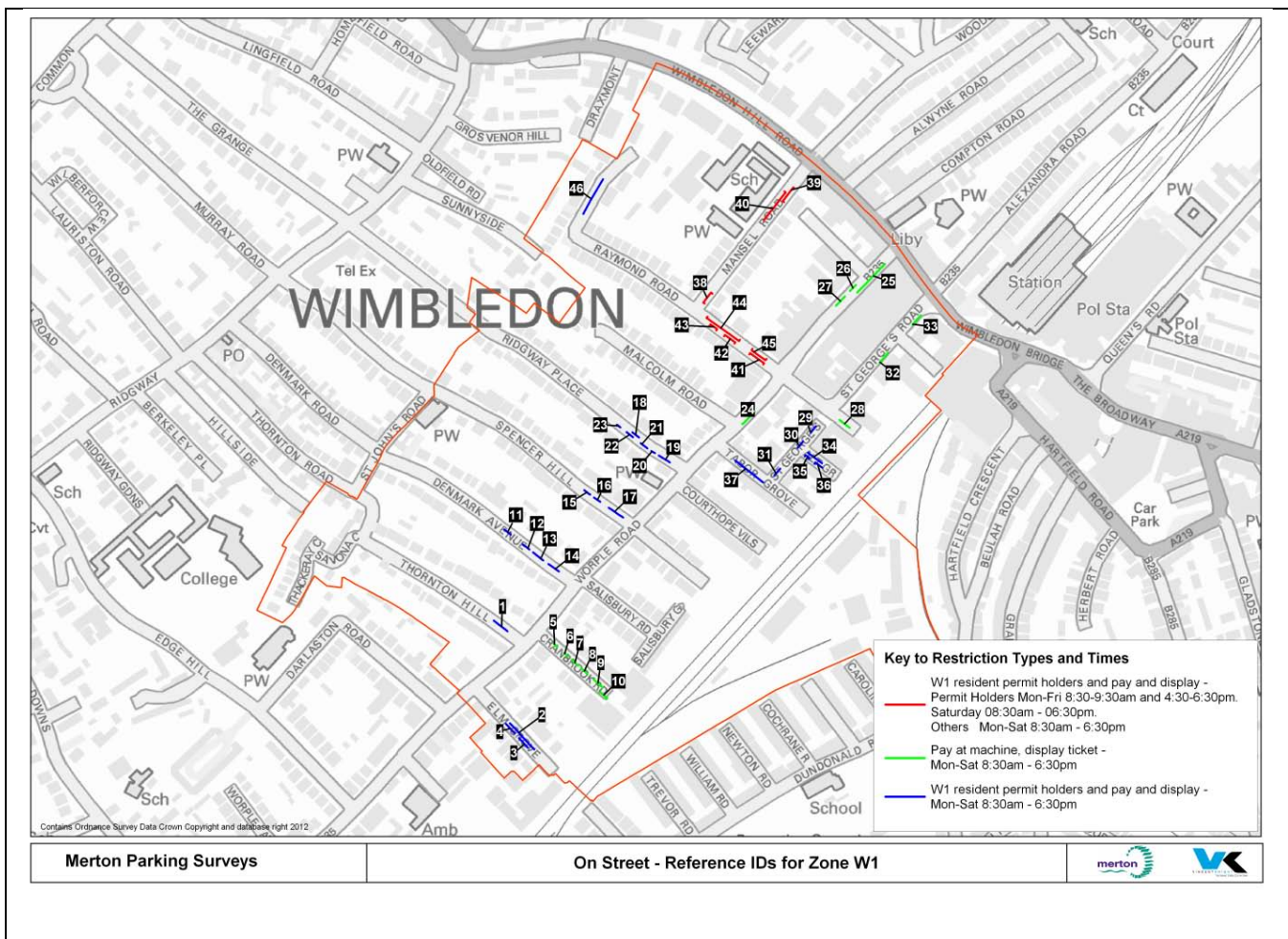
- 2.1.7 Due to the unique nature of each car park, there were some instances where further surveying away from the normal recording of vehicles 'in and out' of the car park was required, and these are detailed below.
- 2.1.8 Centre Court and Queens Road car park share an entrance and exit, with Queens Road being an additional area of surface parking outside of Centre Court. Vehicles were matched at the entrance and exit to both car parks, and then the registration plate details of those vehicles using Queens Road, were removed from the Centre Court data to avoid double counting. Vehicles parking in the church car park, which either entered or exited via Queens Road, were also removed from the data.
- 2.1.9 Vehicles entering the St George's Road car park were recorded as either entering the main car park, or the private works car park. Vehicles which parked entirely in the works car park were removed from the data.
- 2.1.10 The entrance to the Waitrose car park is shared with the entrance to Wimbledon magistrates court. The HD cameras were set up to capture any vehicles which used the magistrates court, and these were removed from the data. Some vehicles however did enter the magistrates court first, and later on the Waitrose car park. These vehicles were included in the data, but only after leaving the magistrates court.
- 2.1.11 Morden Nursery is a privately owned car park, which closes at night. VK therefore had to wait until the car park opened in the morning to set up the cameras. During the evening, the cameras were taken down at the scheduled closing time, however the number of vehicles remaining in the car park suggests some vehicles do remain after closing.
- 2.1.12 The Broadway car park was conducted manually as there was not sufficient street furniture to which to attach ANPR cameras, and with a separate entrance and exit, HD cameras were not an option. VK used one surveyed for each access point, and a relief surveyor to provide breaks.

2.1.13 York Road car park was surveyed manually due to the data requirements of Merton Council. Hourly beat surveys were undertaken, with surveyors recording the registration plate details of each vehicle, as well as the permit/ ticket type being displayed.

## 2.2 Method – On-Street Surveys

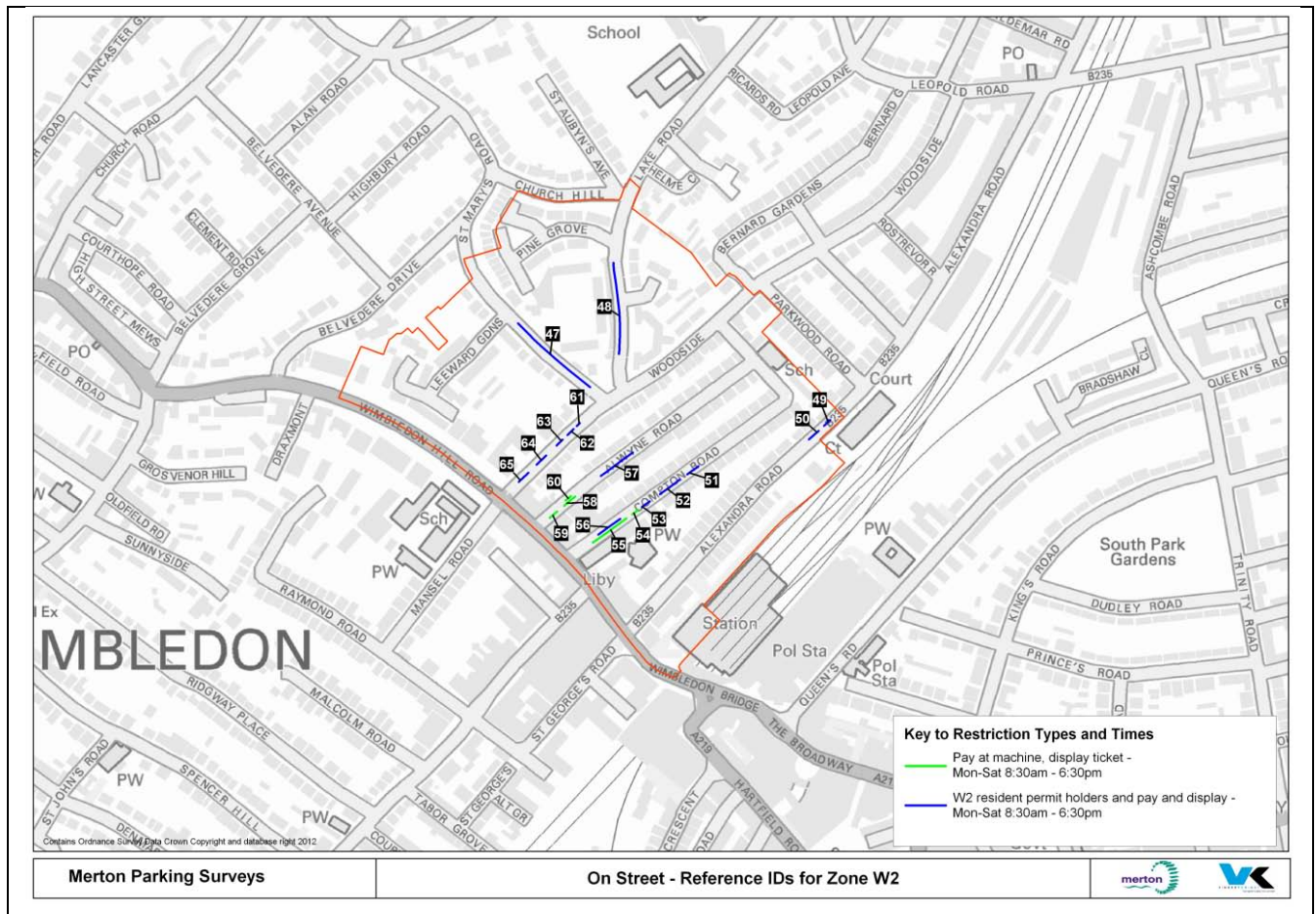
2.2.1 The main component of the on-street surveys was a beat survey of all paid for parking within five Controlled Parking Zones (CPZ's) in Wimbledon. Whilst the majority of parking in these zones is taken by 'Resident Permit Holder Only' bays, space for visitors is available in 'Shared Use' and 'Pay and Display' bays. The location, restriction type and unique ID for each CPZ (W1-W4 and 4f) are shown in Figures 2.2 – 2.6.

**Figure 2.2: Zone W1**

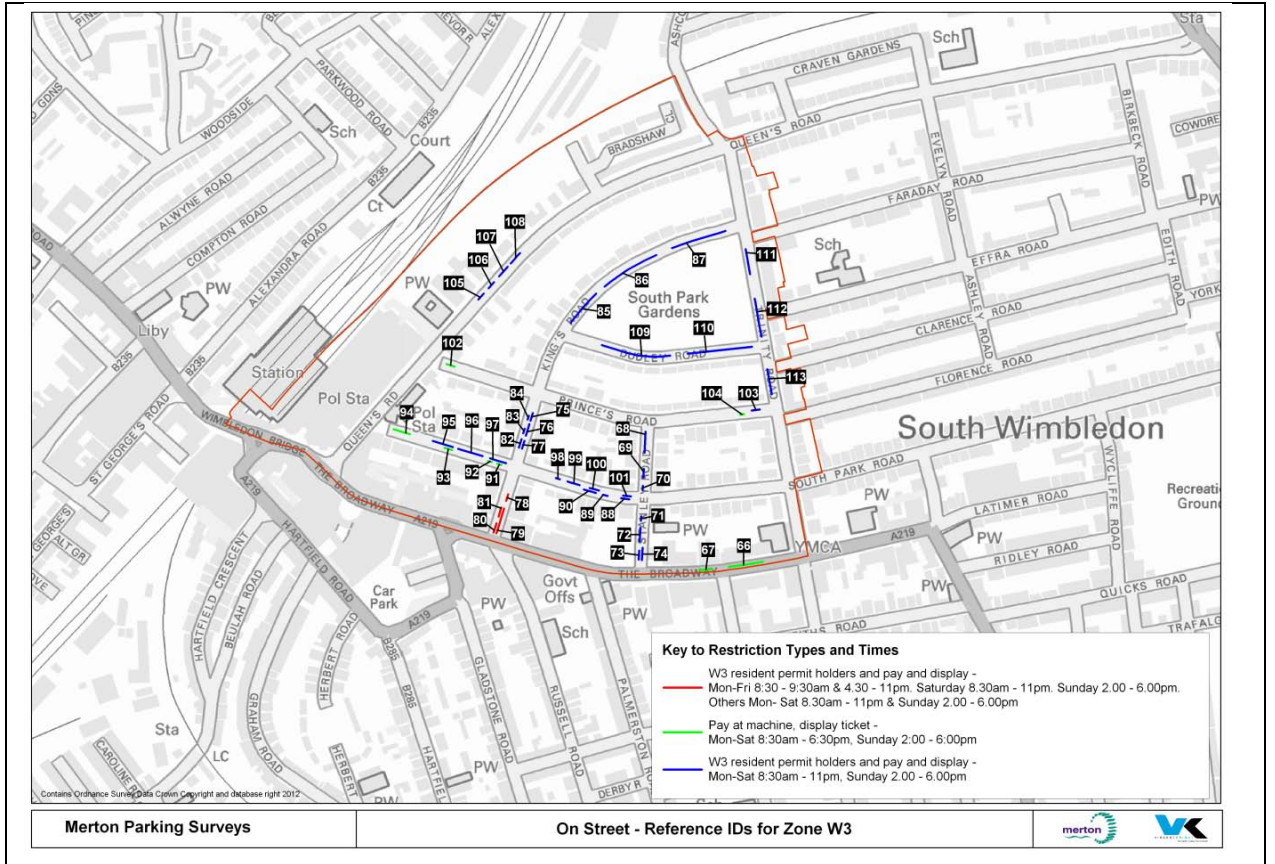




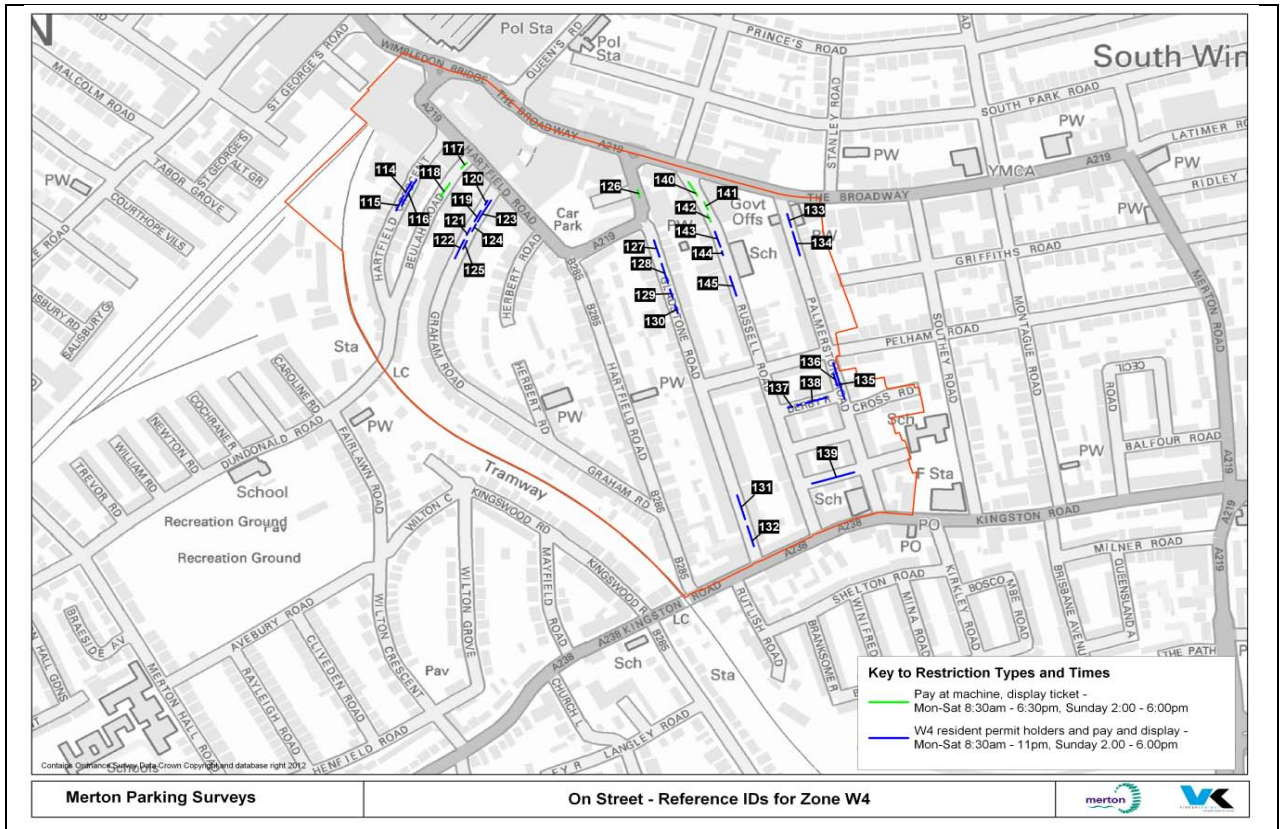
**Figure 2.3: Zone W2**



**Figure 2.4: Zone W3**

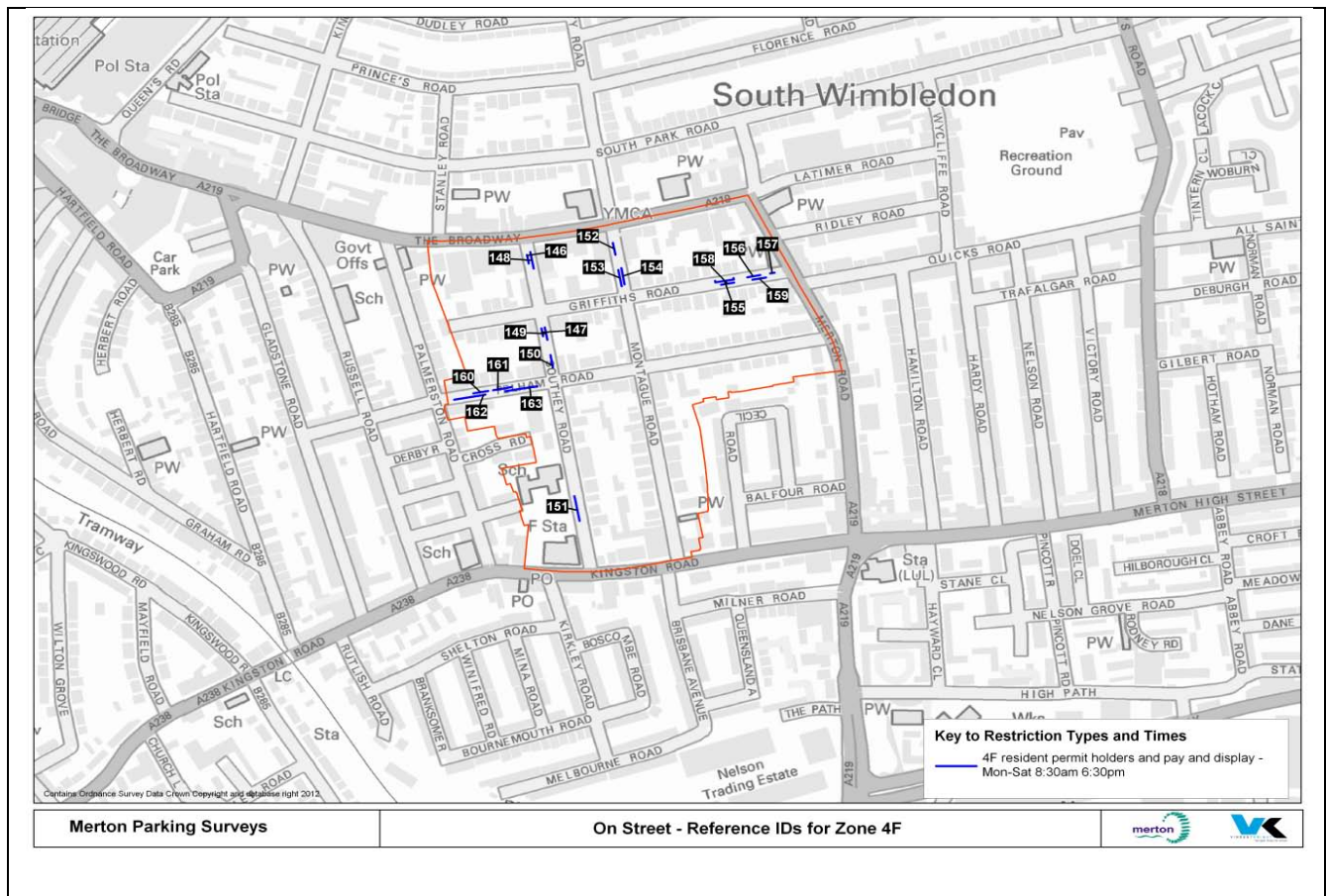


**Figure 2.5: Zone W4**





**Figure 2.6: Zone 4F**



- 2.2.2 For each of the bays shown above, VK conducted a parking beat survey to record the number of vehicles parked in each bay. The following information was recorded;
- Shared Use bays – The number of vehicles parked displaying a resident parking permit, and the number displaying a pay and display ticket.
  - Pay and Display bays – The number of vehicles parked displaying a pay and display ticket
- 2.2.3 Vehicles which were parked without displaying either a resident permit or pay and display ticket, such as disabled drivers with a blue badge, and those parking without any ticket, were recorded as 'Others'.
- 2.2.4 The length of each beat was dependent on the length of maximum stay allowed for visitors. For bays where the maximum duration of stay is 2hrs, half hourly beats were undertaken. Where the duration of stay permitted was greater than two hours (normally five or nine hours in this area), hourly beats were undertaken.

## 2.3 Car Park and On-street Survey Dates and Times

2.3.1 The surveys were completed over an eight day period between Saturday 9<sup>th</sup> June and Sunday 17<sup>th</sup> June, 2012, covering one weekday, and two weekend days. An additional weekend survey was undertaken at Merton Council's request on Saturday 16<sup>th</sup> June. The full survey schedule is shown below;

- **Saturday 9<sup>th</sup> June** – All car parks and all on street parking
- **Thursday 14<sup>th</sup> June** – All car parks and all on street parking
- **Saturday 16<sup>th</sup> June** – The Broadway, Centre Court and Hartfield Road car park, Zone W2 on-street (additional surveys)
- **Sunday 17<sup>th</sup> June** – All car parks and all on street parking

2.3.2 All on street surveys were undertaken between 06:00 – midnight on Thursday 14<sup>th</sup> June, and between 08:00 – midnight on Saturday 9<sup>th</sup>, Saturday 16<sup>th</sup> and Sunday 17<sup>th</sup> June.

2.3.3 The majority of the car parks were undertaken during the same hours as those shown above, however due to some having opening and closing times which differ to those hours, the survey schedule was amended to cover this. Table 2.1 details the analysis times for each car park.

**Table 2.1: Car Park analysis timetable**

<b>Wimbledon</b>	<b>Saturday 9th</b>	<b>Thursday 14th</b>	<b>Saturday 16th</b>	<b>Sunday 17th</b>
1 - St Georges Road	0800-0000	0600-0000	N/A	0800-0000
2 - Sainsburys	0800-2100	0600-1030	N/A	0800-1800
3 - Wimbledon Bridge	0800-0000	0600-0000	N/A	1000-0000
4 - Waitrose	0800-0000	0800-2130	N/A	1100-1730
5 - Hartfield Road	0800-0000	0600-0000	0800-0000	0800-0000
6 - Broadway	0800-0000	0600-0000	0800-0000	0800-0000
7 - Centre Court	0800-0000	0600-0000	0800-0000	0800-0000
8 - Queens Road	0800-0000	0600-0000	N/A	0800-0000
<b>Morden</b>	<b>Saturday 9th</b>	<b>Thursday 14th</b>	<b>Saturday 16th</b>	<b>Sunday 17th</b>
1 - Kenley Road	0800-0000	0600-0000	N/A	0800-0000
2 - Morden Station	0800-0000	0600-0000	N/A	0800-0000
3 - Peel House	0800-0000	0600-0000	N/A	0800-0000
4 - York Close	0800-0000	0600-0000	N/A	0800-0000
5 - Lidl/Iceland	0800-0000	0600-2200	N/A	0800-2300
6 - Morden Nursery	0900-1800	0900-1800	N/A	0930-1830

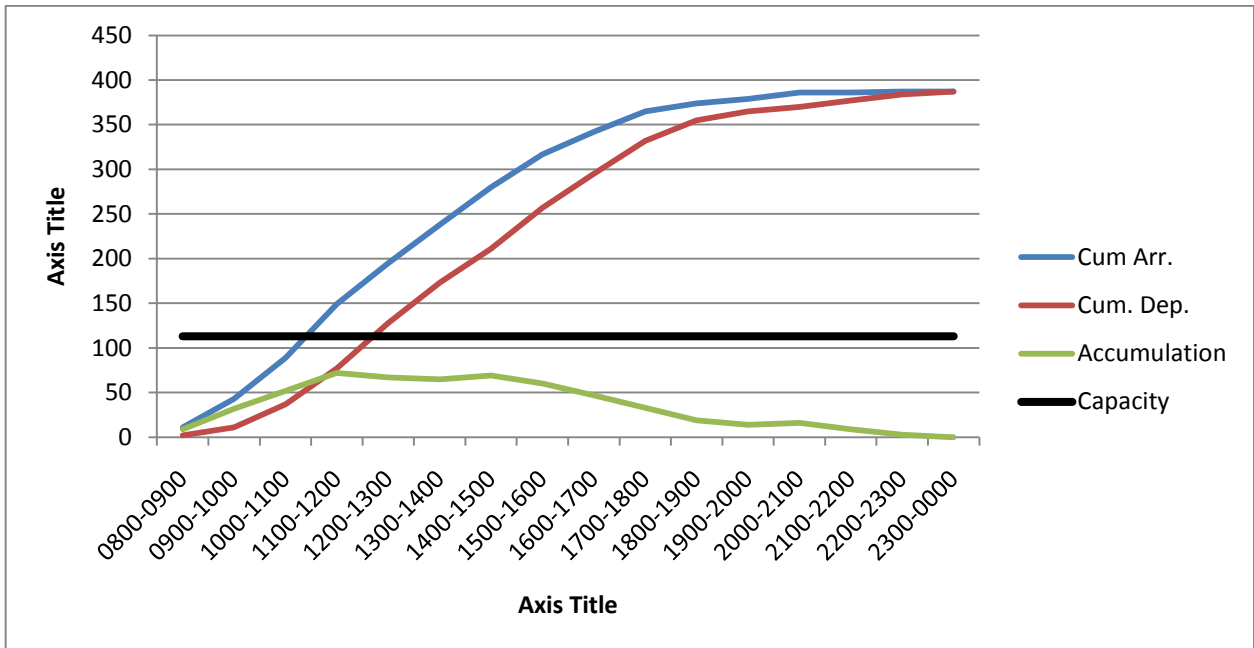
### 3 Car Park Survey Findings - Wimbledon

#### 3.1 Findings Per Each Wimbledon Car Park

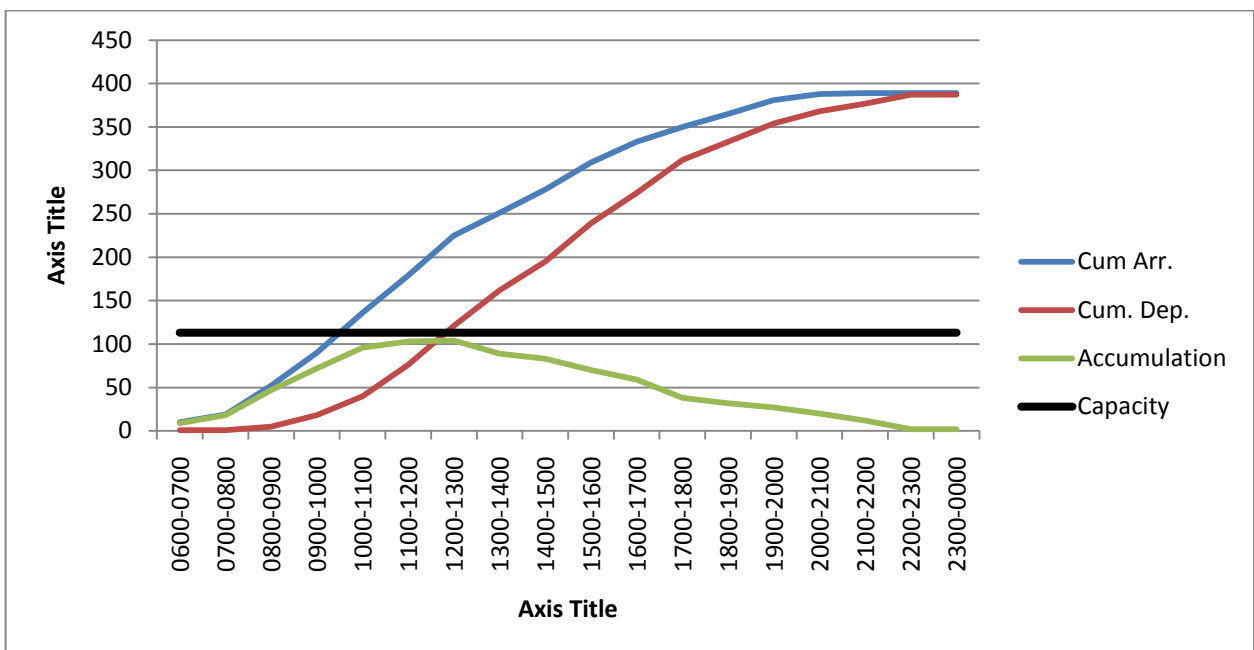
3.1.1 The findings in each of **Wimbledon's** car parks are presented in Figures 3.1 to 3.42 below:

##### 1 – St George's Road

**Figure 3.1: St George's Road accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**

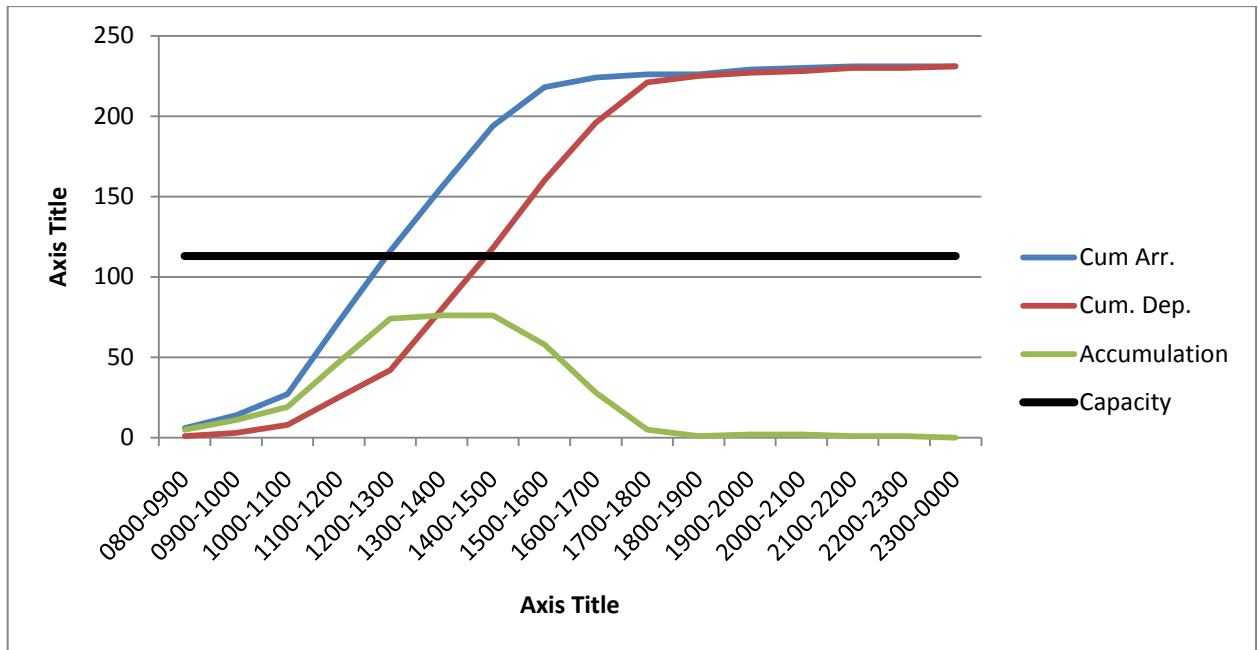


**Figure 3.2: St George's Road accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**

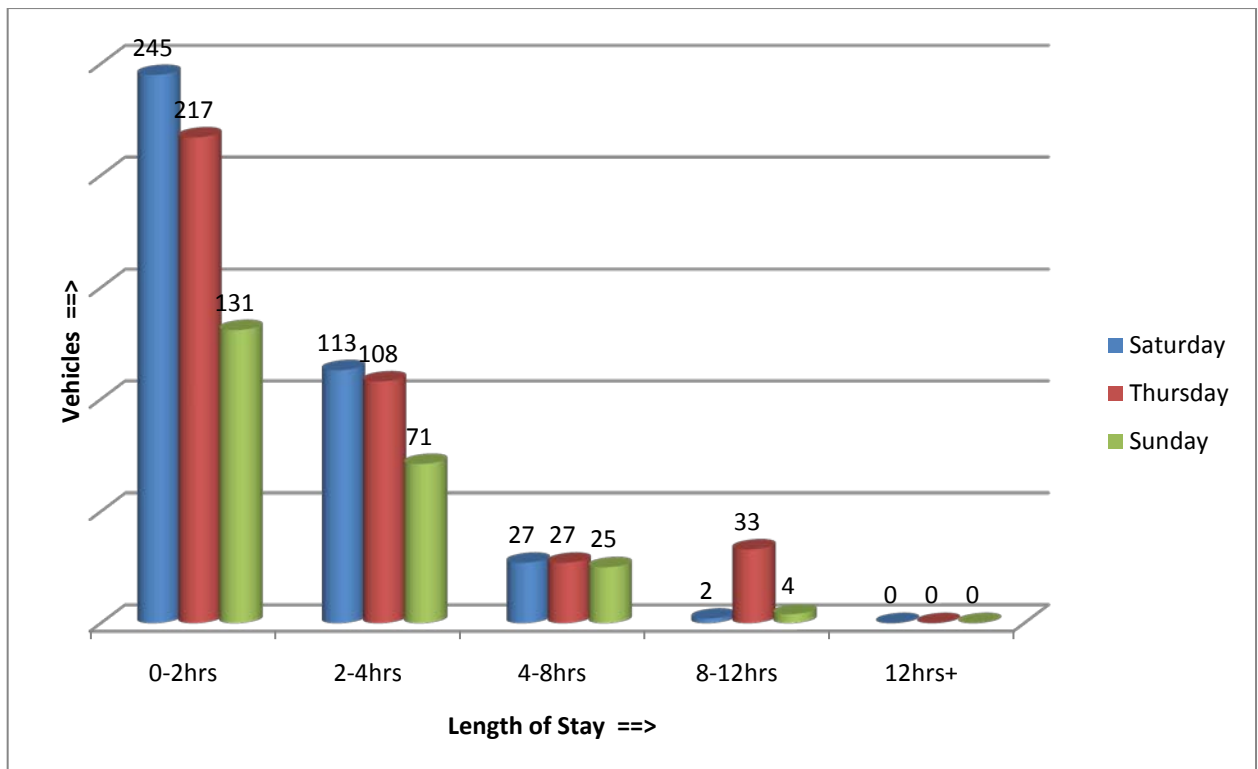




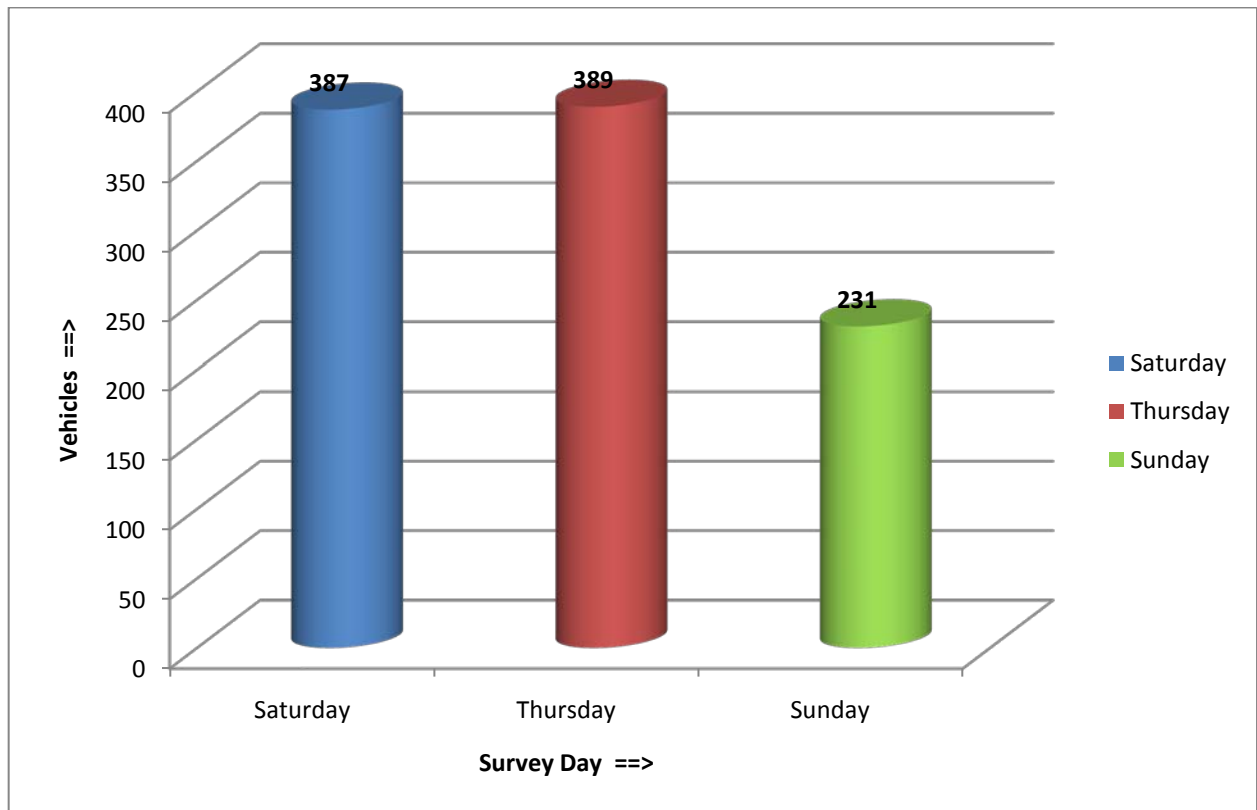
**Figure 3.3: St George's Road accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.4: St George's Road – Duration of stay**



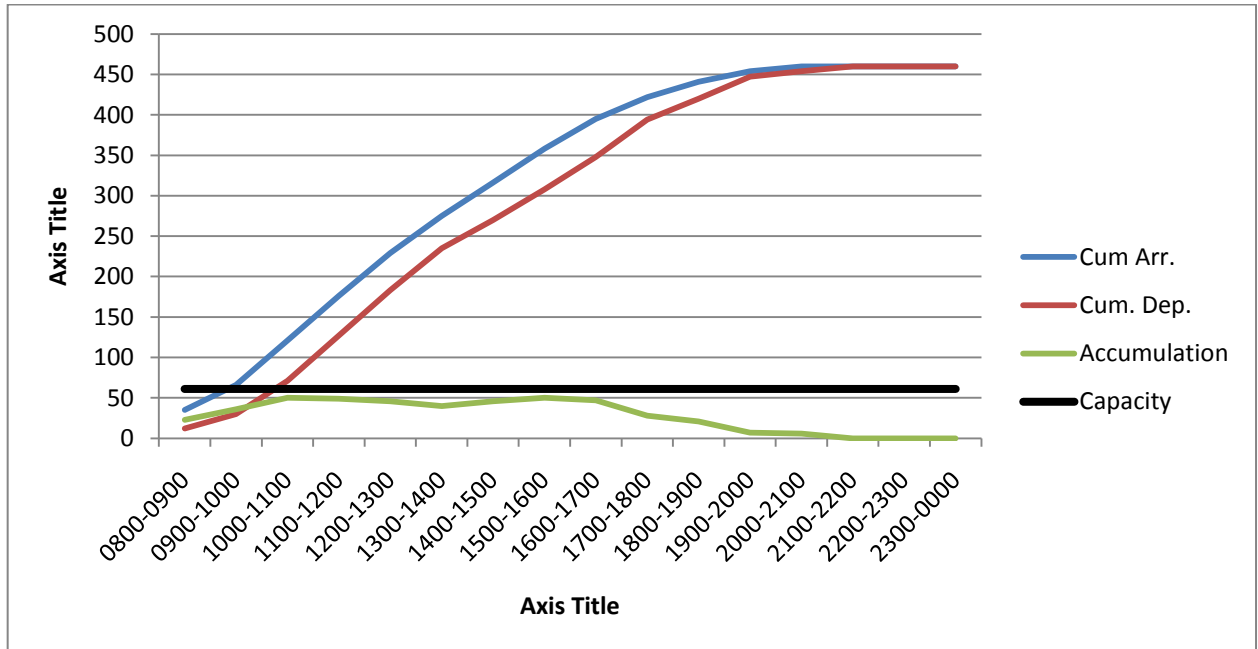
**Figure 3.5: St George's Road – Total parking events**



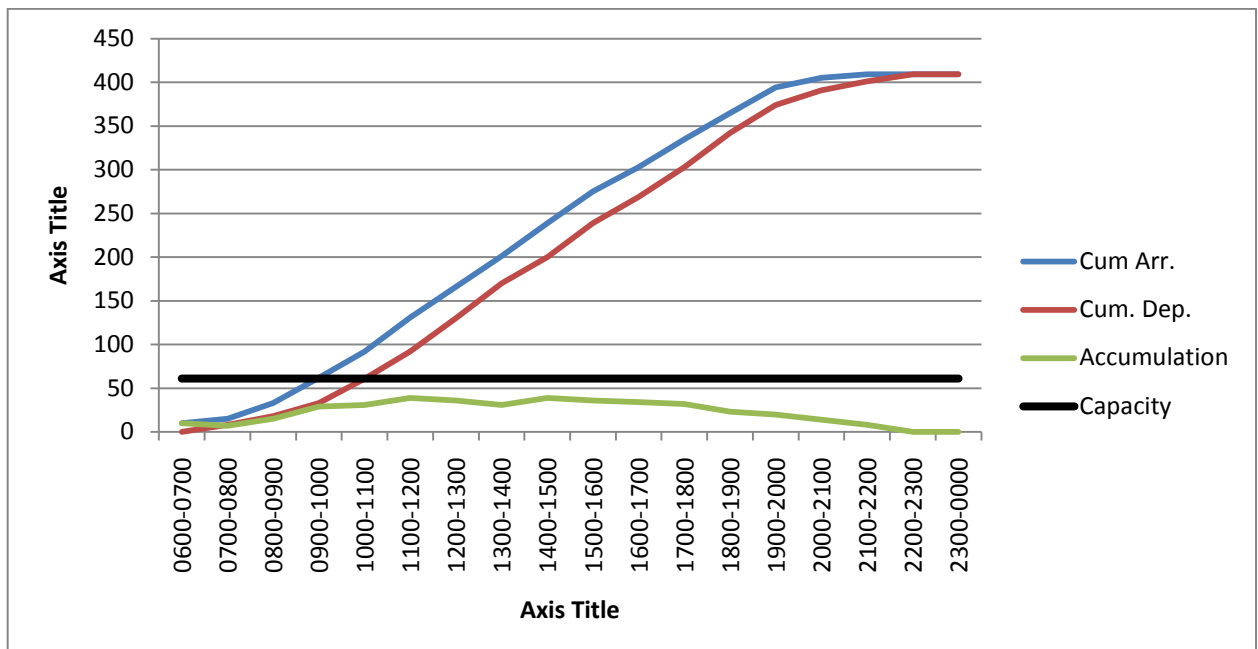
3.1.2 Whilst there were a similar number of parking acts on Saturday and Thursday, the occupancy was far higher on Thursday, with the peak occupancy of 92% (9 spare spaces) recorded between 1200-1300, compared to 61% on Saturday. This can be attributed to large amount of long stay (8-12 hour) parking acts which occurred on Thursday (33), compared to only 2 on Saturday. No vehicles parked for longer than 12 hours during the study.

## 2 – Sainsbury’s

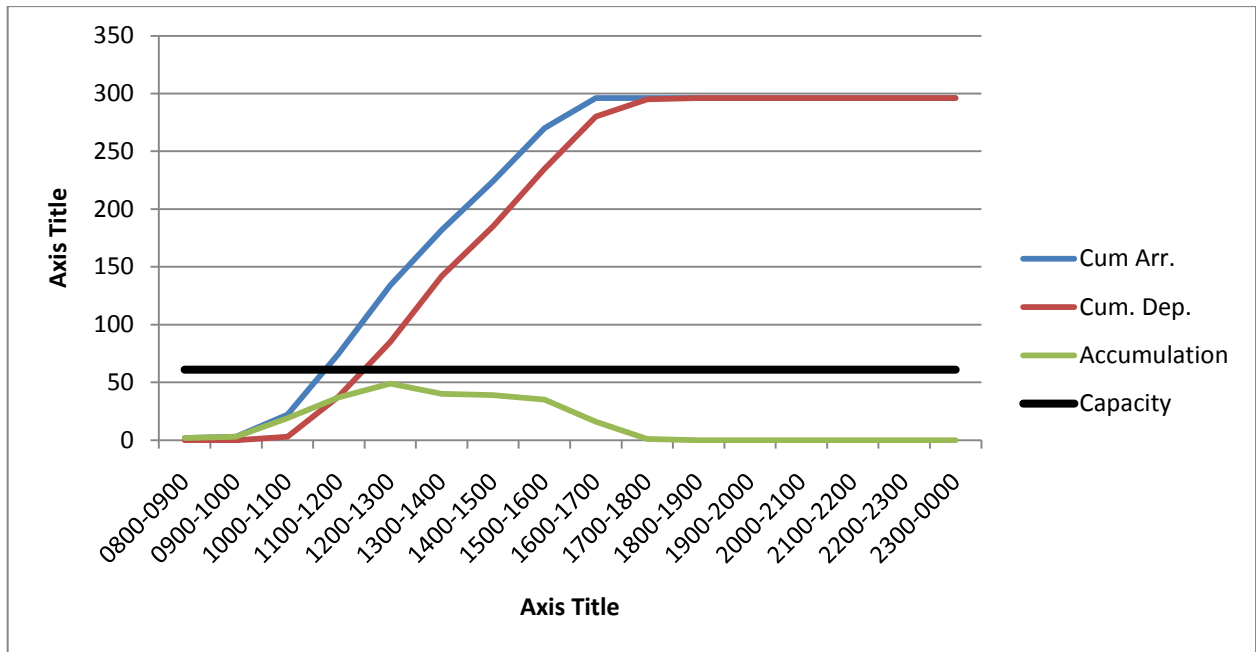
**Figure 3.6: Sainsbury’s accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



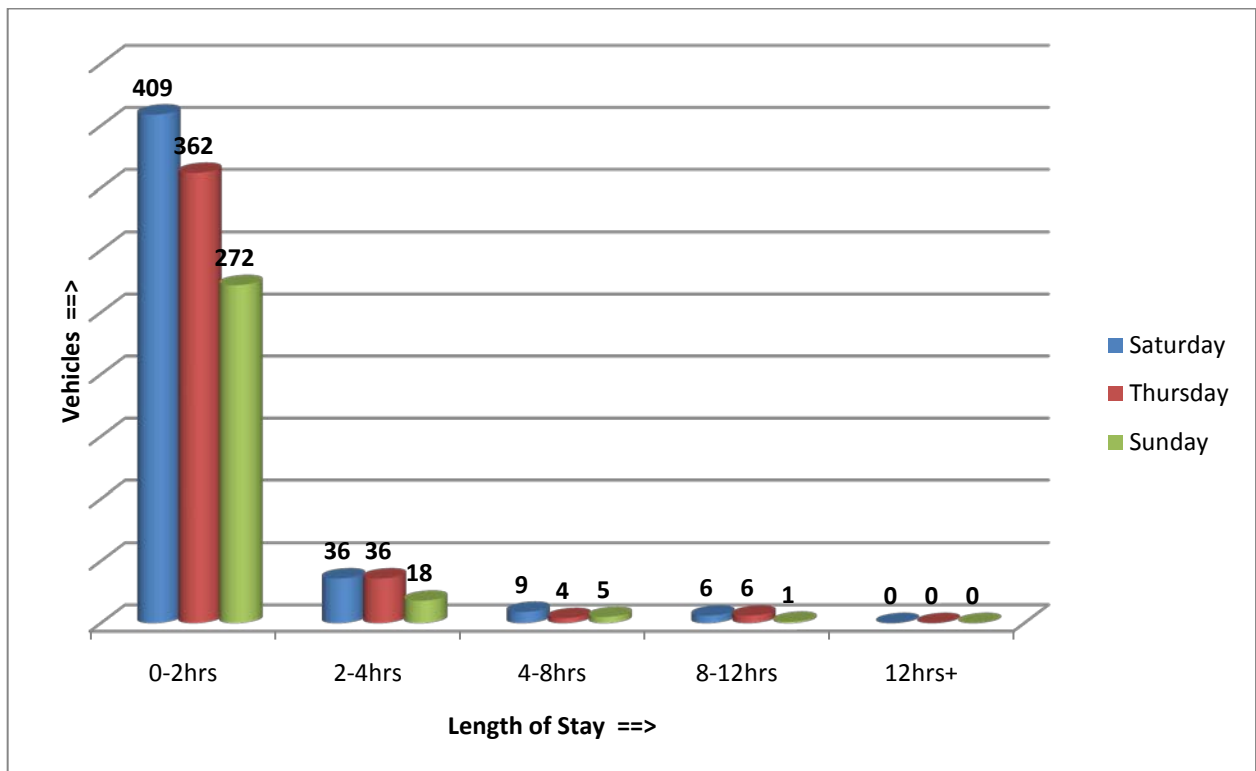
**Figure 3.7: Sainsbury’s accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



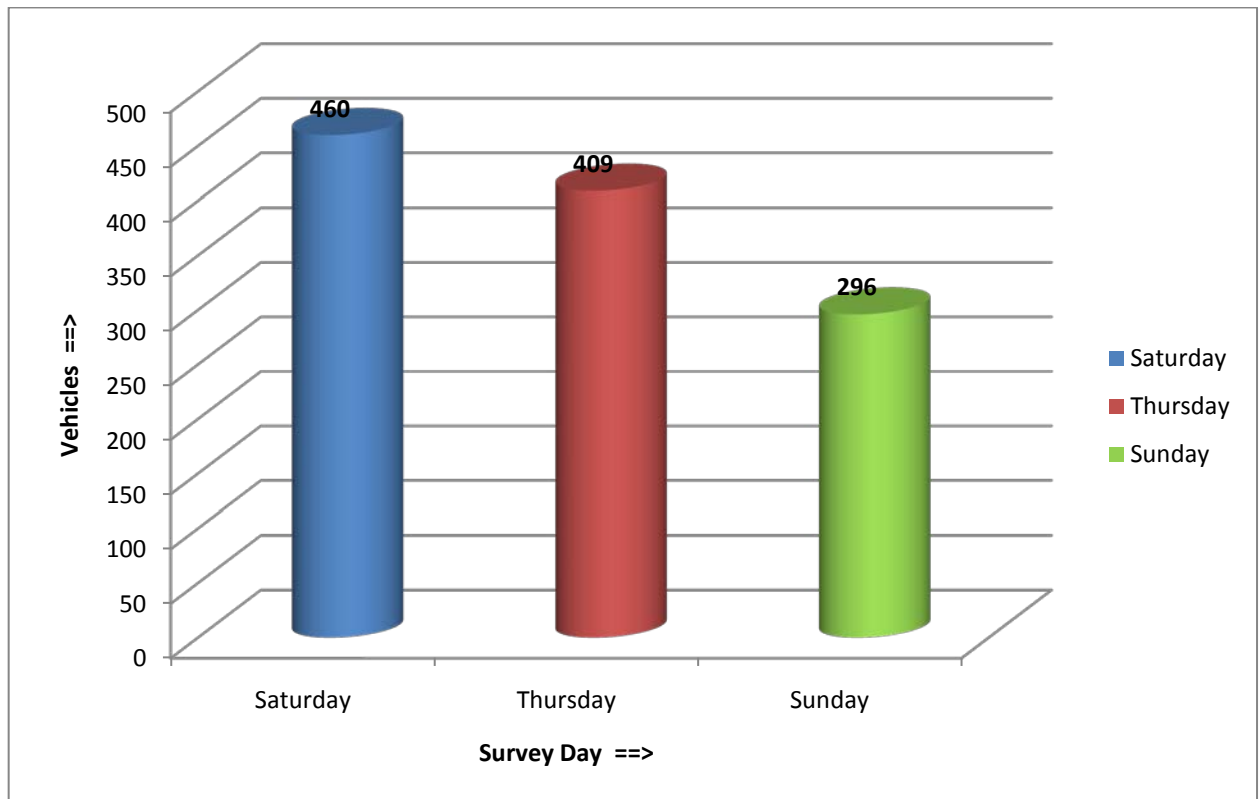
**Figure 3.8: Sainsbury's accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.9: Sainsbury's – Duration of stay**



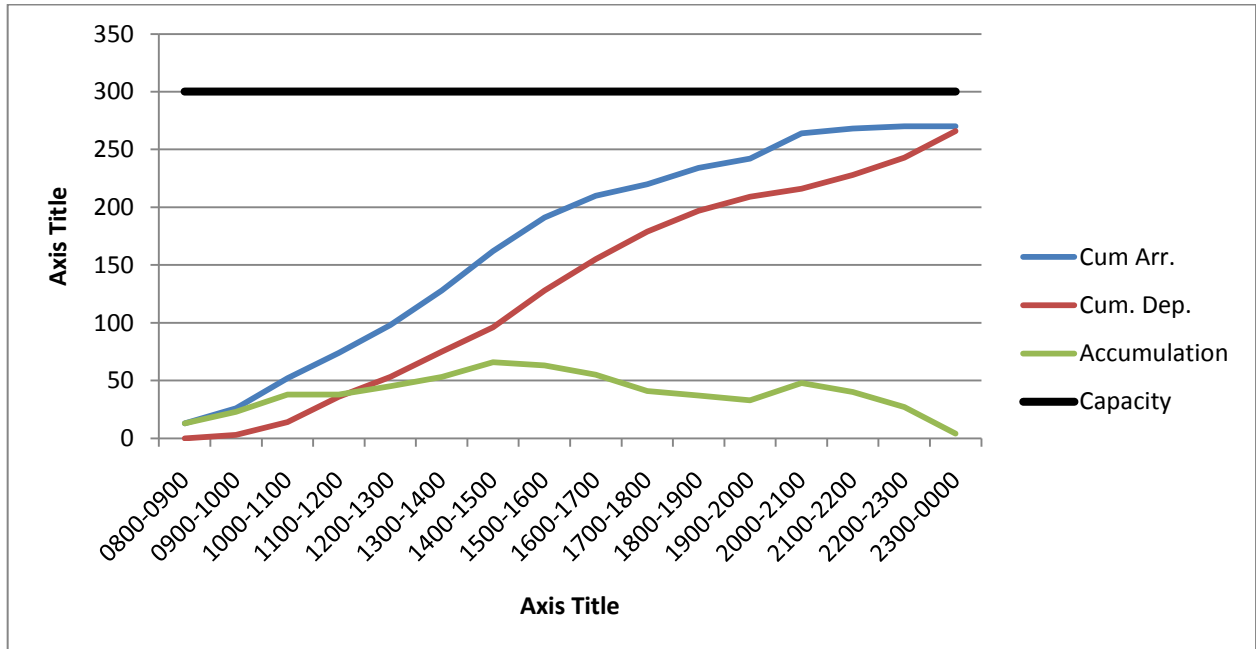
**Figure 3.10: Sainsbury's – Total parking events**



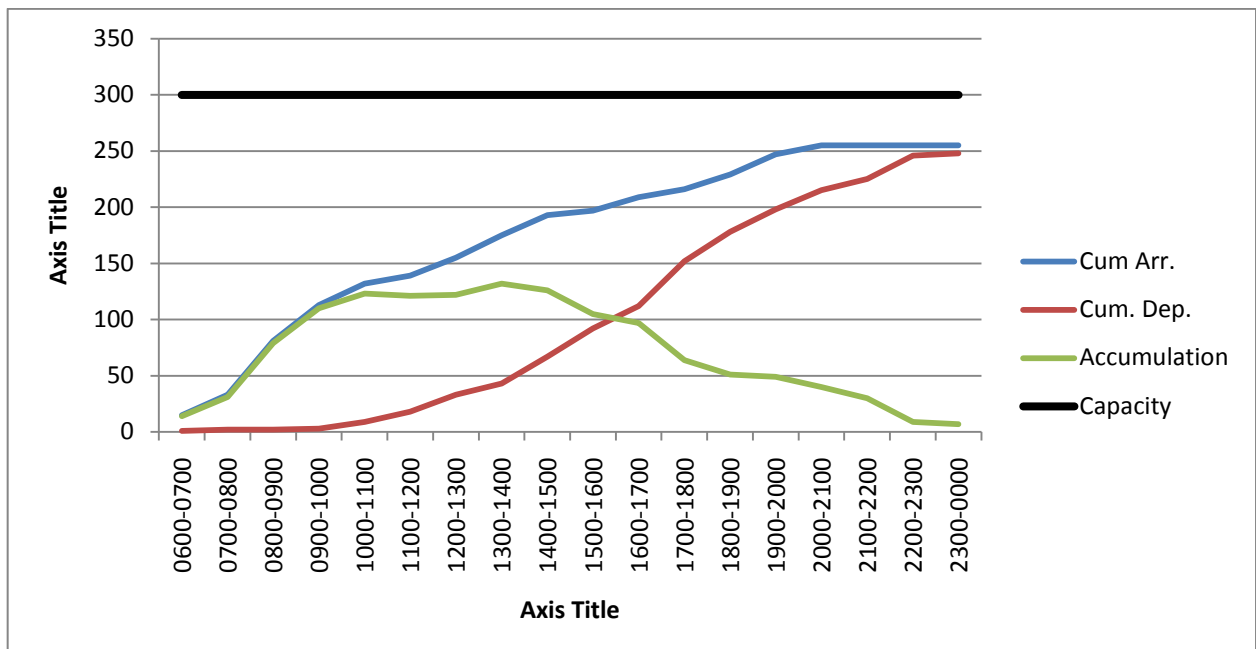
3.1.3 Sainsbury's car park was busier during Saturday and Sunday, with both days experiencing peak occupancies of over 80%, whilst Thursday was slightly quieter with a peak occupancy of 64%. During the study there was never less than ten free spaces, and the majority of vehicles parked for less than two hours.

### 3 – Wimbledon Bridge

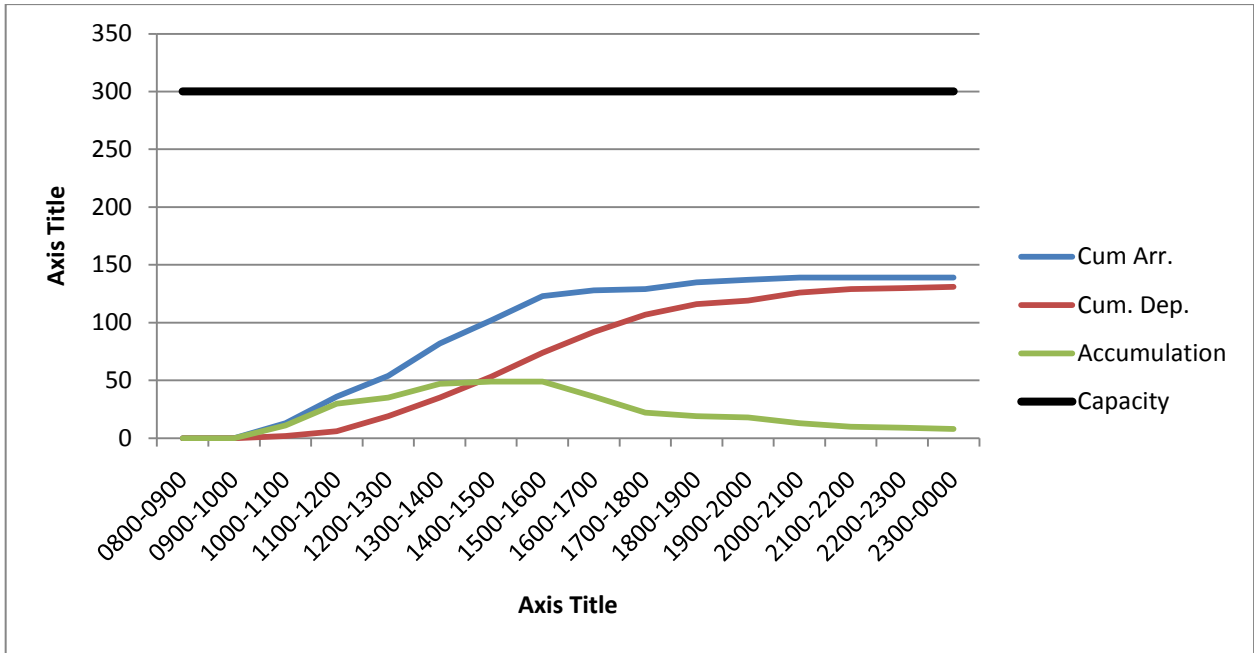
**Figure 3.11: Wimbledon Bridge accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



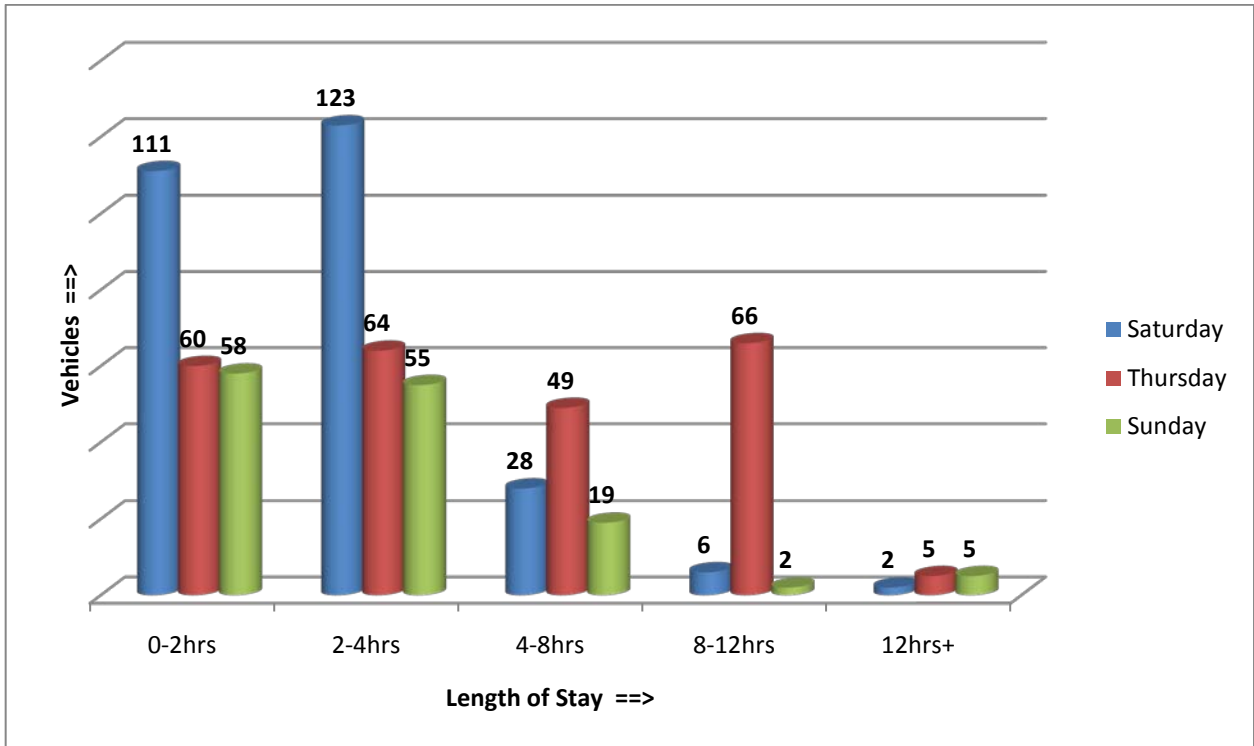
**Figure 3.12: Wimbledon Bridge accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



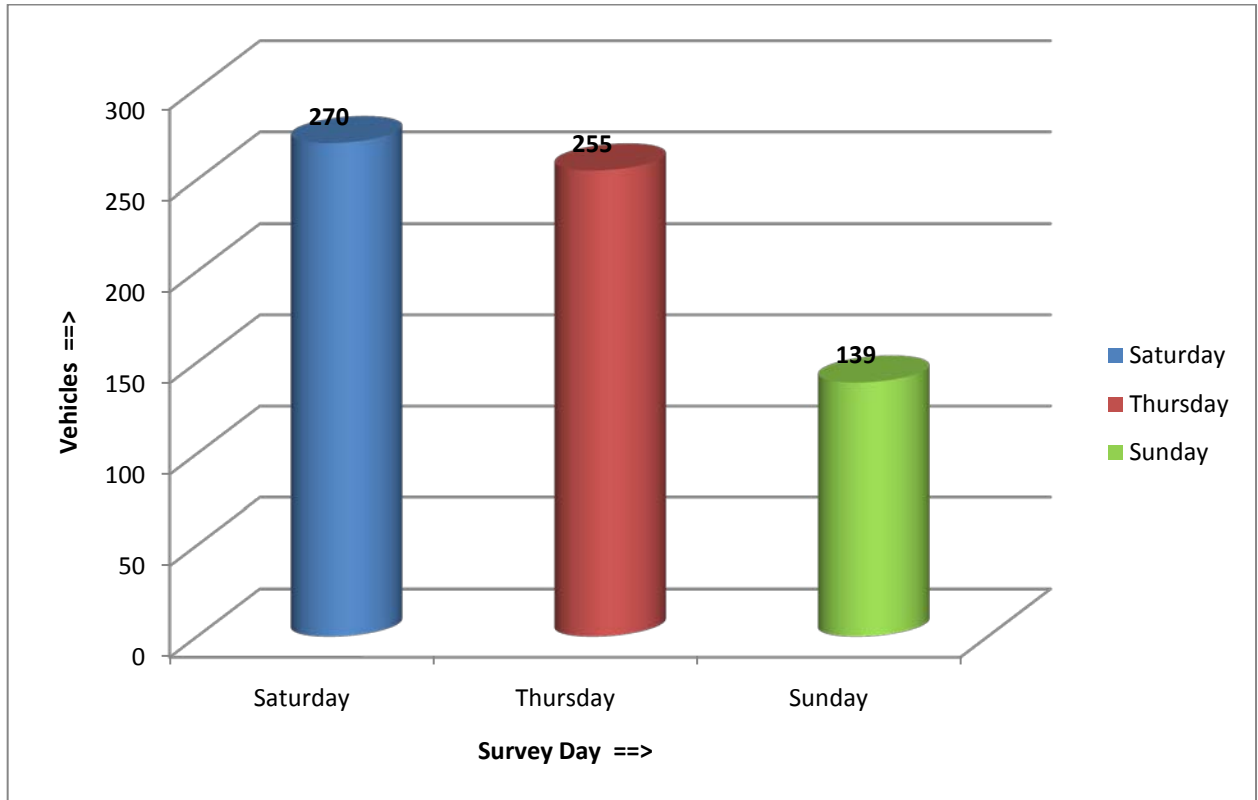
**Figure 3.13: Wimbledon Bridge accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.14: Wimbledon Bridge – Duration of stay**



**Figure 3.15: Wimbledon Bridge – Total parking events**

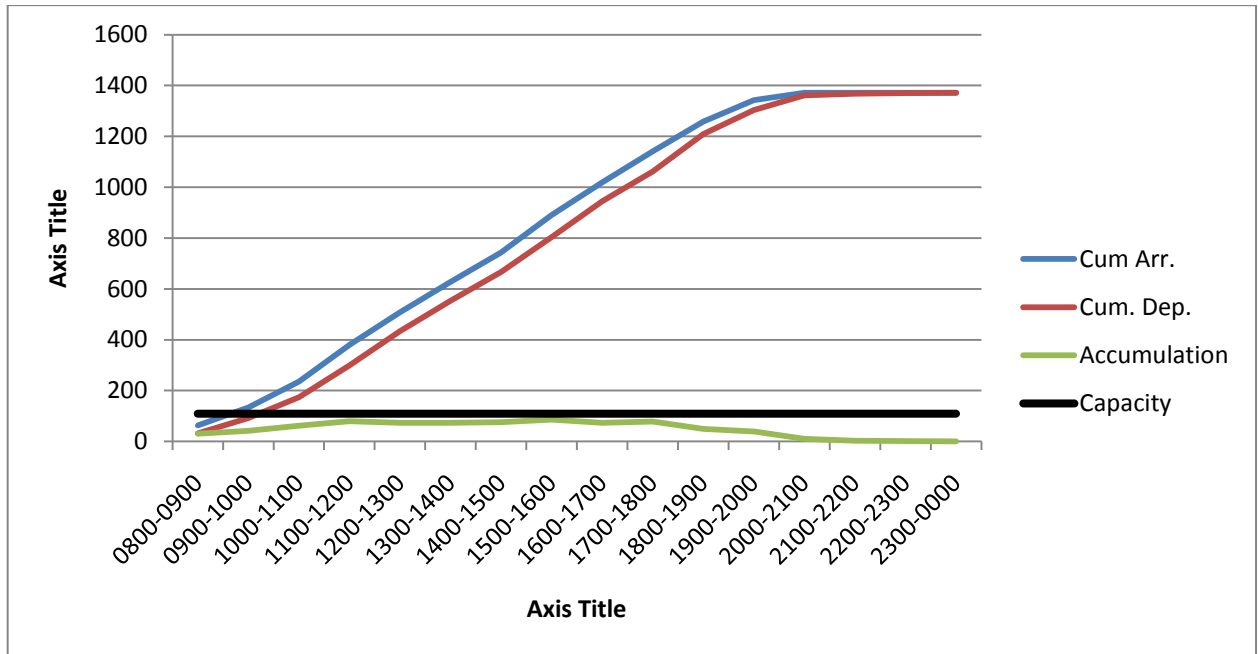


3.1.4 Wimbledon Bridge car park was relatively quiet during the study, reaching a peak occupancy of 44% on Thursday 14<sup>th</sup>, which still left 168 spaces available. Sunday was the quietest day, where the peak occupancy was only 16%, leaving 254 spaces available. Of the 270 parking events on Saturday 9<sup>th</sup>, 41.1% stayed for less than 2 hours, whilst on Thursday there were more long stay/ commuter acts, with 66 vehicles (25%) staying for 8 hours or more.

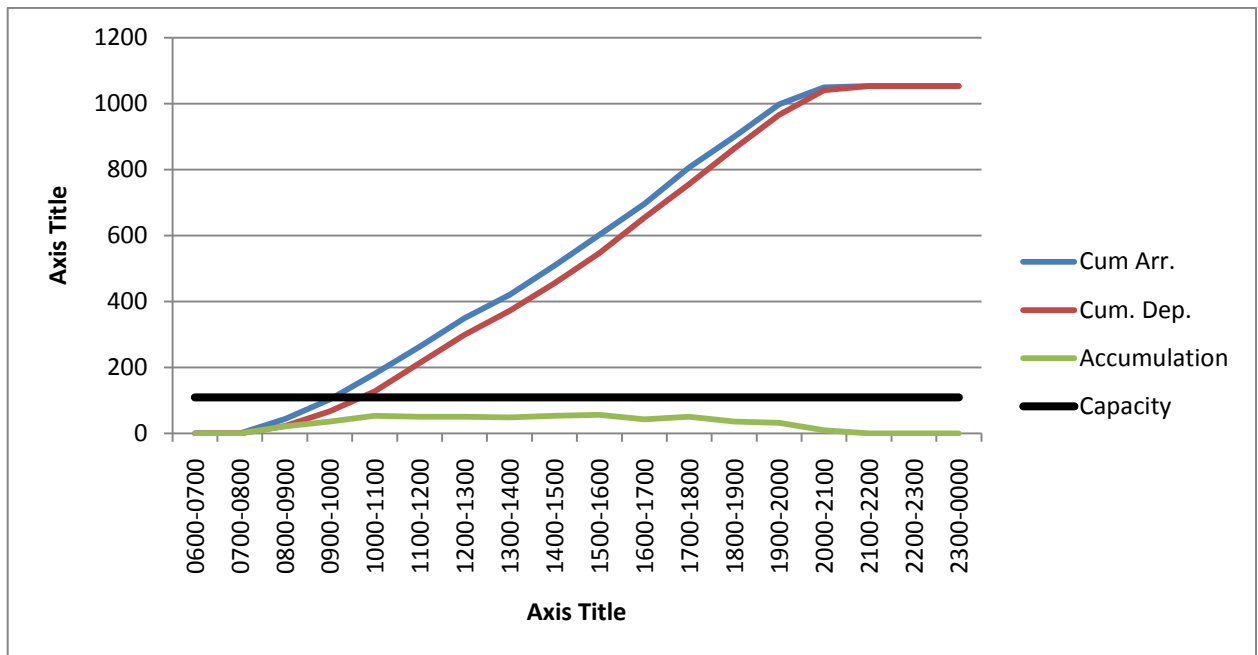


**4 – Waitrose**

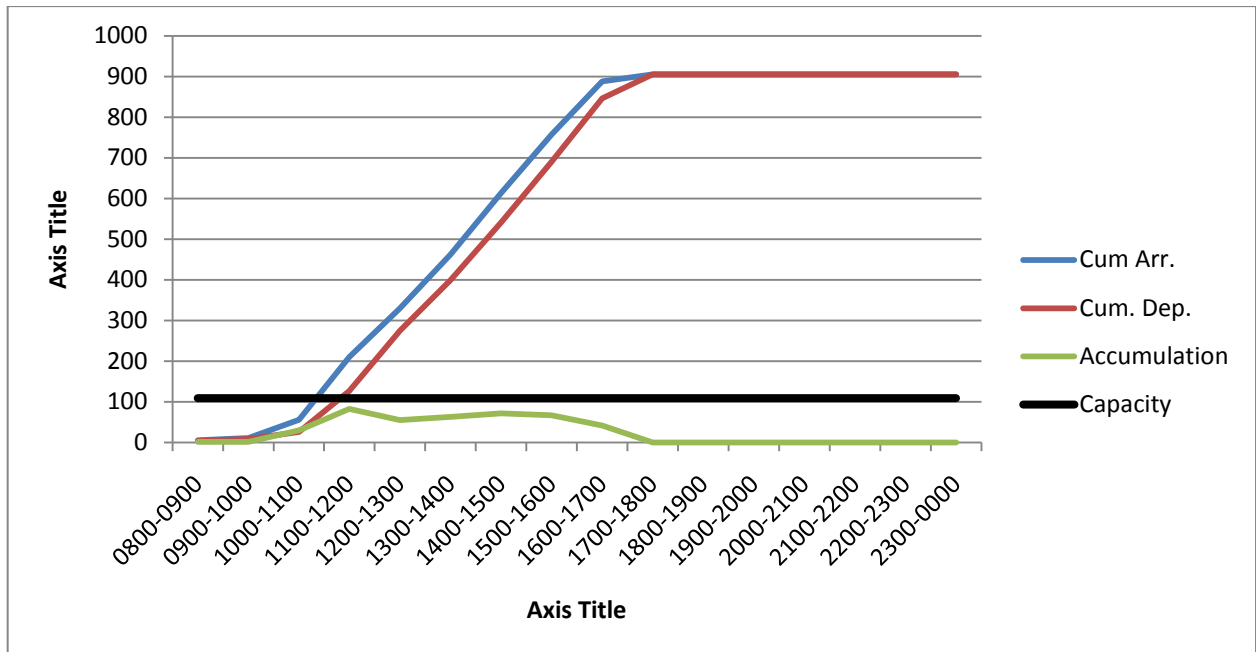
**Figure 3.16: Waitrose accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



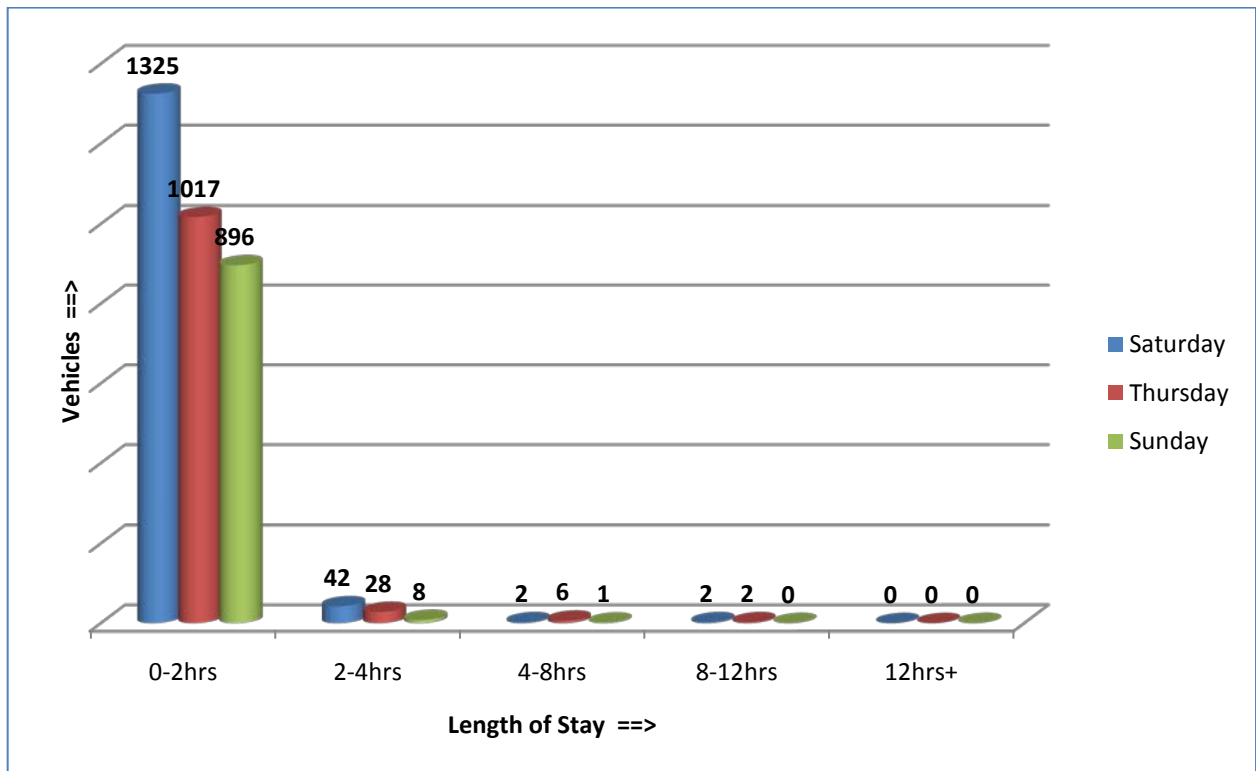
**Figure 3.17: Waitrose accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



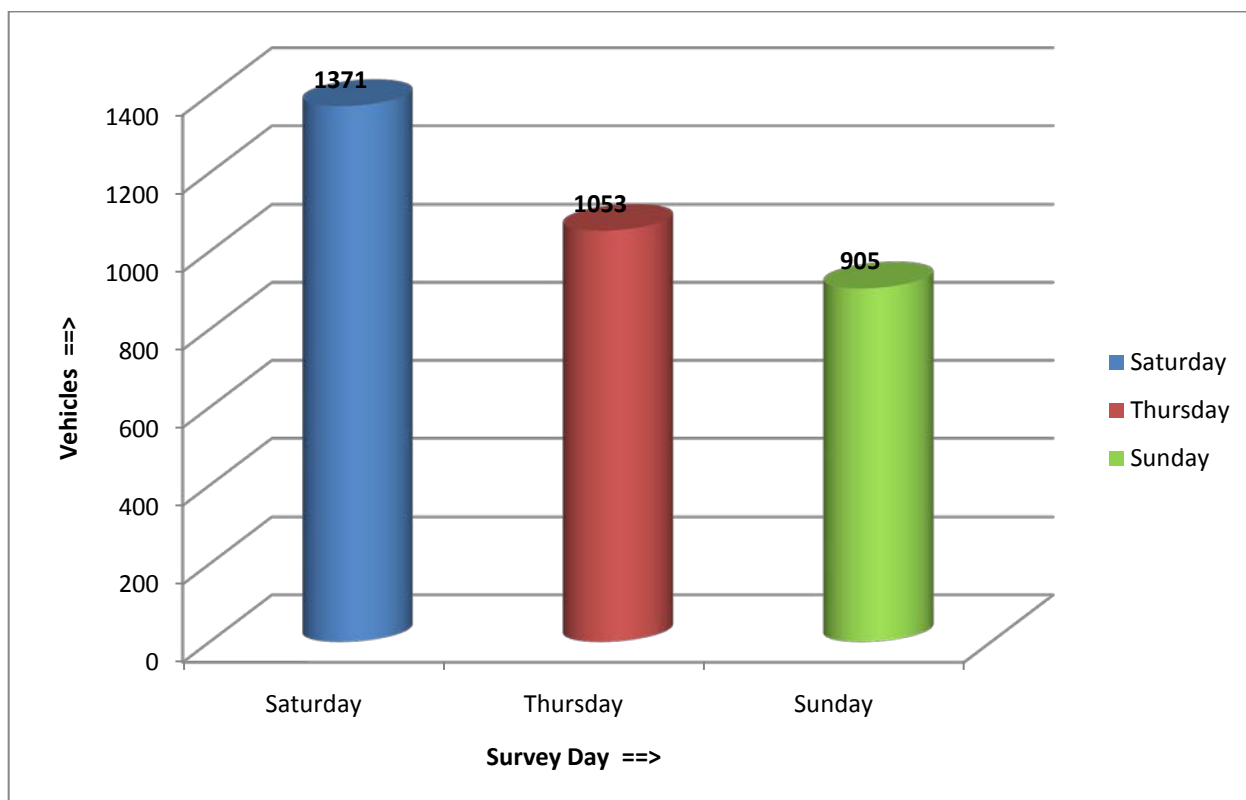
**Figure 3.18: Waitrose accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.19: Waitrose – Duration of stay**



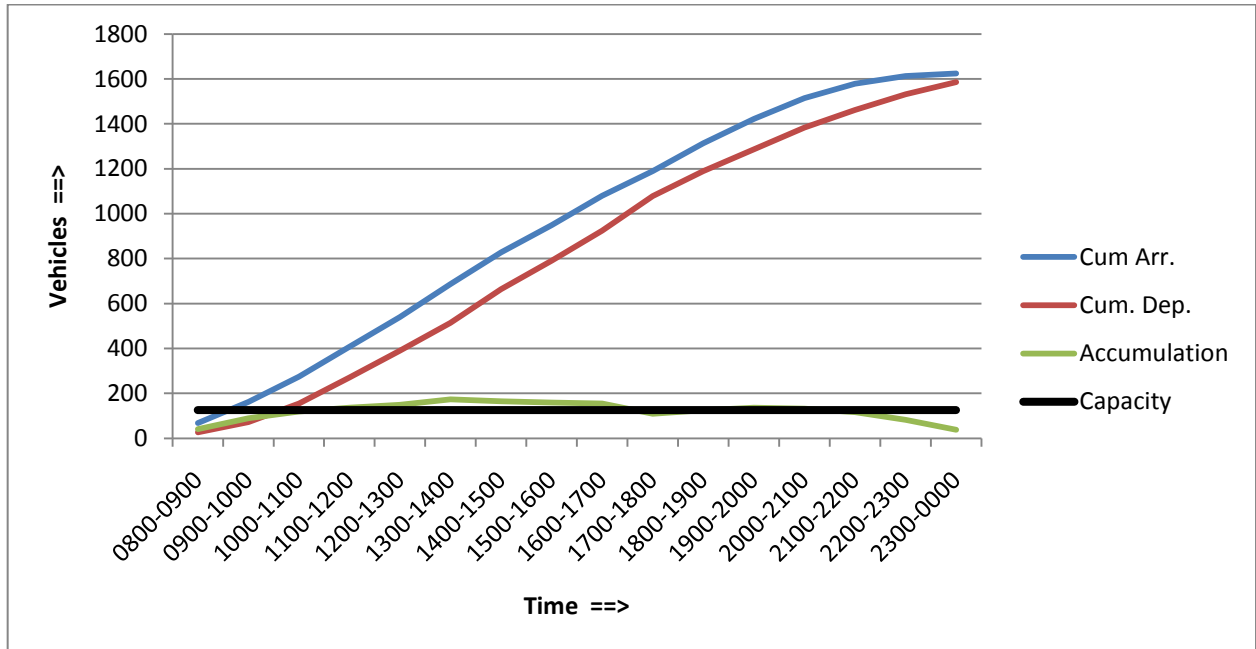
**Figure 3.20: Waitrose – Total parking events**



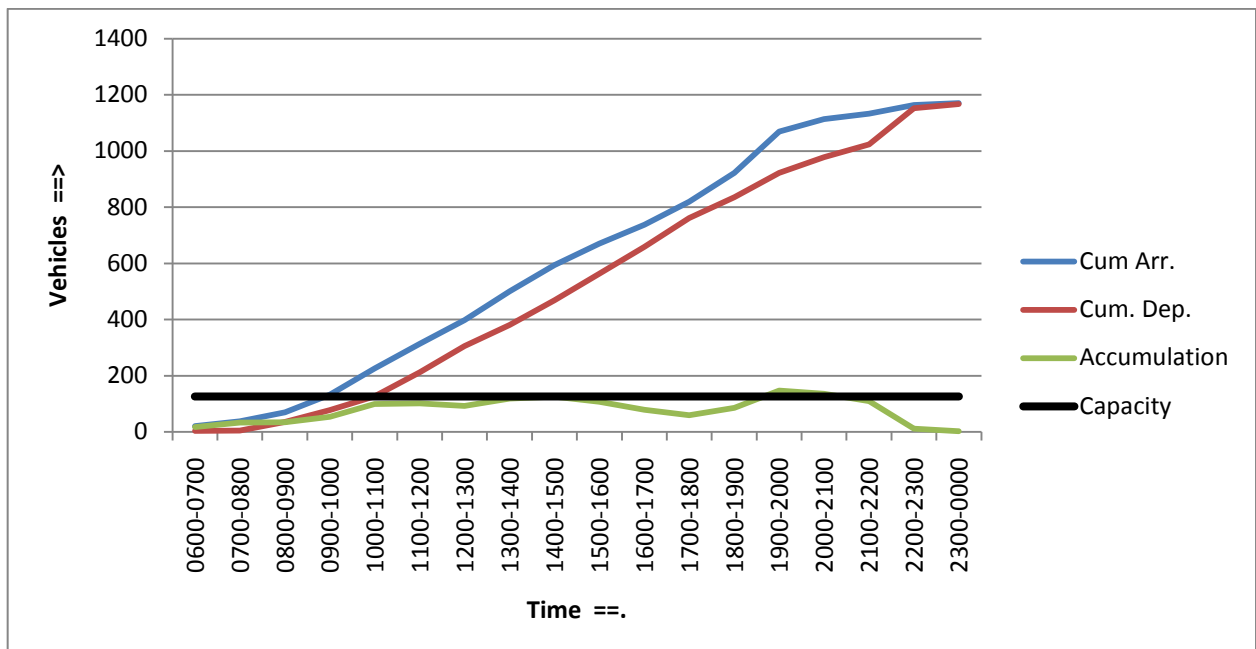
3.1.5 Waitrose was busier during the weekend than during week, with the peak occupancy of 79% recorded between 1500-1600 on Saturday 9<sup>th</sup>. Throughout the study there was ample parking available for patrons. Of the 905 parking acts on Sunday 17<sup>th</sup>, 896 (99%) stayed for less two hours, a pattern which was very similar throughout the study.

**5 – Hartfield Road**

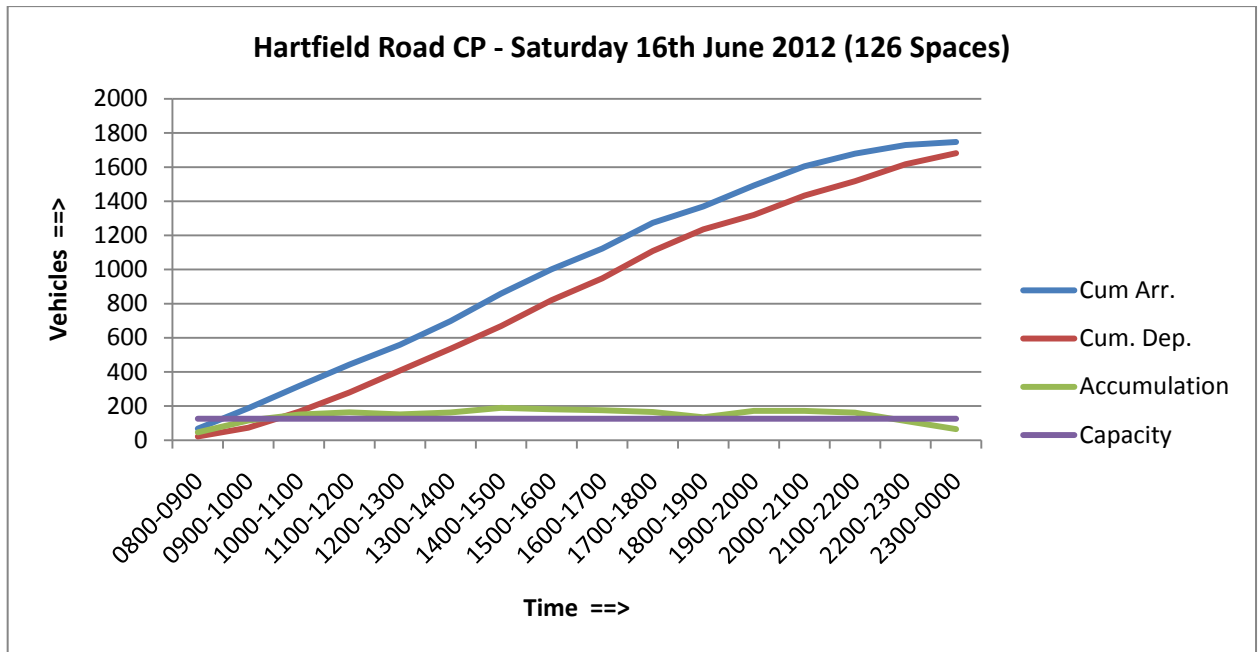
**Figure 3.21: Hartfield Road accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



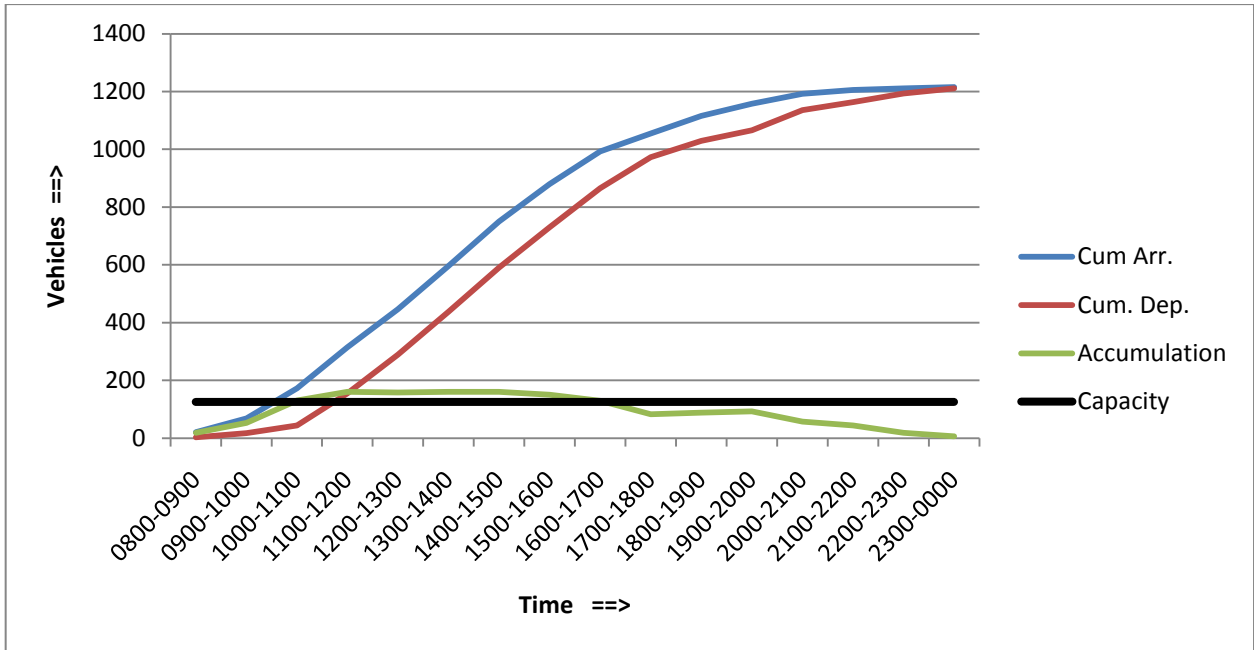
**Figure 3.22: Hartfield Road accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



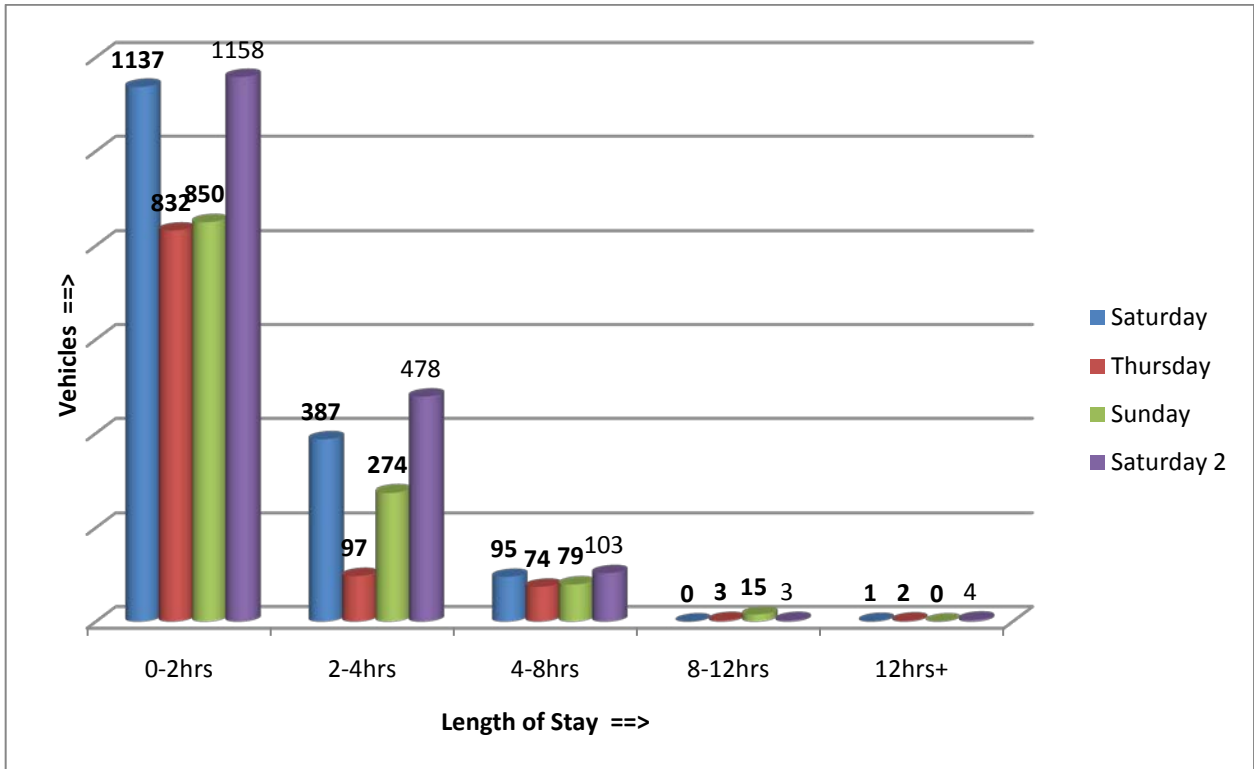
**Figure 3.23a: Hartfield Road accumulation, arrival and departure profile – Saturday 16<sup>th</sup> June**



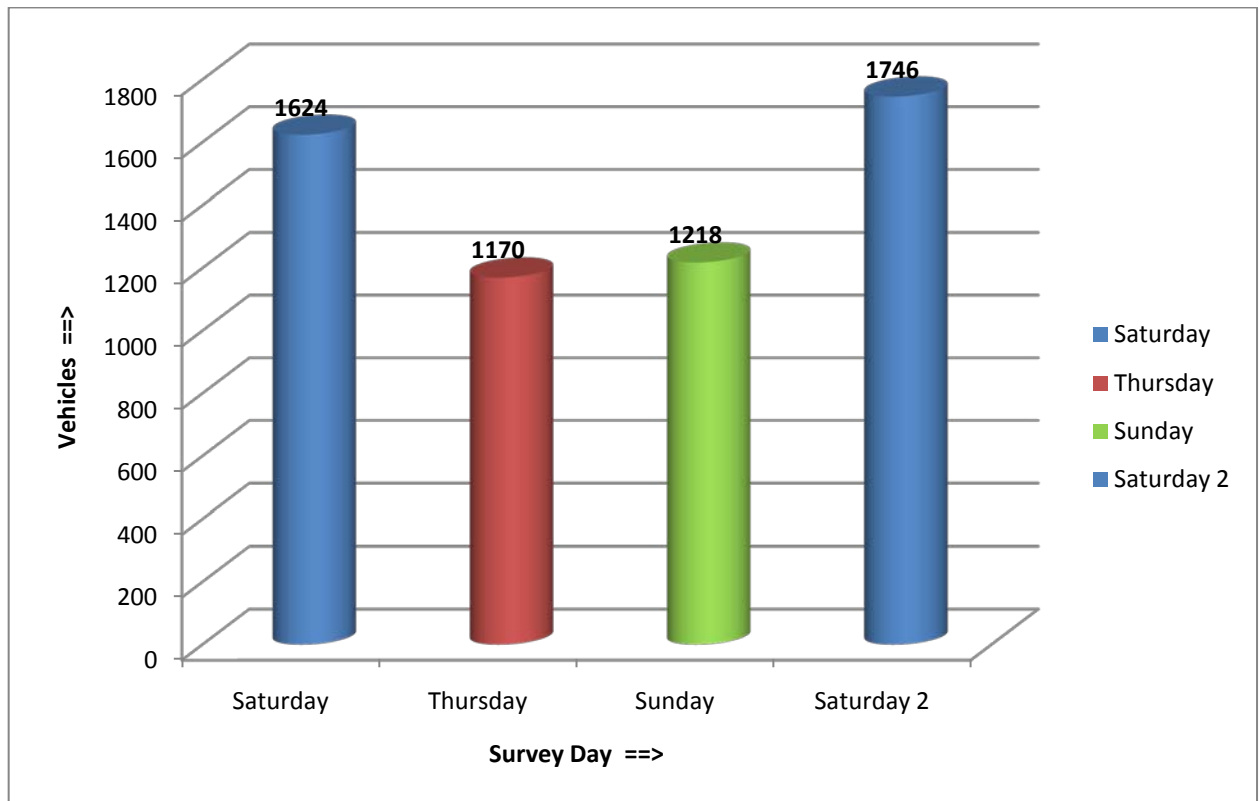
**Figure 3.23: Hartfield Road accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.24: Hartfield Road – Duration of stay**



**Figure 3.25: Hartfield Road - Total parking events**

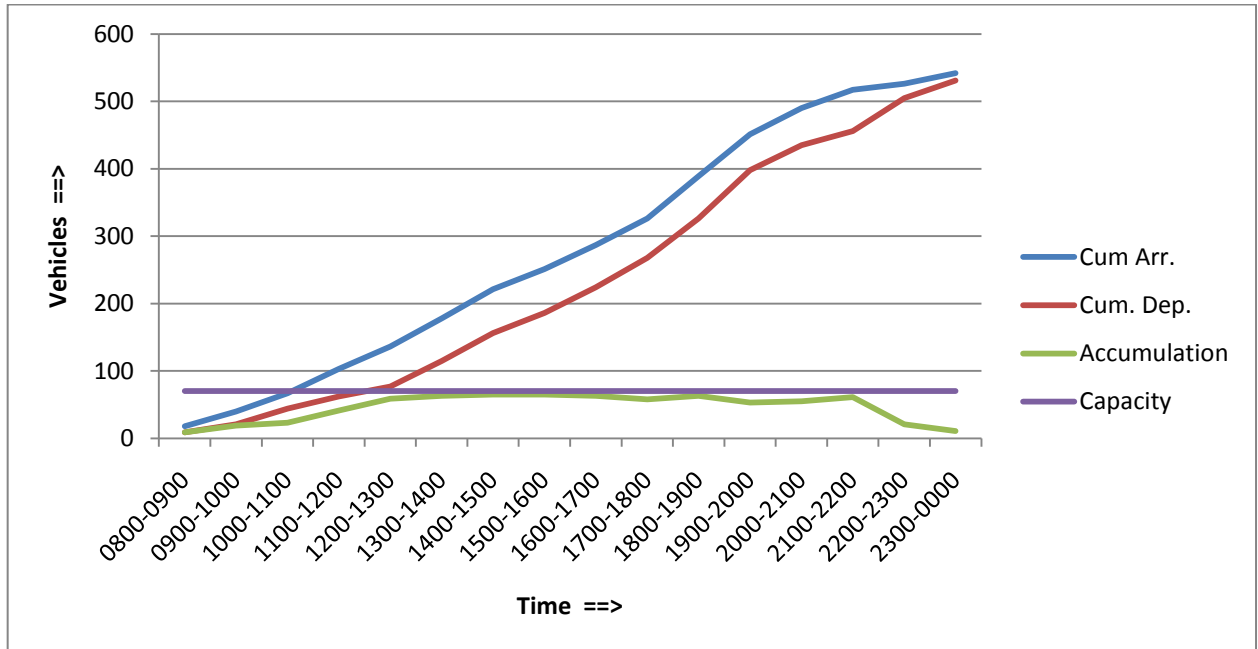


3.1.6 Hartfield Road is the busiest car park in the study area, regularly going over capacity. Whilst the figures are somewhat skewed due to the vagaries of the matching process and very short duration of stay of some vehicles (lots of people use the car park to drop others off in town centre, and not to park, which skews the occupancy figures), it is still clear to see this is a heavily utilised car park. The peak times during the weekend cover the main shopping hours, between 1000-1700, when the car park is full. During the weekday the car park is at capacity during the day, but busier during the evening, when more people come into Wimbledon. The car parks close location to the Broadway, and easy access from the roads south of the town centre, make it a popular choice for visitors, both parking and dropping off/ collecting others.

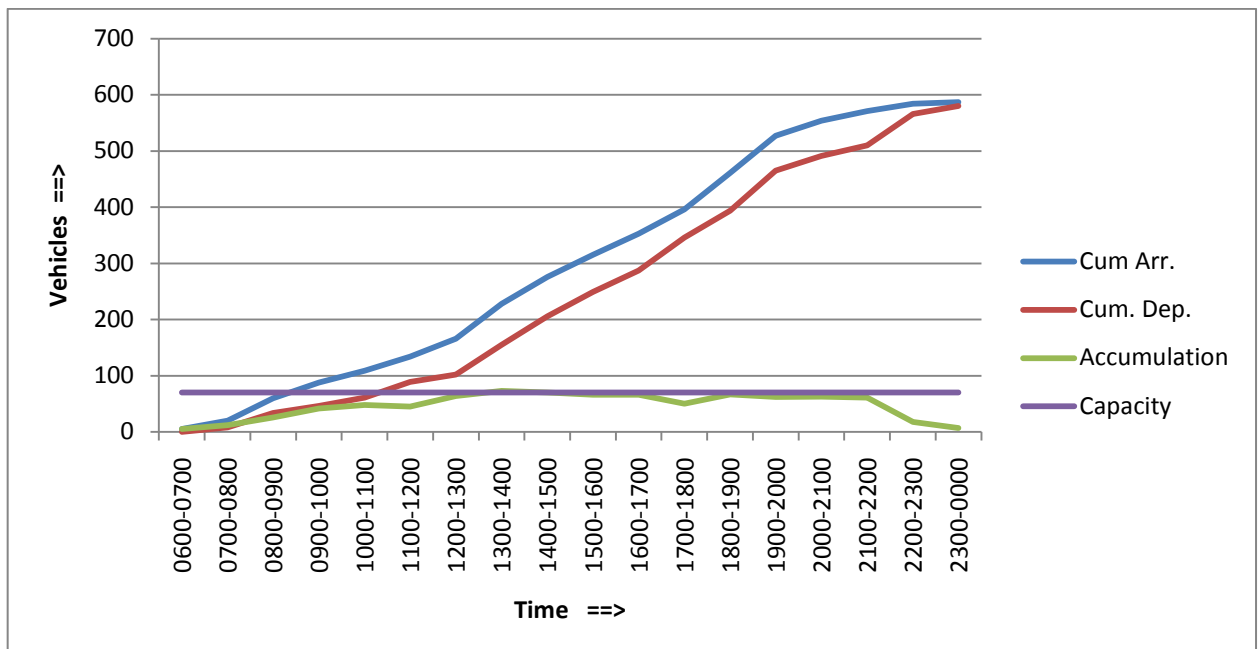
3.1.7 The additional Saturday saw the highest number of parking events, 1746, whilst the quietest day, Thursday, still saw 1170 acts. Of the 1746 vehicles, 1158 (66.3%), stayed for less than two hours, and this pattern was similar throughout the study.

## 6 – The Broadway

**Figure 3.26: The Broadway accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**

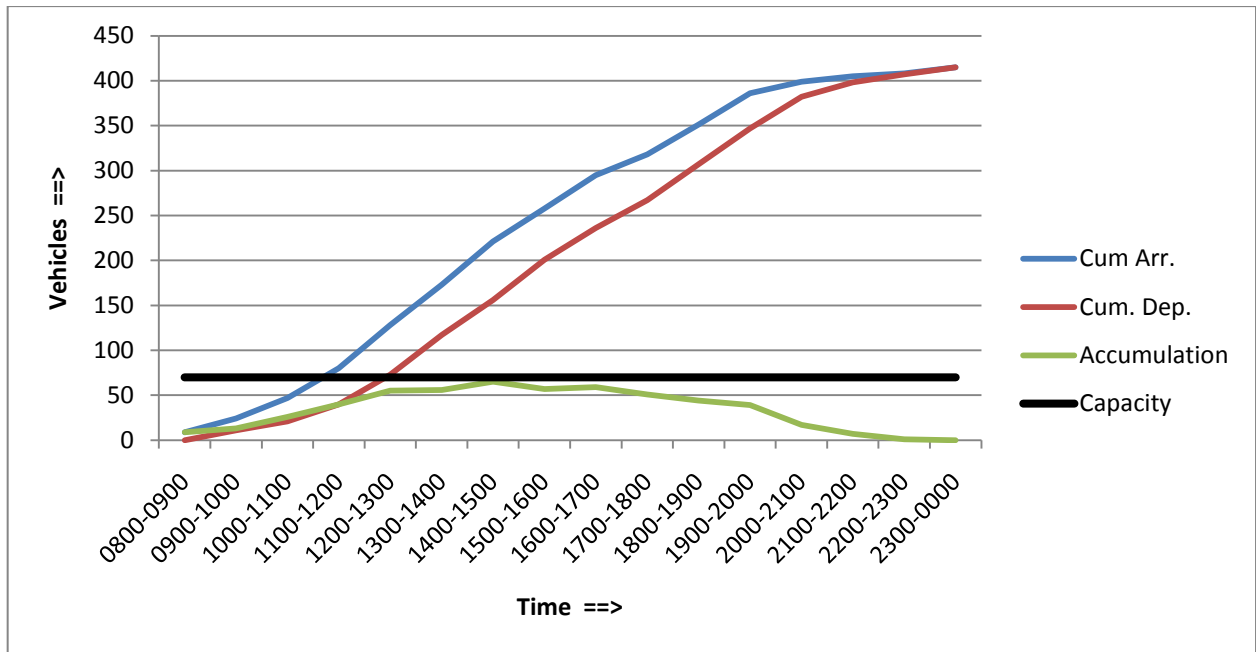


**Figure 3.27: The Broadway accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**

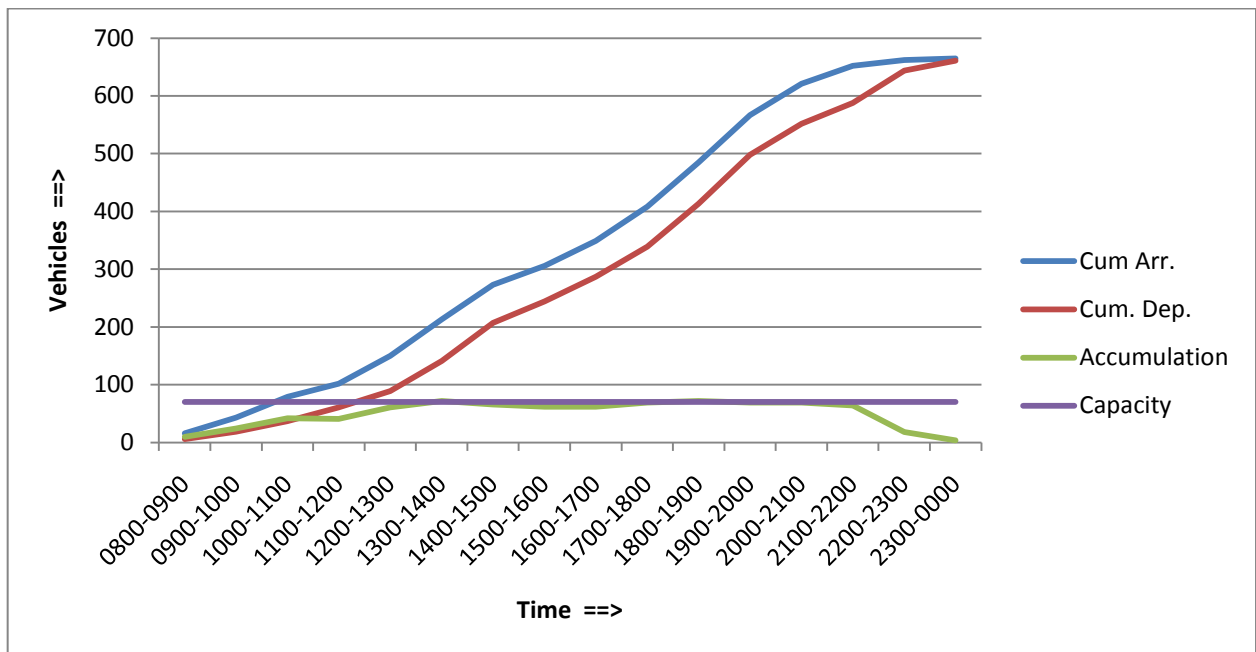




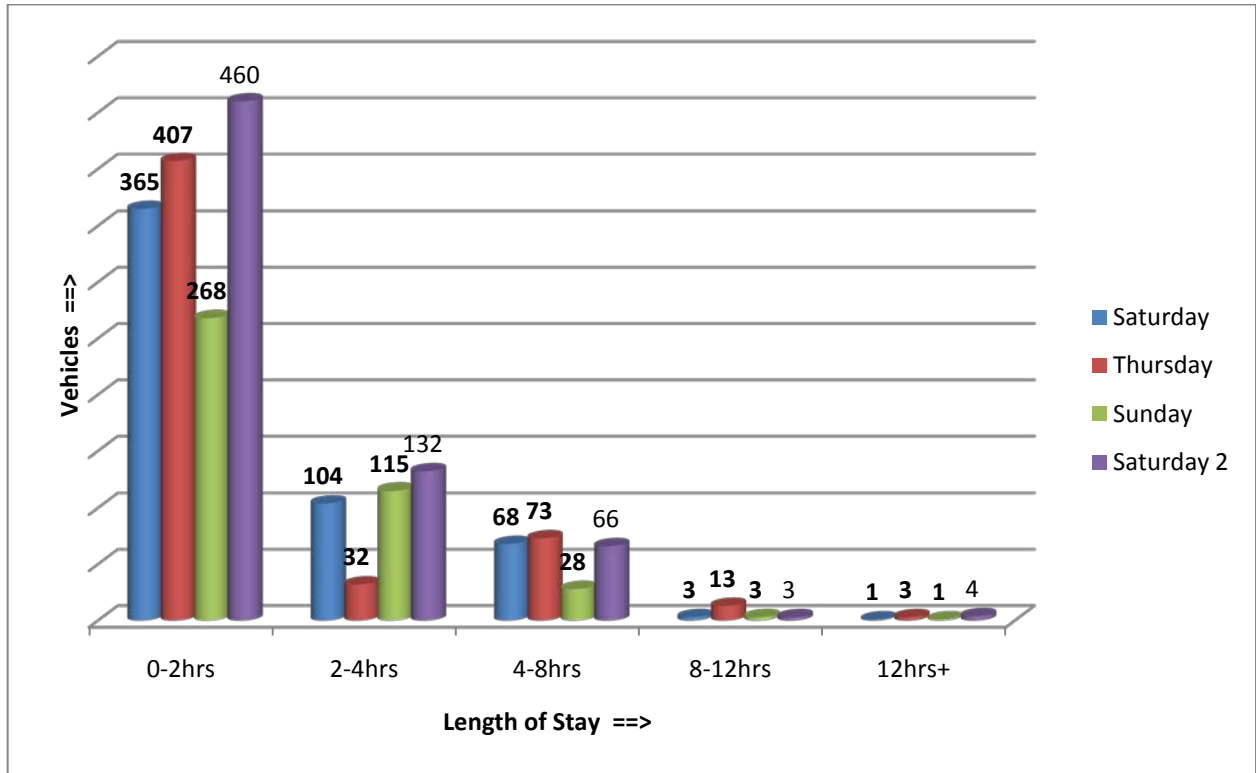
**Figure 3.28: The Broadway accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



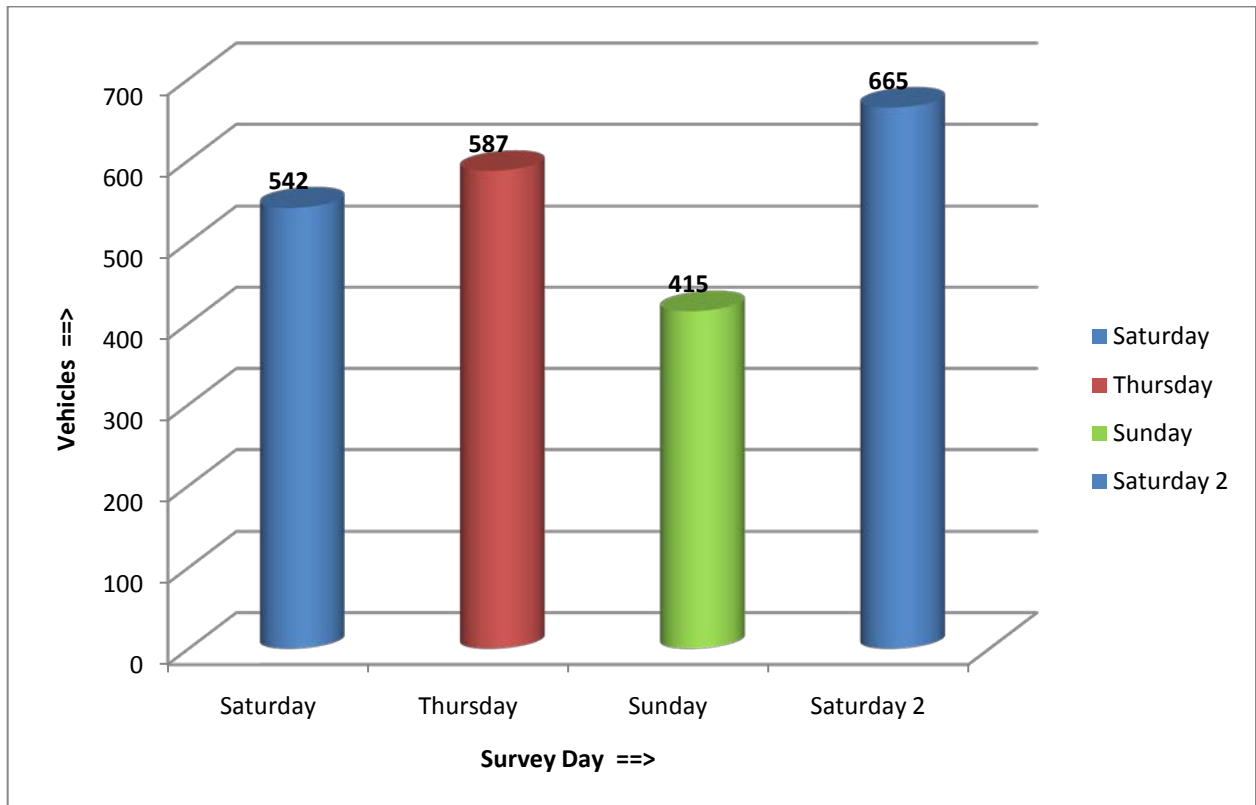
**Figure 3.29: The Broadway accumulation, arrival and departure profile –Saturday 16<sup>th</sup> June**



**Figure 3.30: The Broadway – Duration of stay**



**Figure 3.31: The Broadway – Total parking events**

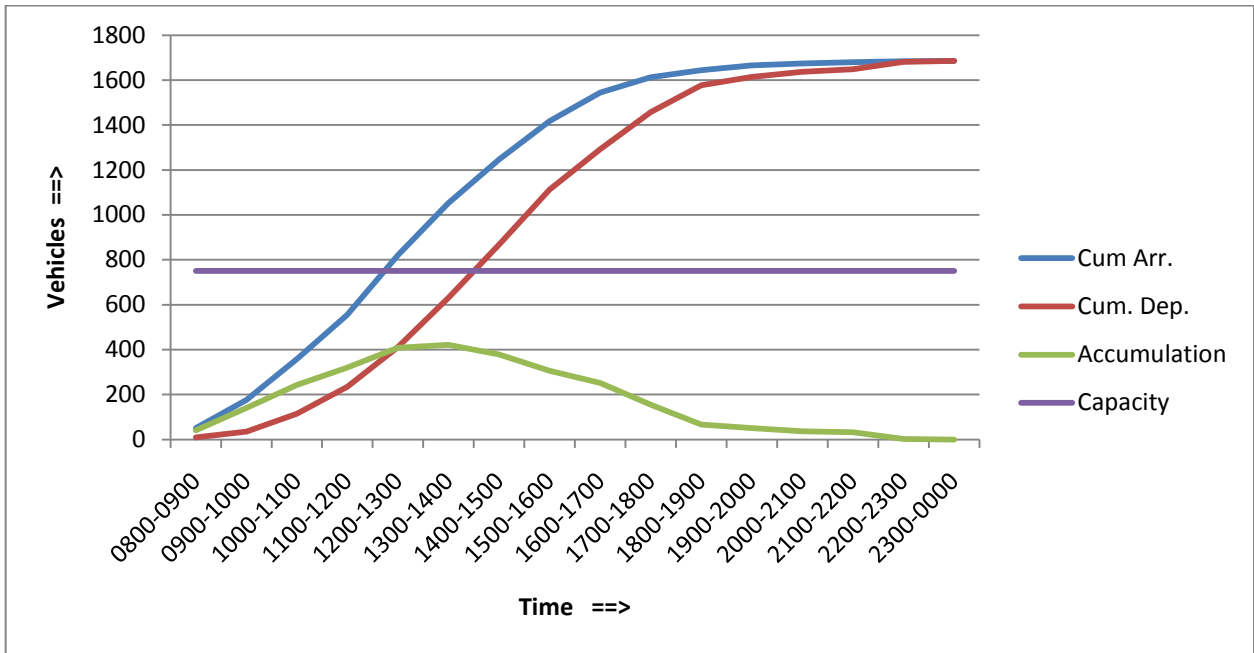


3.1.8 The Broadway car park, similar to Hartfield Road, is centrally located in the town, and therefore attractive to visitors. On all four days of the study The Broadway was very busy, going over capacity on three occasions, and over 90% capacity during 20 of the 66 hourly

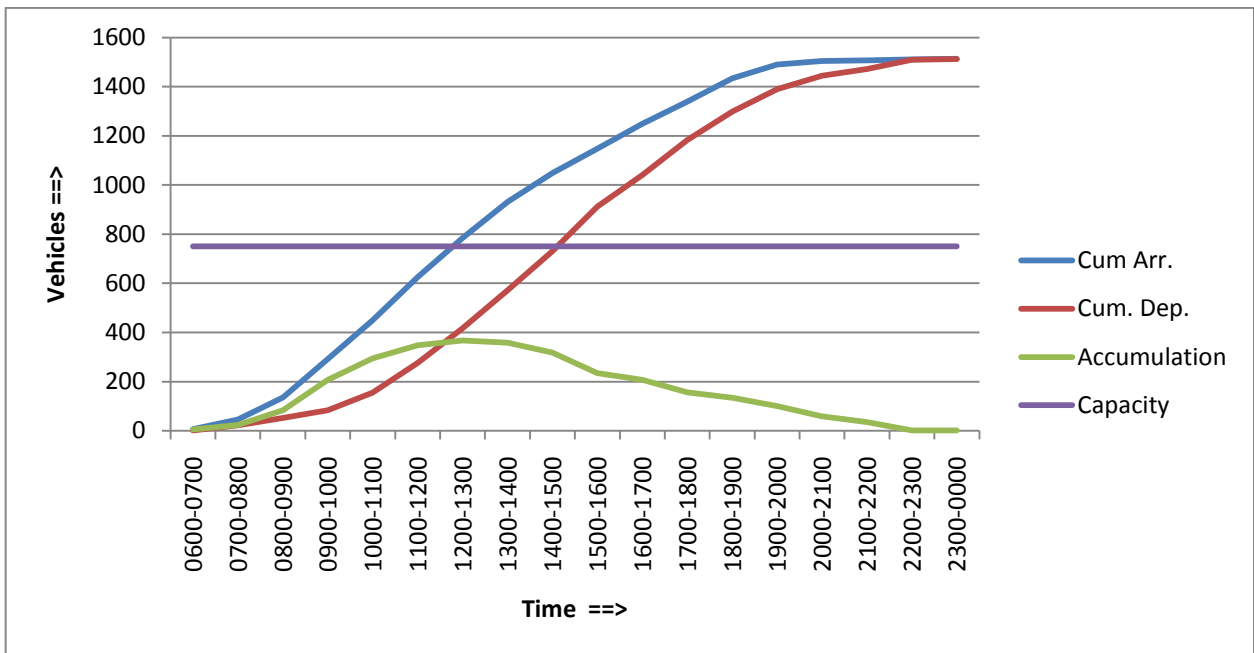
survey periods. The additional Saturday was the busiest day, with 665 parking events. Of the 665 acts, 347 (52.2%) stayed for less than one hour, a pattern which was familiar throughout the study.

**7 – Centre Court**

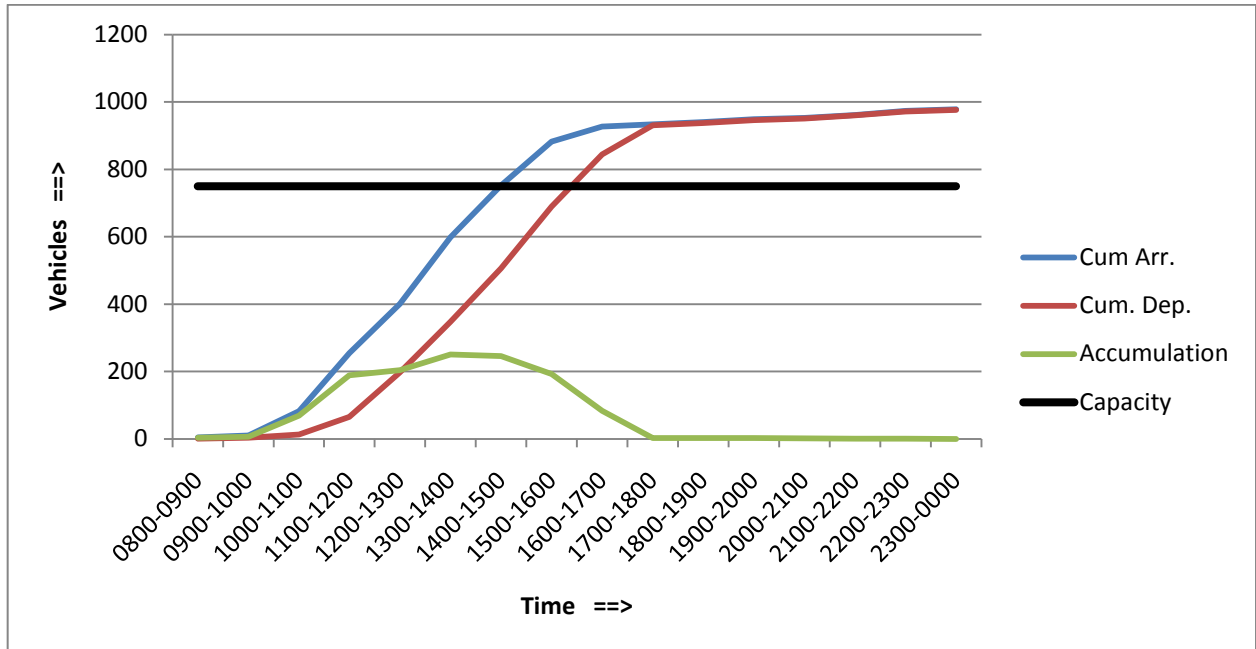
**Figure 3.32: Centre Court accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



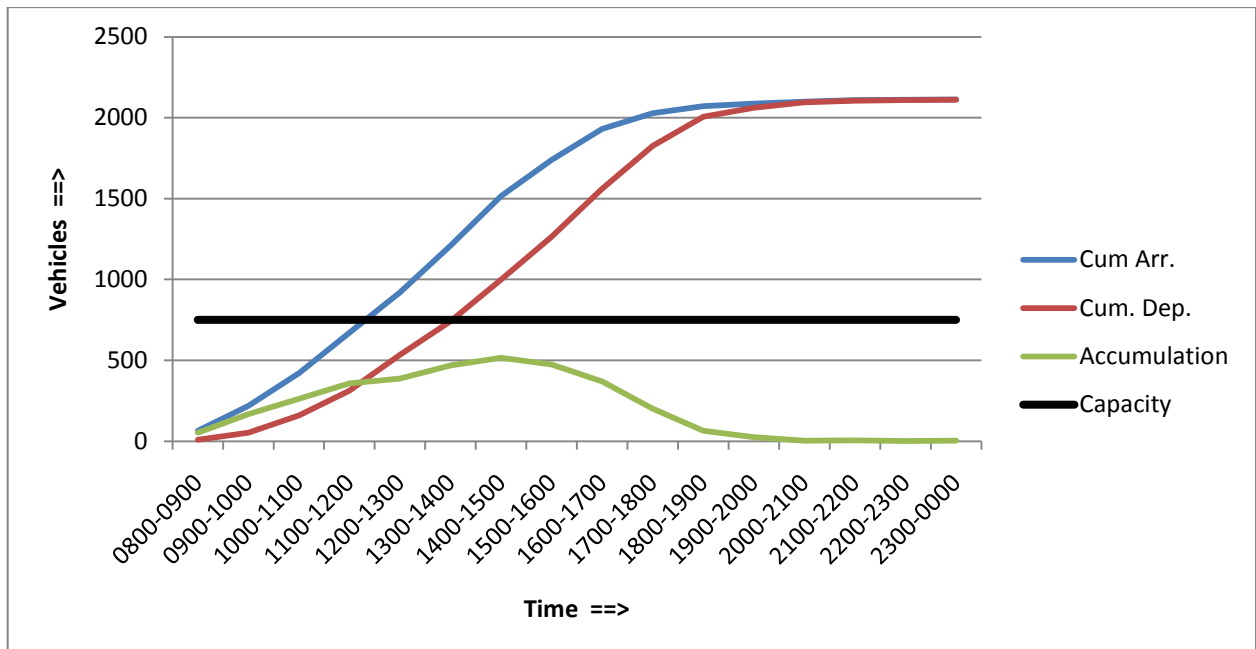
**Figure 3.33: Centre Court accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



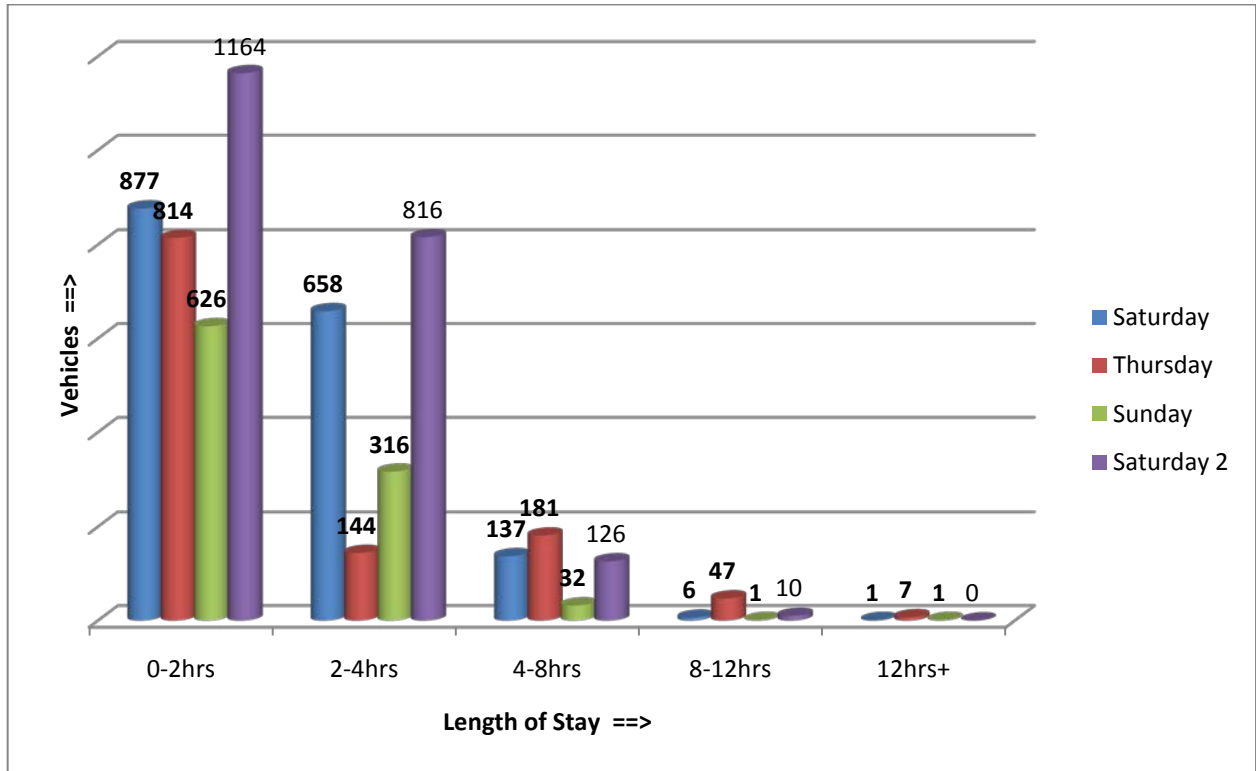
**Figure 3.34: Centre Court accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



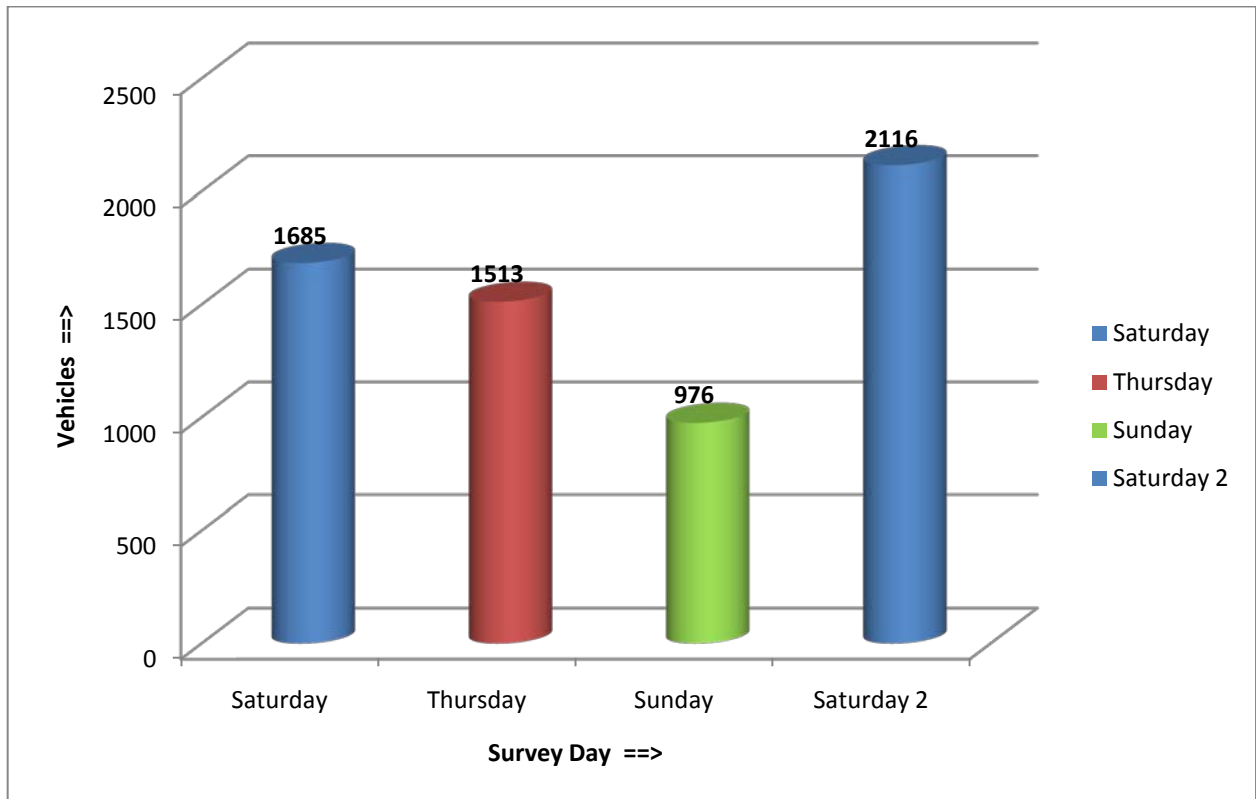
**Figure 3.35: Centre Court accumulation, arrival and departure profile – Saturday 16<sup>th</sup> June**



**Figure 3.36: Centre Court – Duration of stay**



**Figure 3.37: Centre Court – Total parking events**

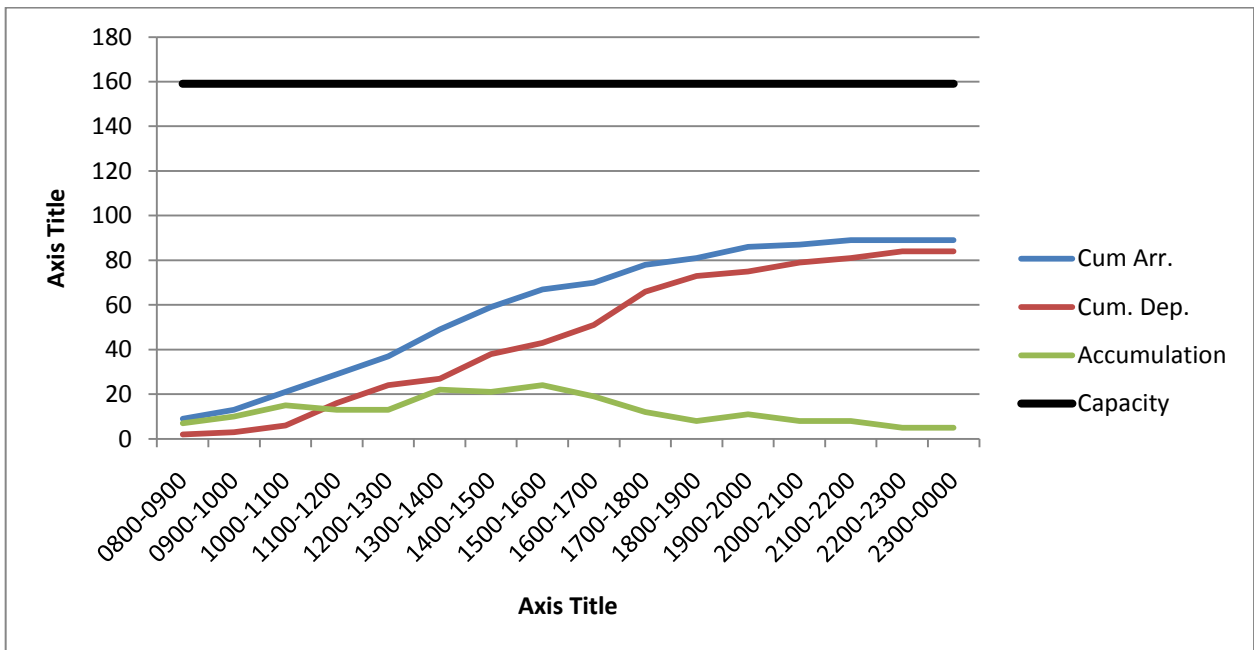


3.1.9 Centre Court is the biggest car park in the study, and therefore attracts the most number of parking events. Due to its great size however, the occupancy throughout the study remains comparatively low. During the study, there were only four hourly periods where

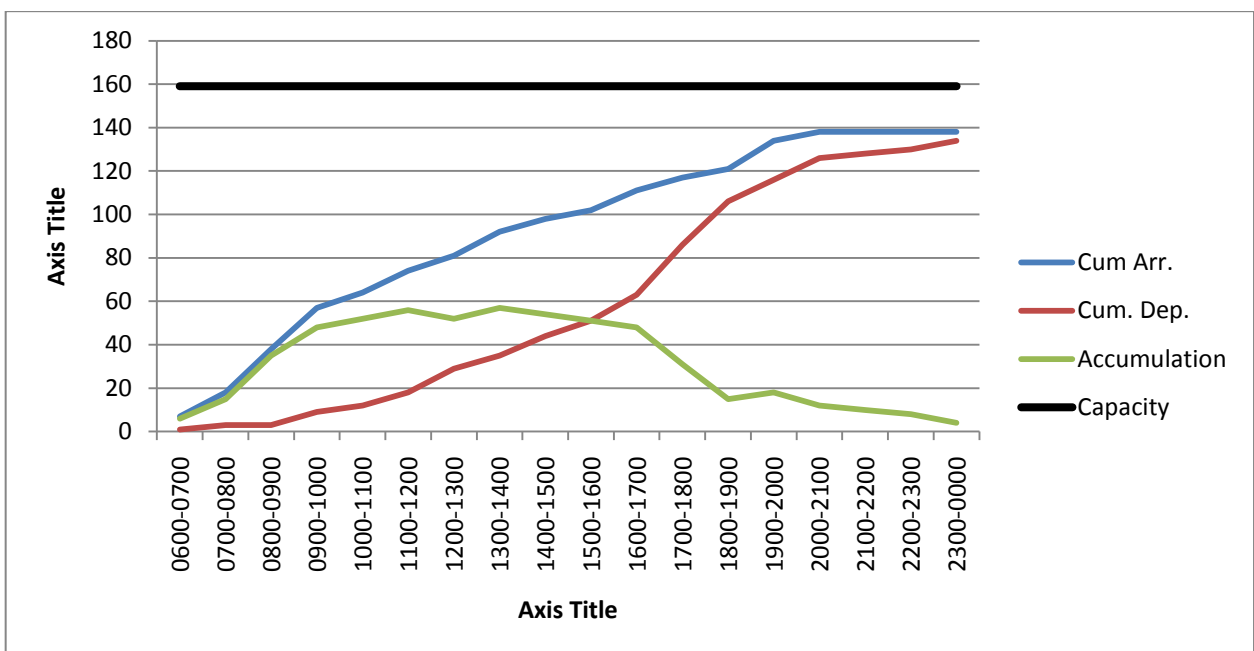
the occupancy exceeds 50%, between 1200-1500 on Saturday 9<sup>th</sup> and between 1200-1300 on Saturday 16<sup>th</sup>. Even during these periods, there are still more 300 parking spaces available. During the study, 50% or more of the vehicles using Centre Court parked for less than two hours. On Thursday 14<sup>th</sup>, 15% of vehicles parked for longer than four hours, although this was not replicated during the weekend.

**8 – Queen’s Road**

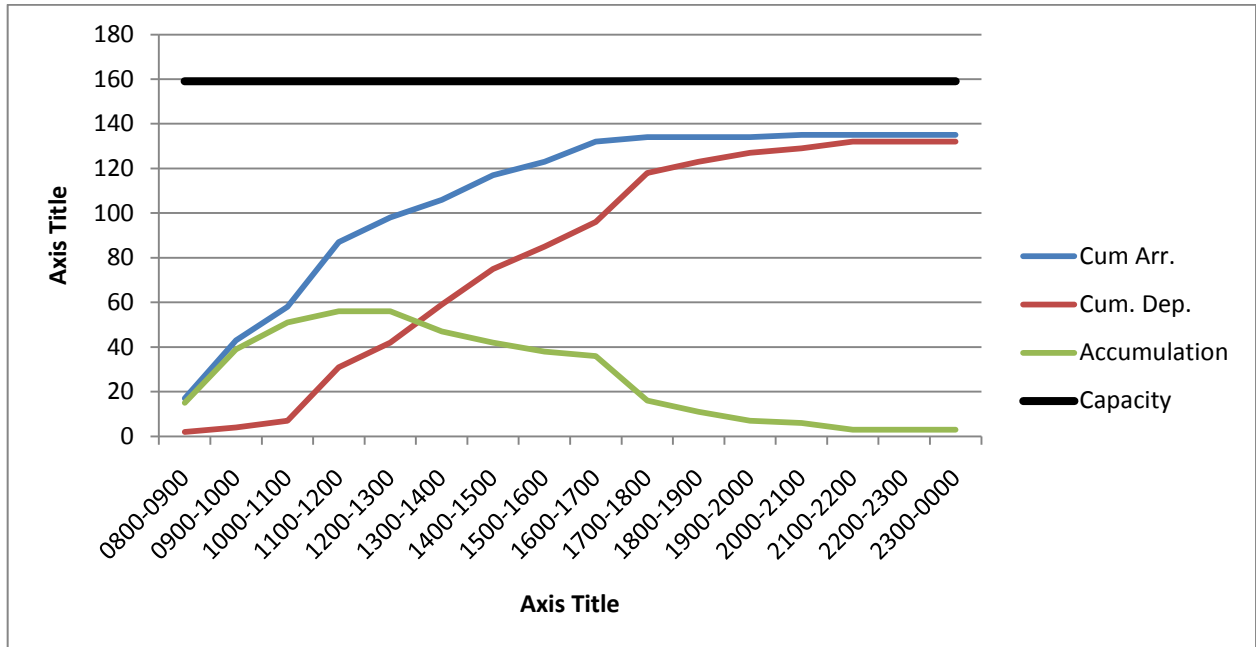
**Figure 3.38: Queen’s Road accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



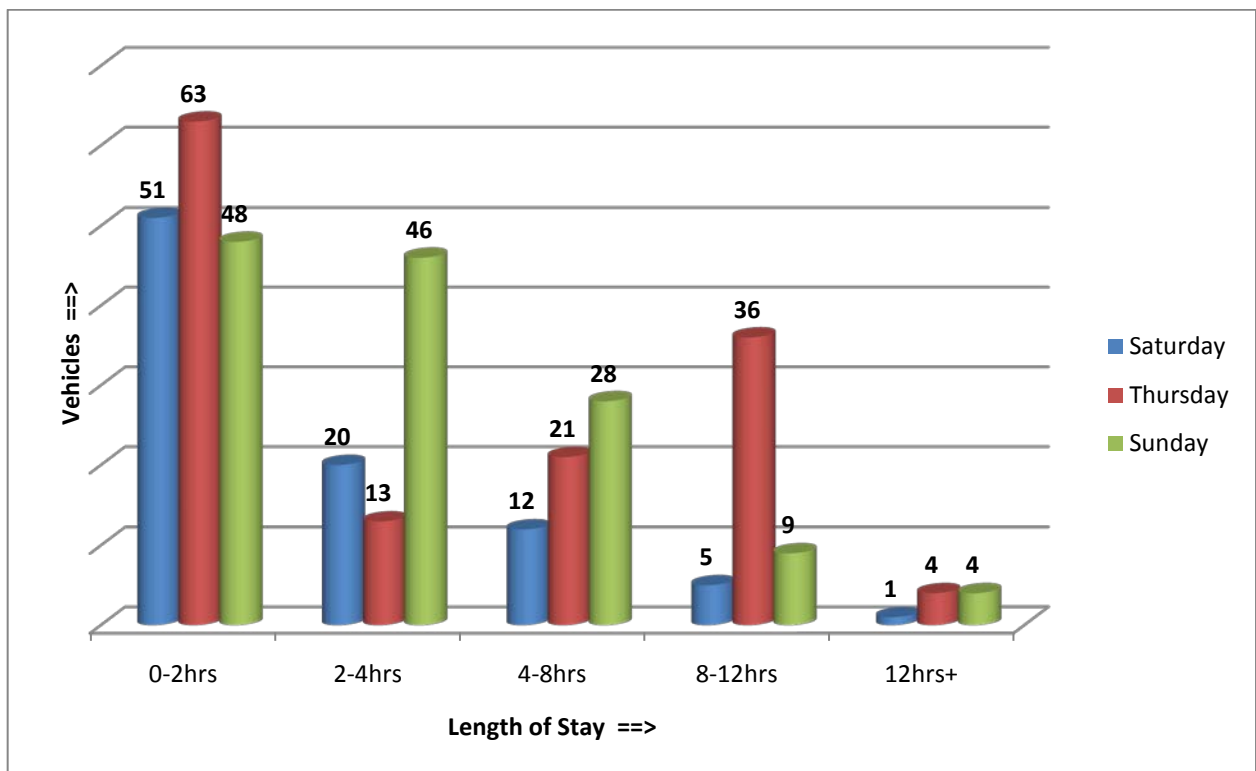
**Figure 3.39: Queen’s Road accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



**Figure 3.40: Queen’s Road accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**

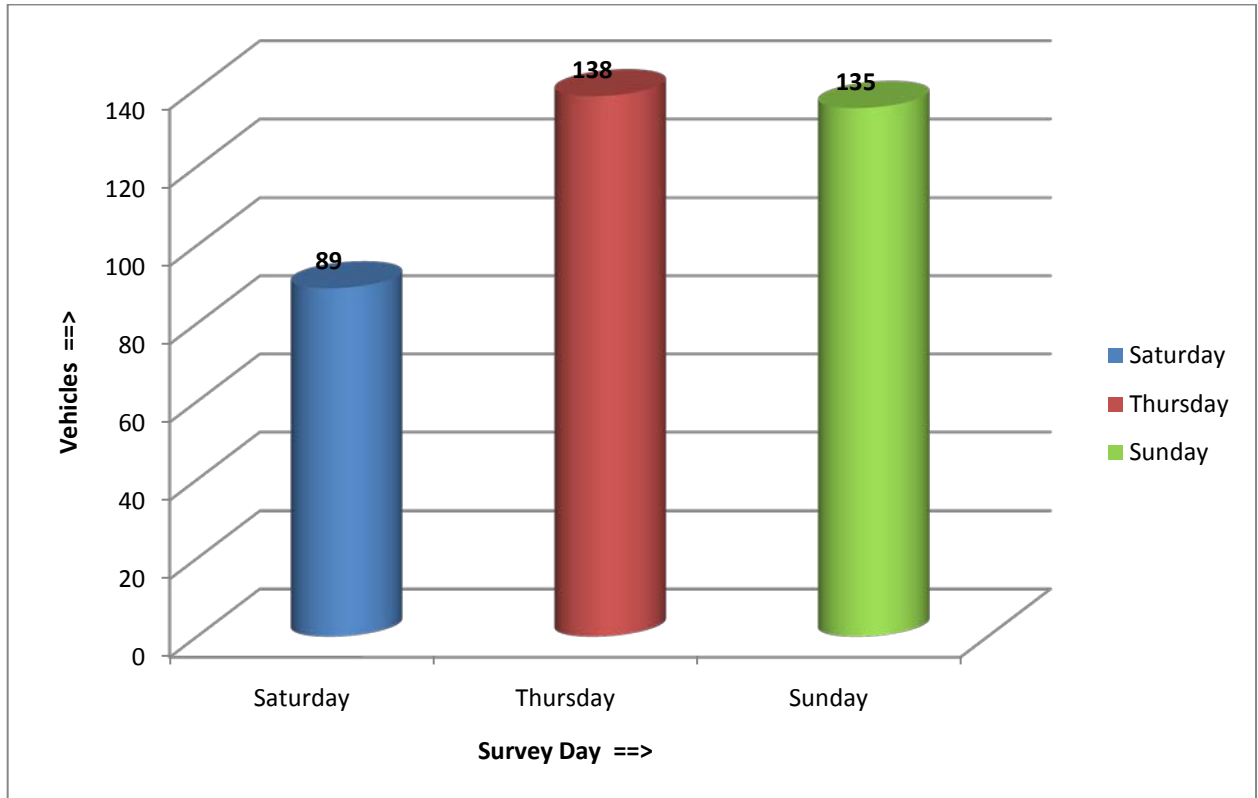


**Figure 3.41: Queen’s Road – Duration of stay**





**Figure 3.42: Queen's Road – Total parking events**



3.1.10 Queens Road car park is a lightly utilised car park which is accessed via Centre Court. Peak occupancy was 36%, recorded between 1300-1400 on Thursday 14<sup>th</sup>. Sunday 17<sup>th</sup> was busier than Saturday 16<sup>th</sup>, and reached a peak of 35% between 1100-1300. Whilst the car park was quiet, it had a much higher proportion of long stay visitors than the other Wimbledon car parks. On Thursday 14<sup>th</sup>, 44% parked for longer than 4 hours, and 18% longer than ten hours, suggesting some commuters may utilise this car park due to its close proximity the Wimbledon town centre and station, and cheaper parking charges than Centre Court.

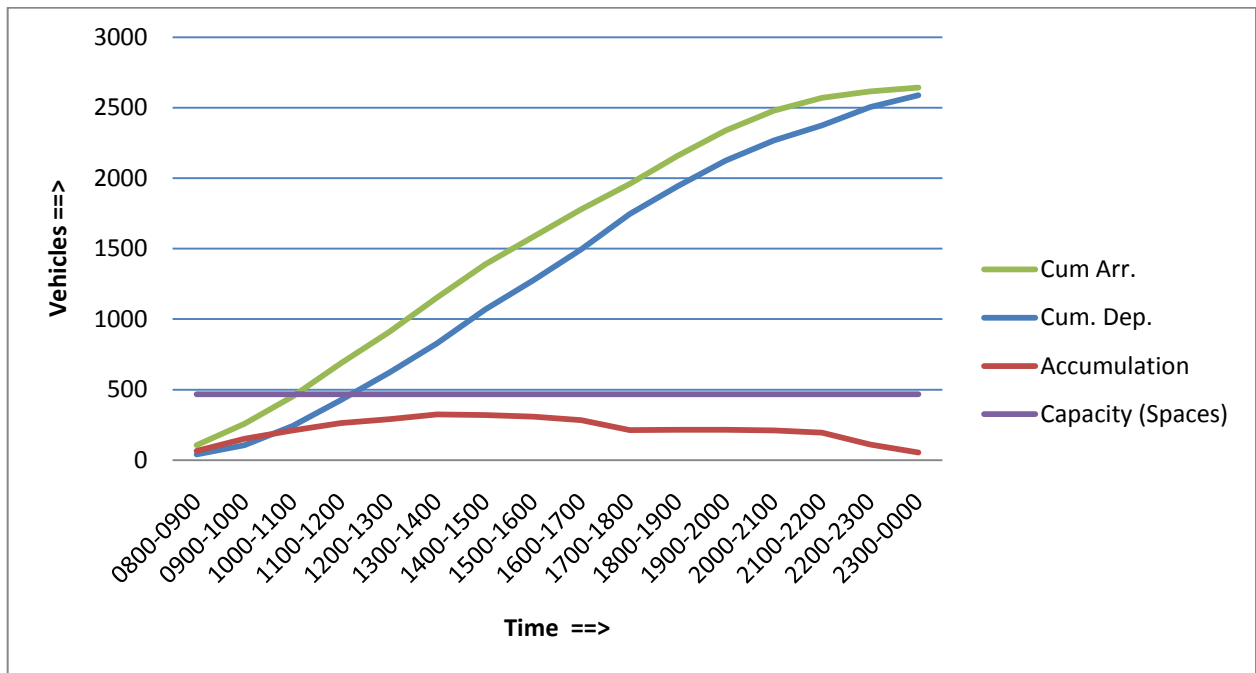
### 3.2 Wimbledon’s Council and Private Car Park Totals

3.2.1 The following figures 3.43 to 3.47 show the findings amongst all of Wimbledon’s Council car parks and Figures 3.48 to 3.52 Private car parks.

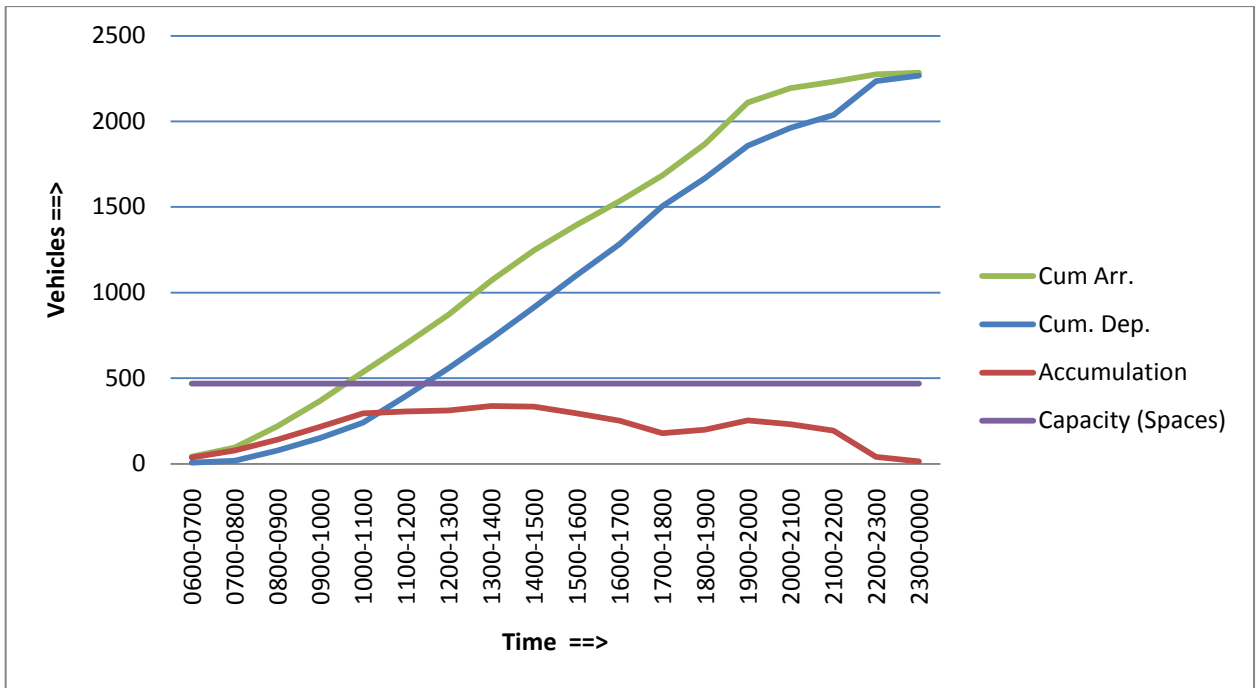
3.2.2 Those that are Council and privately managed are as follows:

- **Council** – St George’s Road, Hartfield Road, The Broadway, Queens Road.
- **Private** – Sainsbury’s, Wimbledon Bridge, Waitrose, Centre Court.

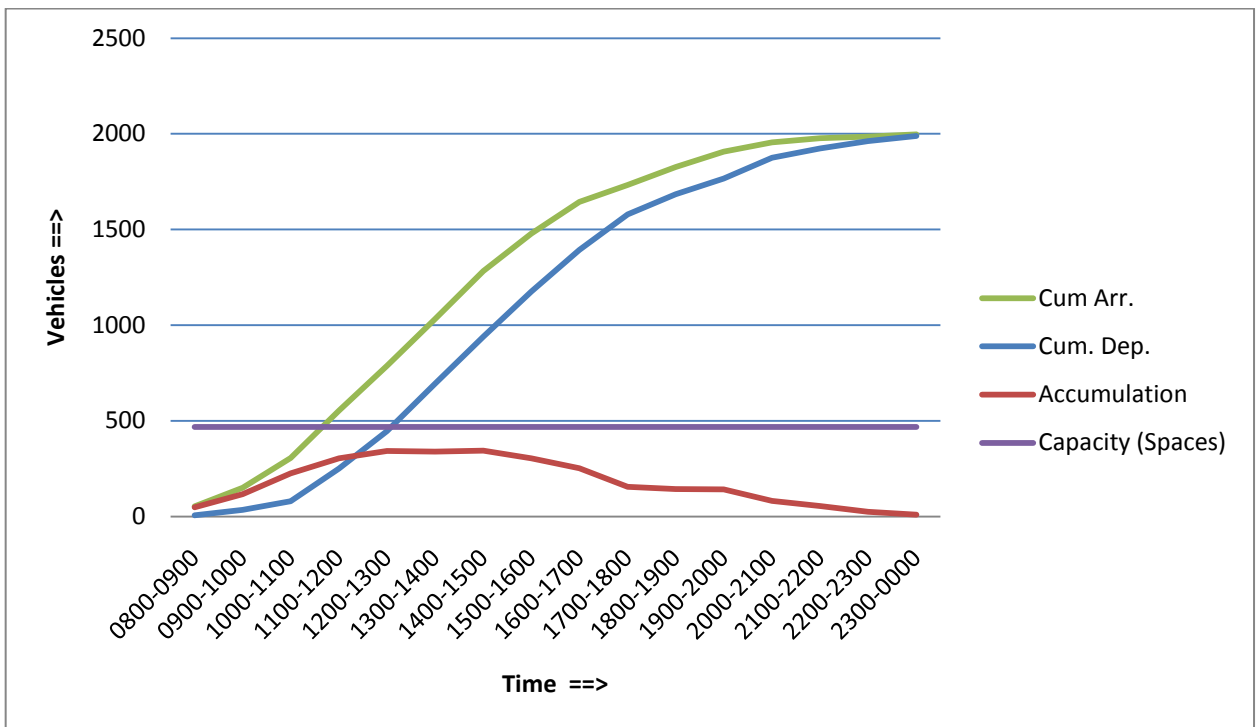
**Figure 3.43: Wimbledon council car parks accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



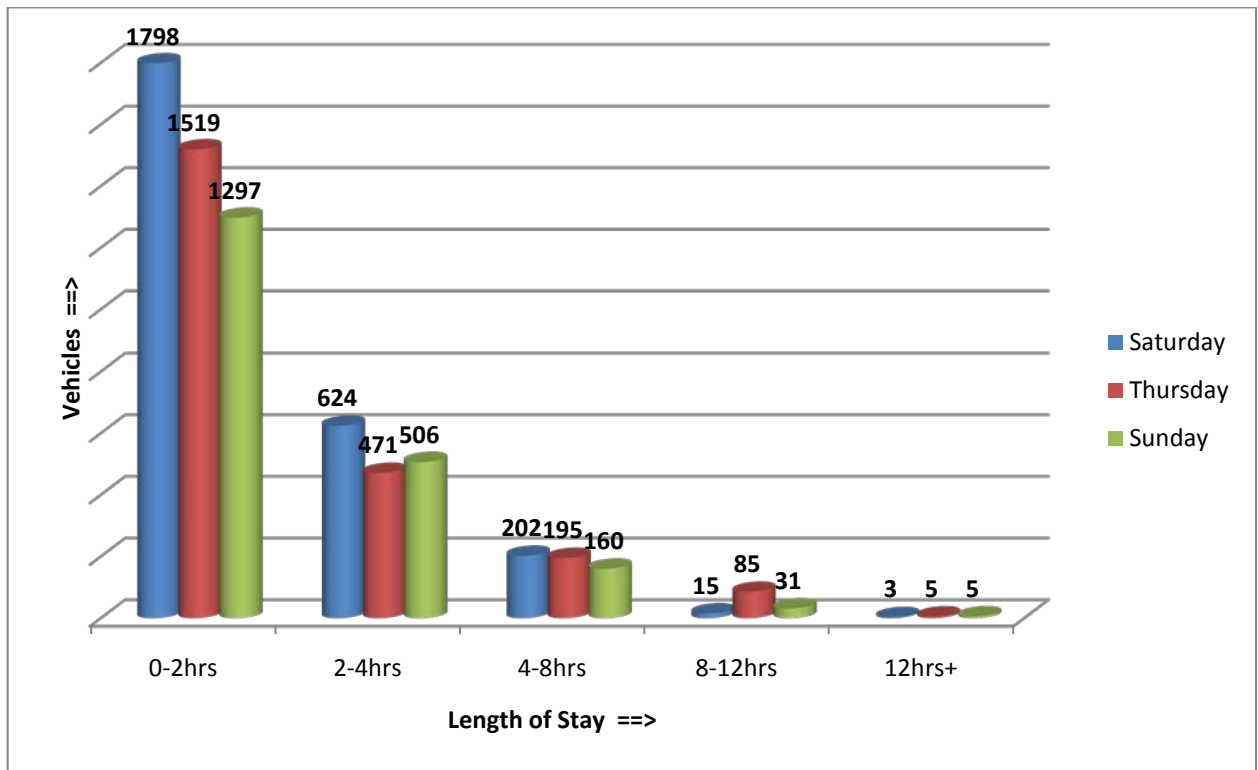
**Figure 3.44: Wimbledon Council car parks accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



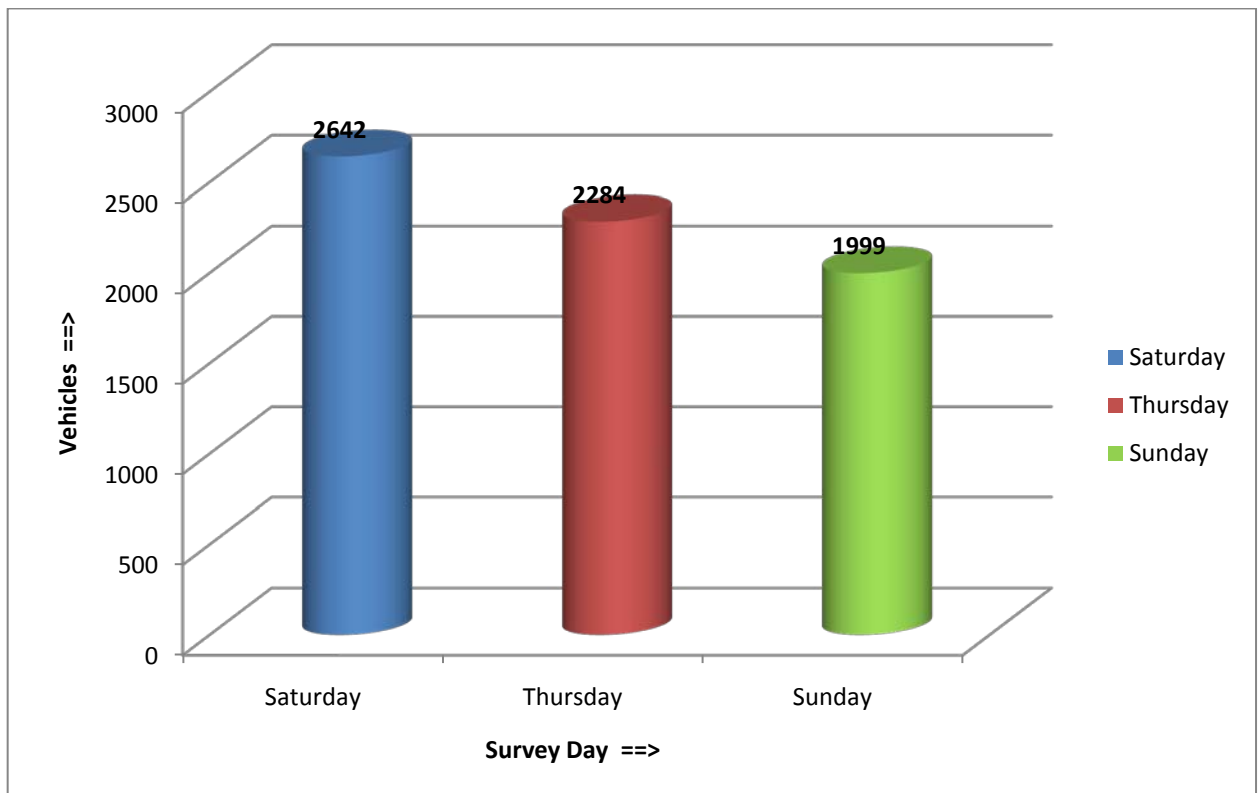
**Figure 3.45: Wimbledon Council car parks accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



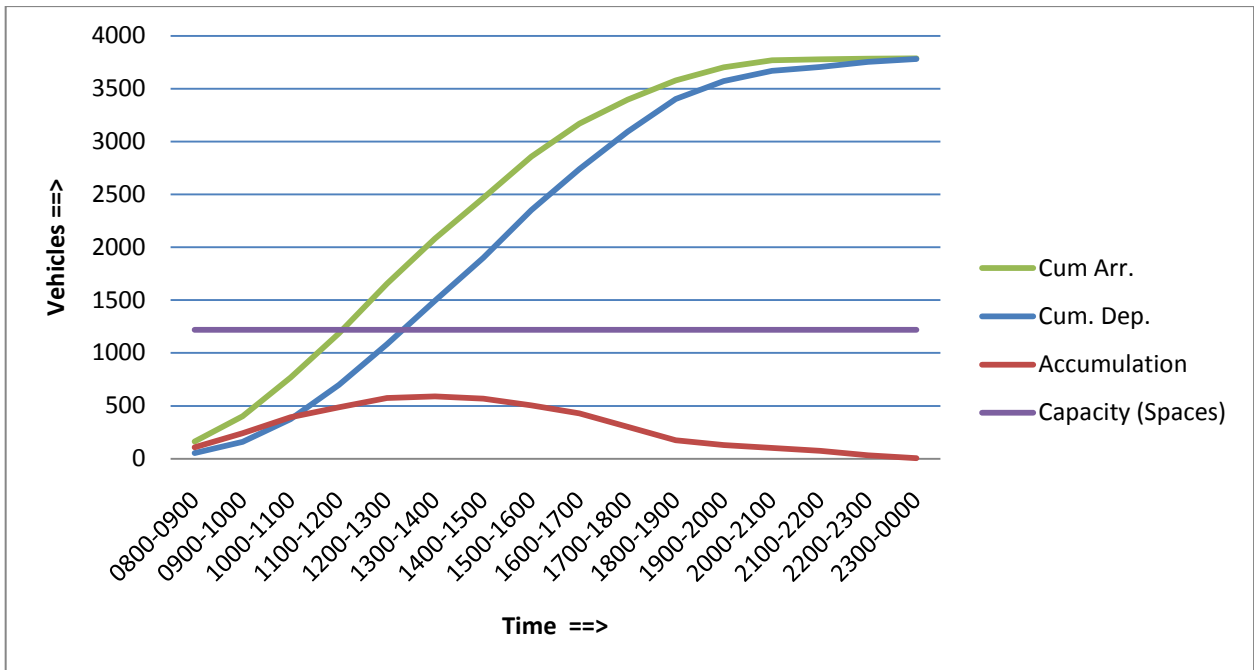
**Figure 3.46: Wimbledon Council car parks – Duration of stay**



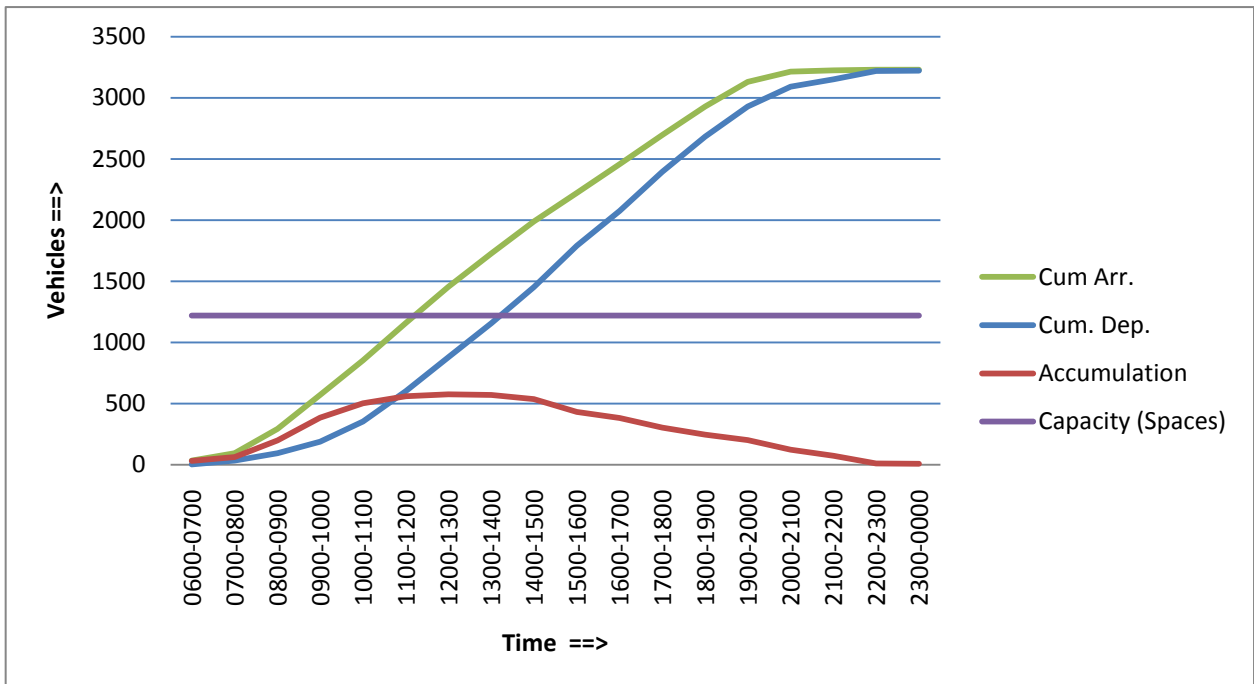
**Figure 3.47: Wimbledon Council car parks – Total parking events**



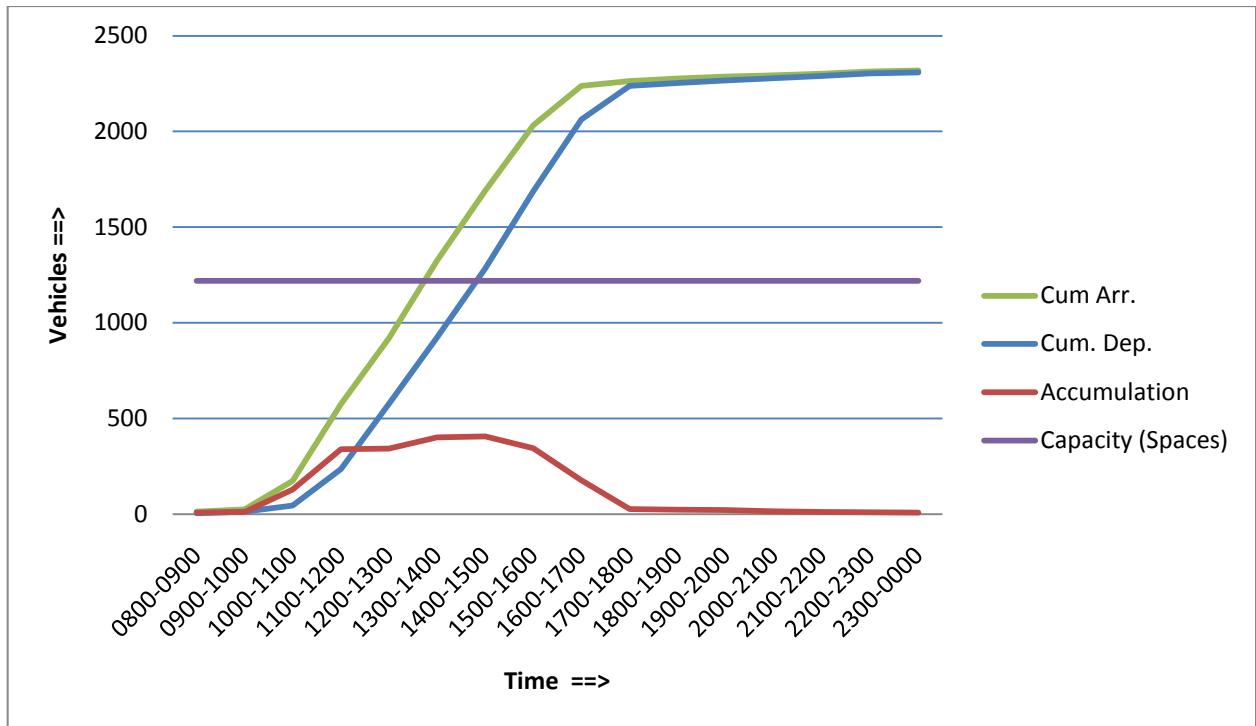
**Figure 3.48: Wimbledon private car parks accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



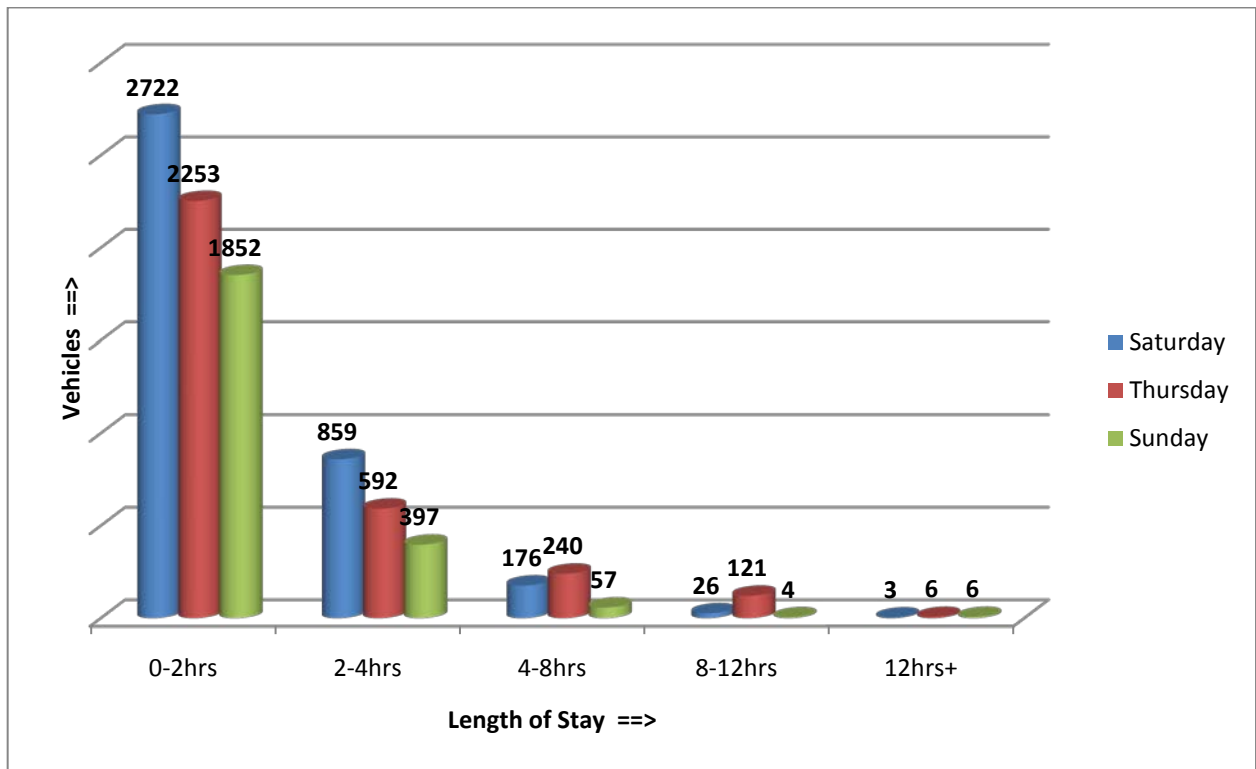
**Figure 3.49: Wimbledon private car parks accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



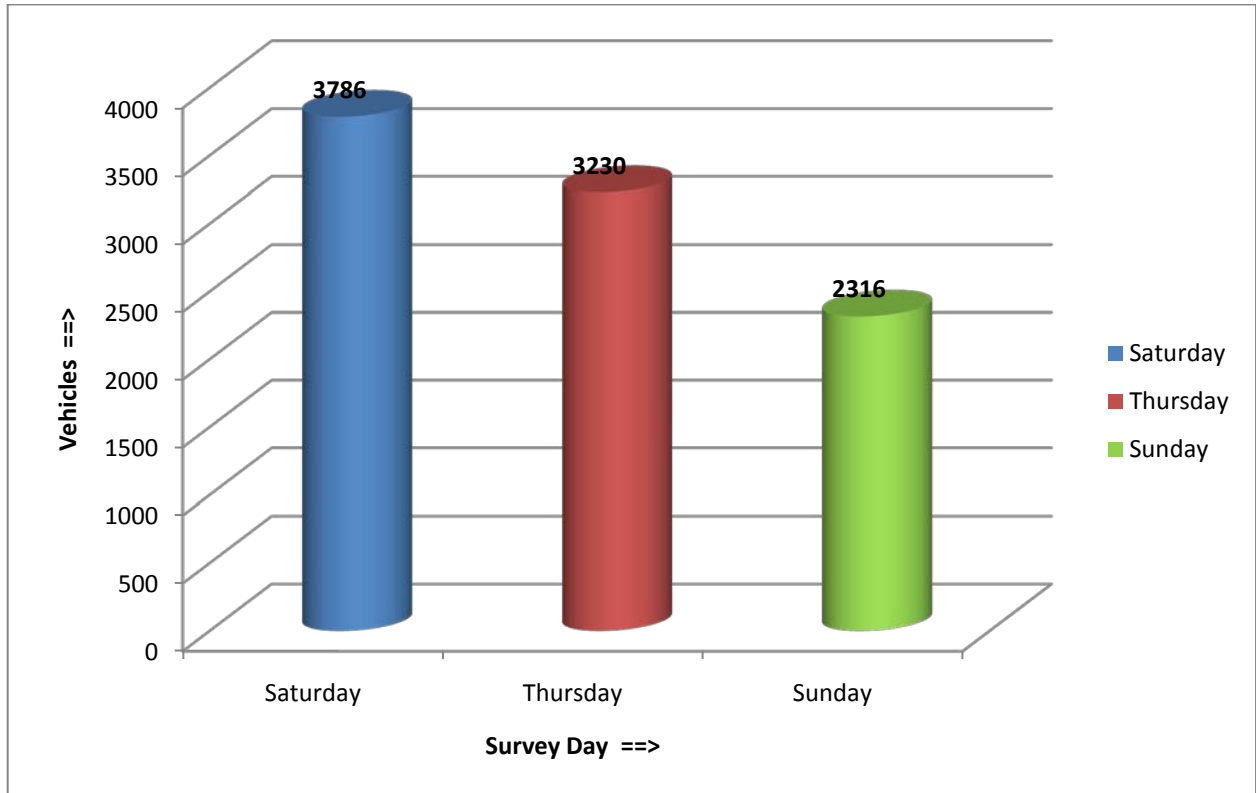
**Figure 3.50: Wimbledon private car parks accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.51: Wimbledon private car parks – Duration of stay**



**Figure 3.52: Wimbledon private car parks – Total parking events**



3.2.3

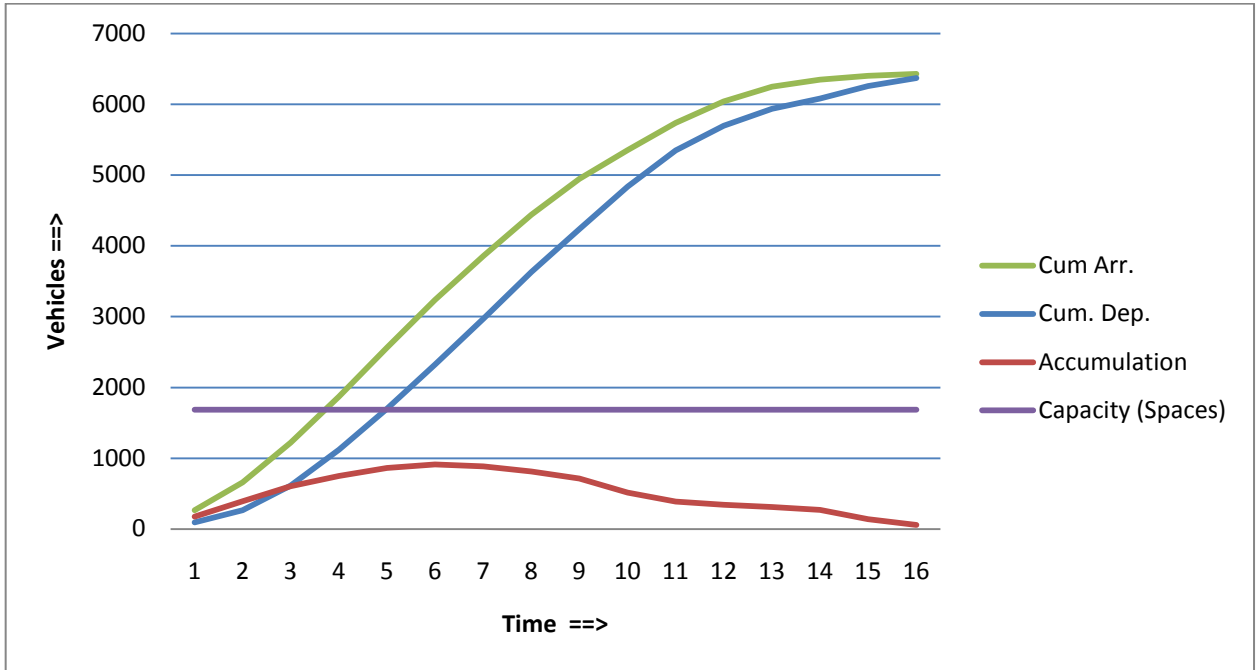
There were 6,925 parking events in the council owned car parks, compared with 9,332 in the privately owned car parks within the Wimbledon study area. When comparing the occupancy of both sets of car parks, the council owned car parks were busier, with a peak occupancy of 74% recorded between 1400-1500 on Sunday 14<sup>th</sup> June. During this peak period there were 938 available parking spaces, 124 in the council owned car parks, and 814 in the privately owned.



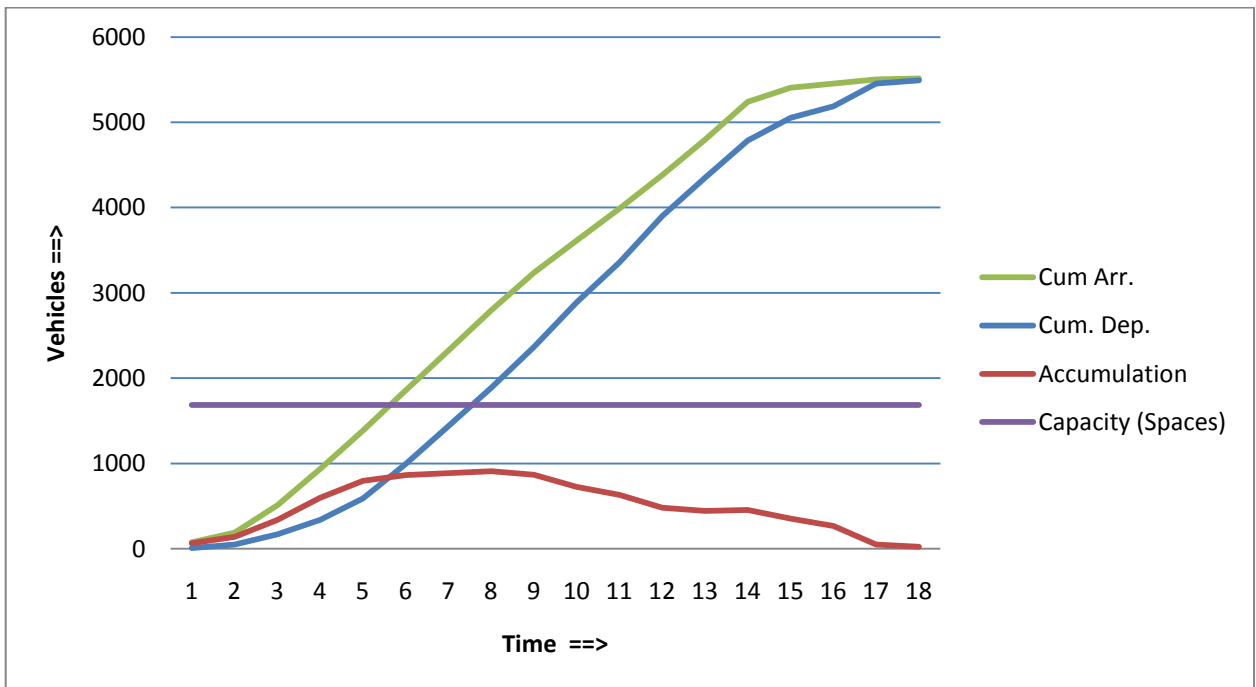
### 3.3 Wimbledon's Car Park Totals

3.3.1 The results amongst all car parks in Wimbledon are shown in Figures 3.53 to 3.57 below.

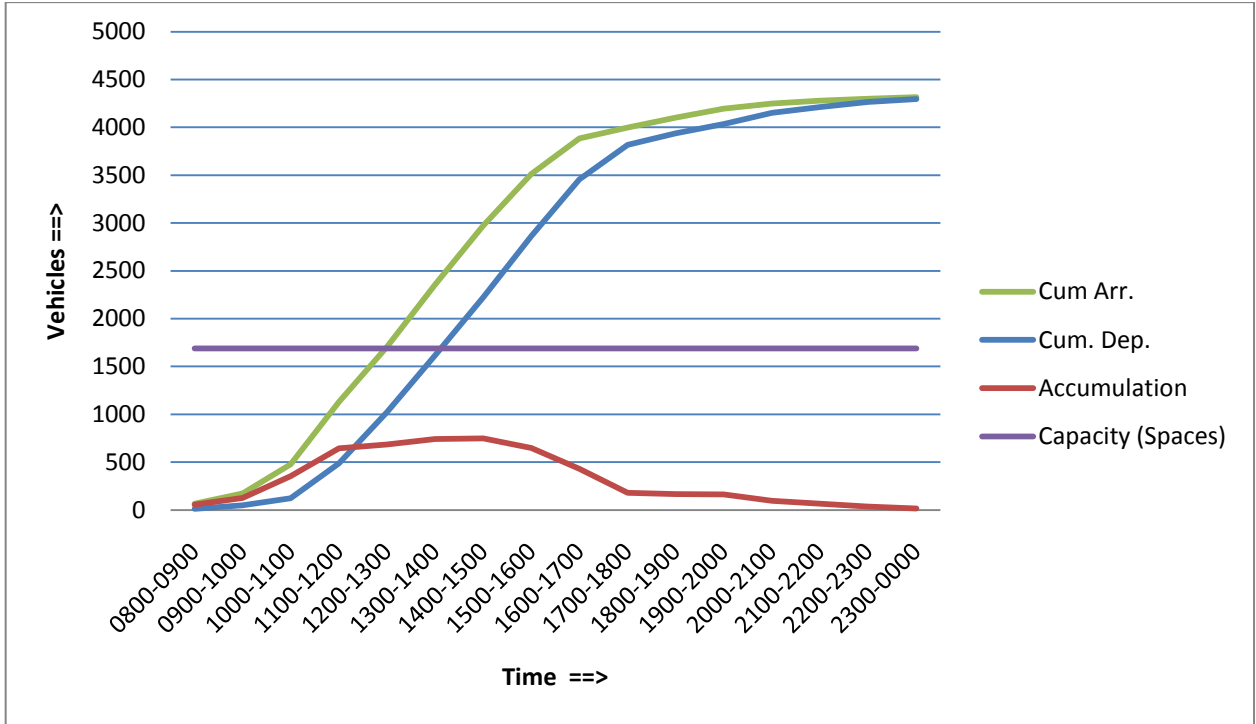
**Figure 3.53: All Wimbledon car parks accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



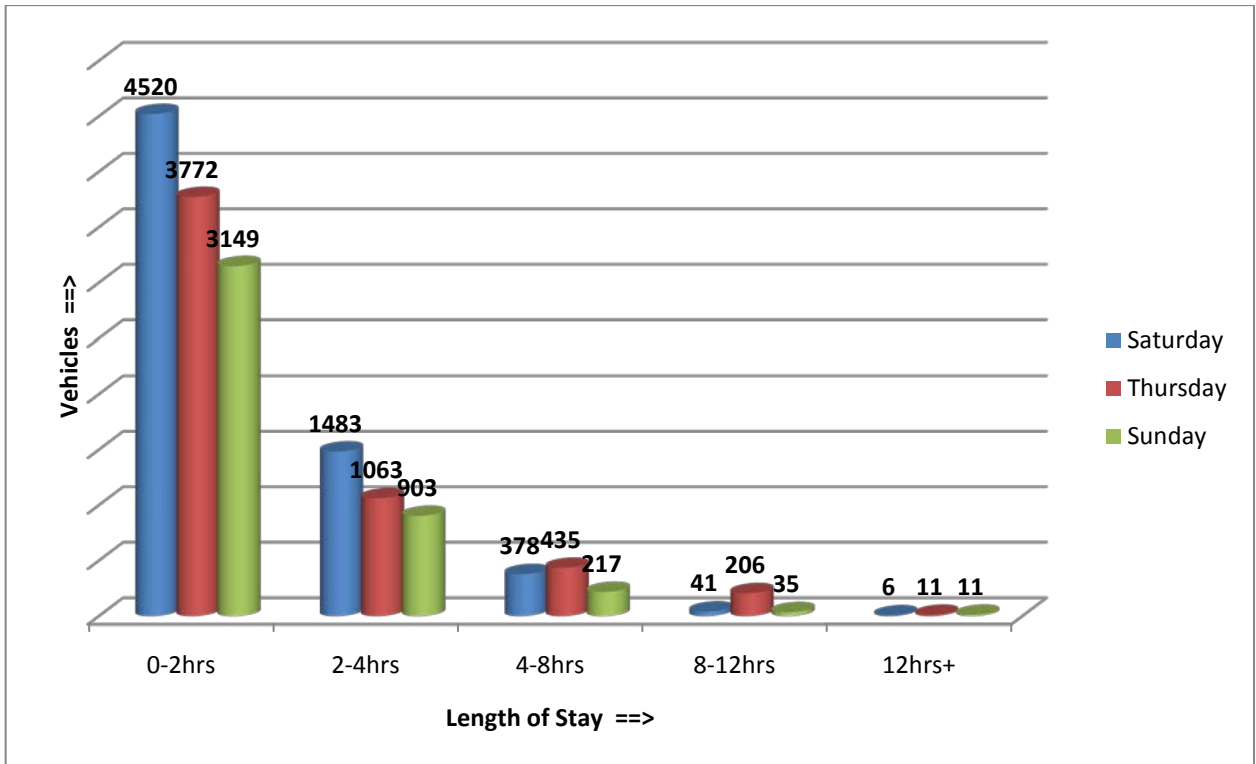
**Figure 3.54: All Wimbledon car parks accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



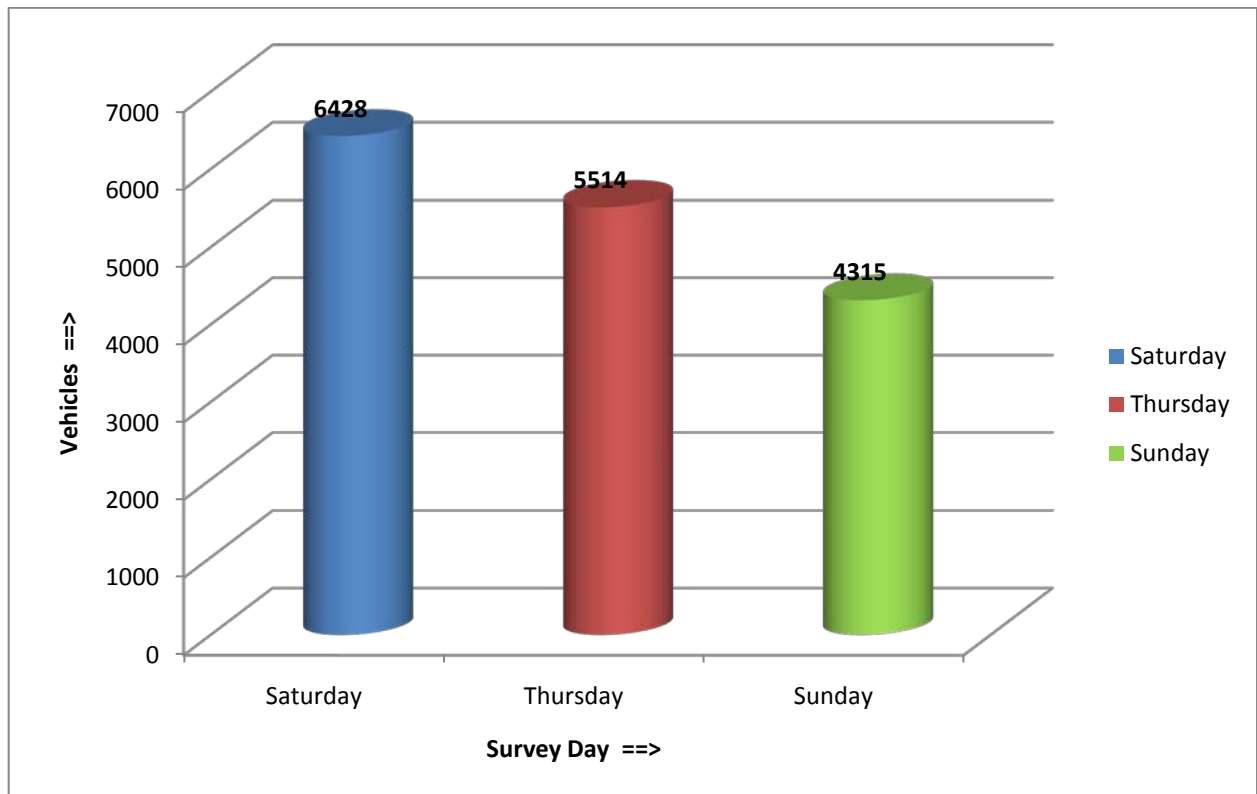
**Figure 3.55: All Wimbledon car parks accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 3.56: All Wimbledon Car Parks – Duration of stay**



**Figure 3.57: All Wimbledon Car Parks – Total parking events**



3.3.2 There were 16,257 parking events during the study in Wimbledon, of which 6428 (39%) were on Saturday 9<sup>th</sup>. Peak occupancy (54%) was recorded between 1300-1400 on Saturday 9<sup>th</sup> and Thursday 14<sup>th</sup>. During these periods there were still 780 available parking spaces. More than 65% of all parking events during the study were for less than two hours.

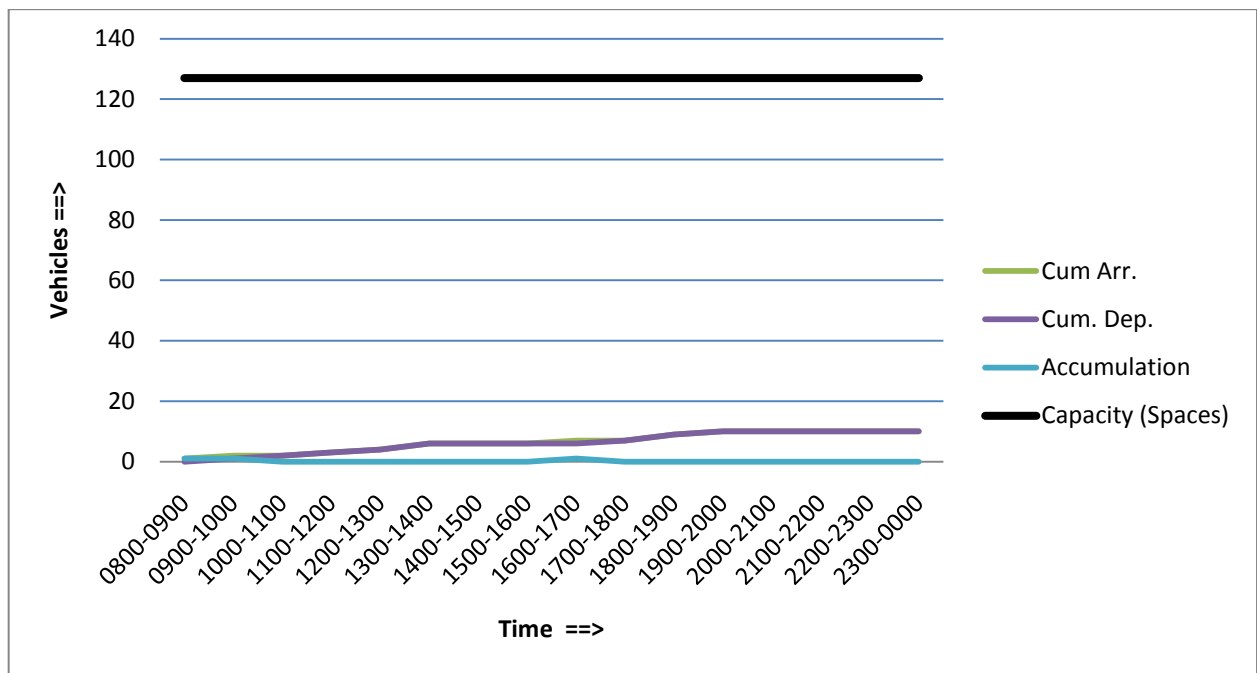
## 4 Car Park Survey Findings – Morden

### 4.1 Findings Per Each Morden Car Park

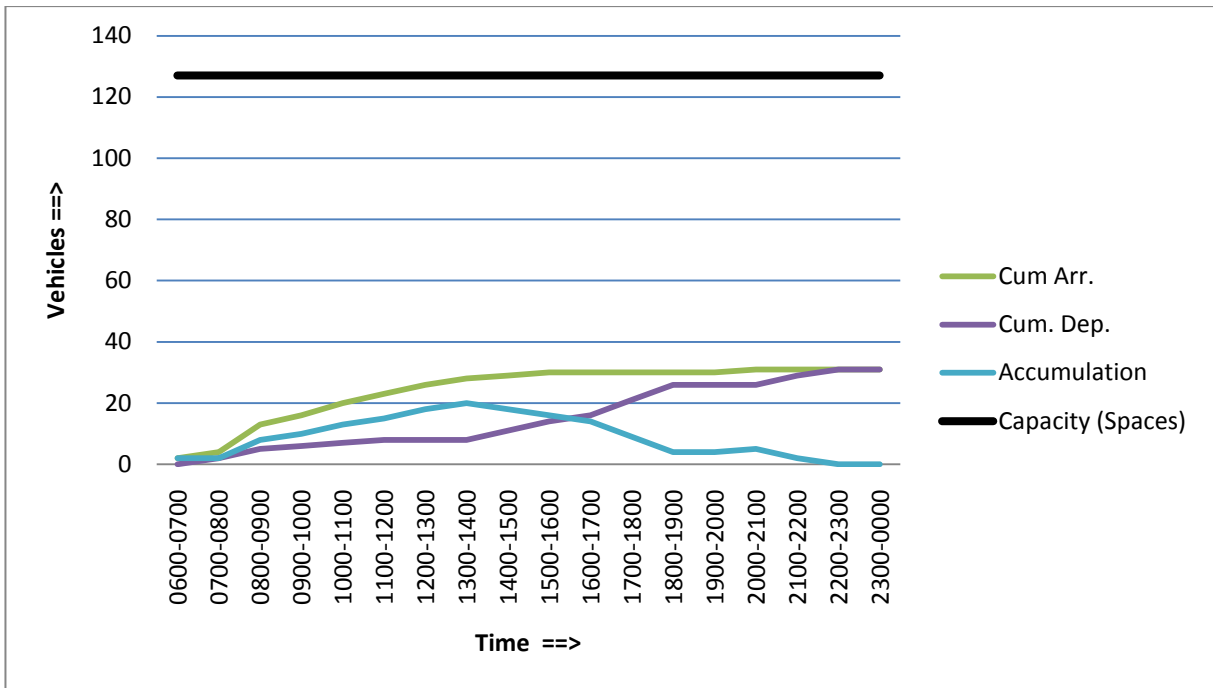
4.1.1 The findings in each of Morden’s car parks are presented in the figures 4.1 to 4.24 below:

#### 1 – Kenley Road

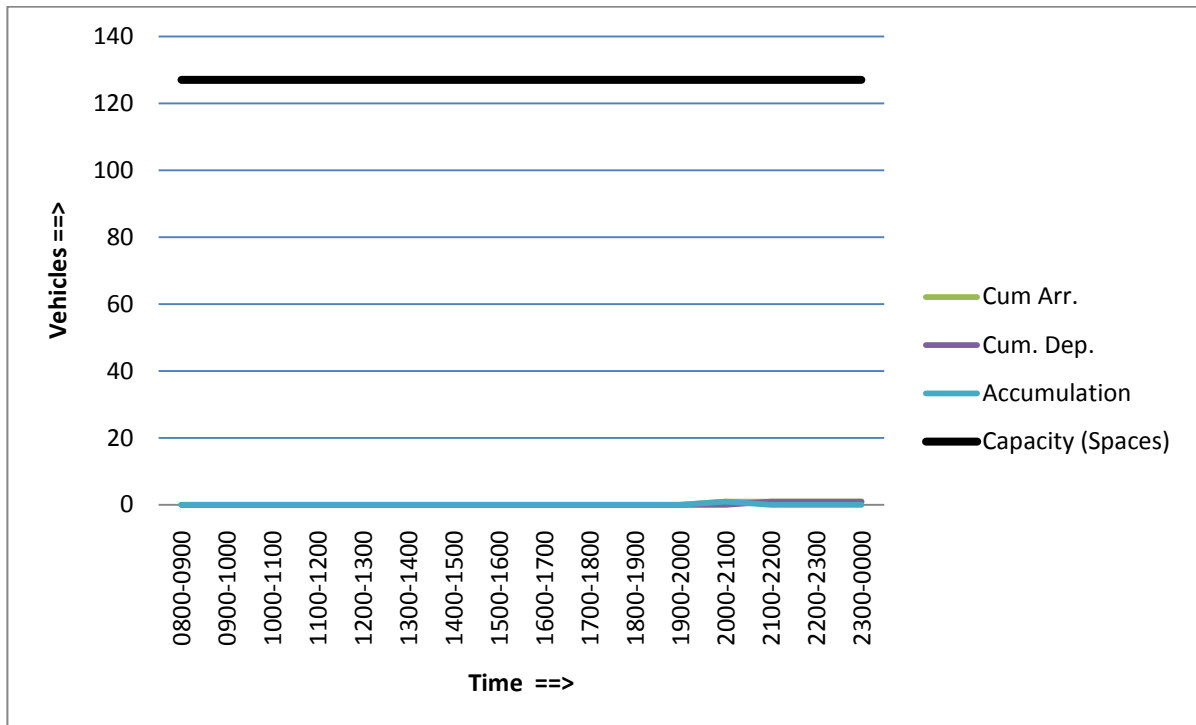
**Figure 4.1: Kenley Road accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



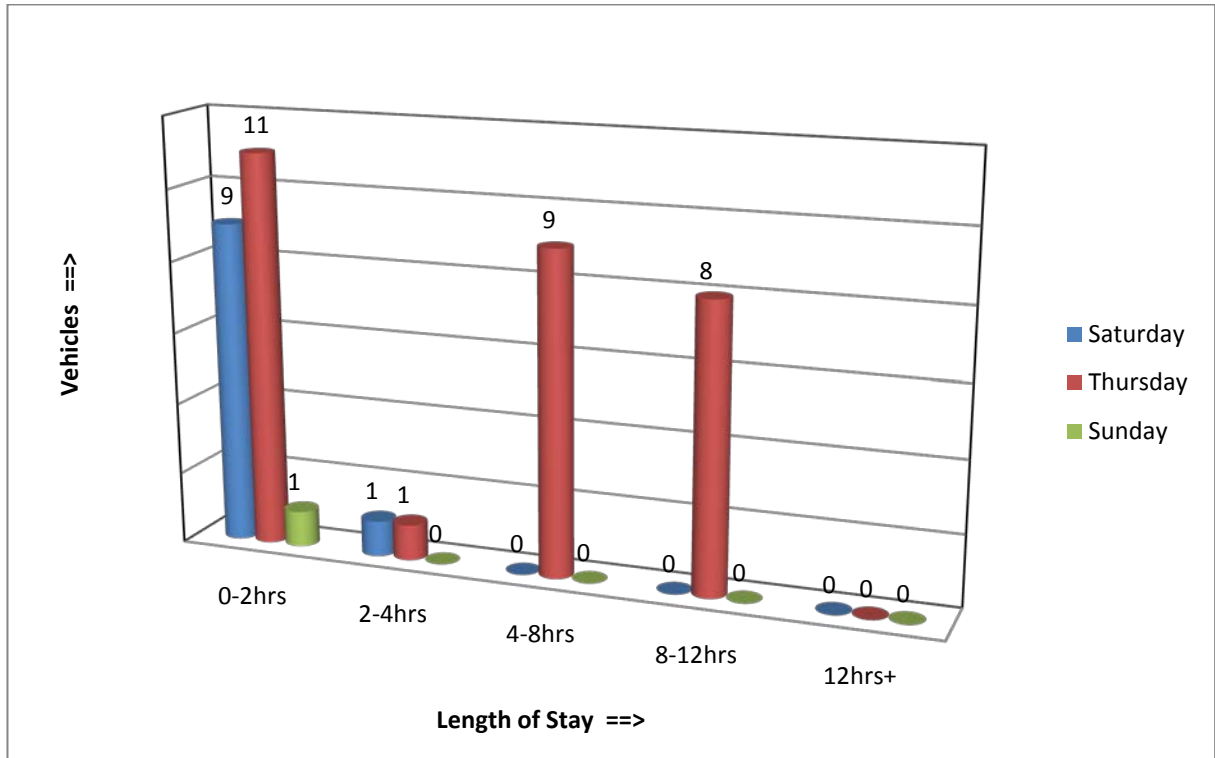
**Figure 4.2: Kenley Road accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



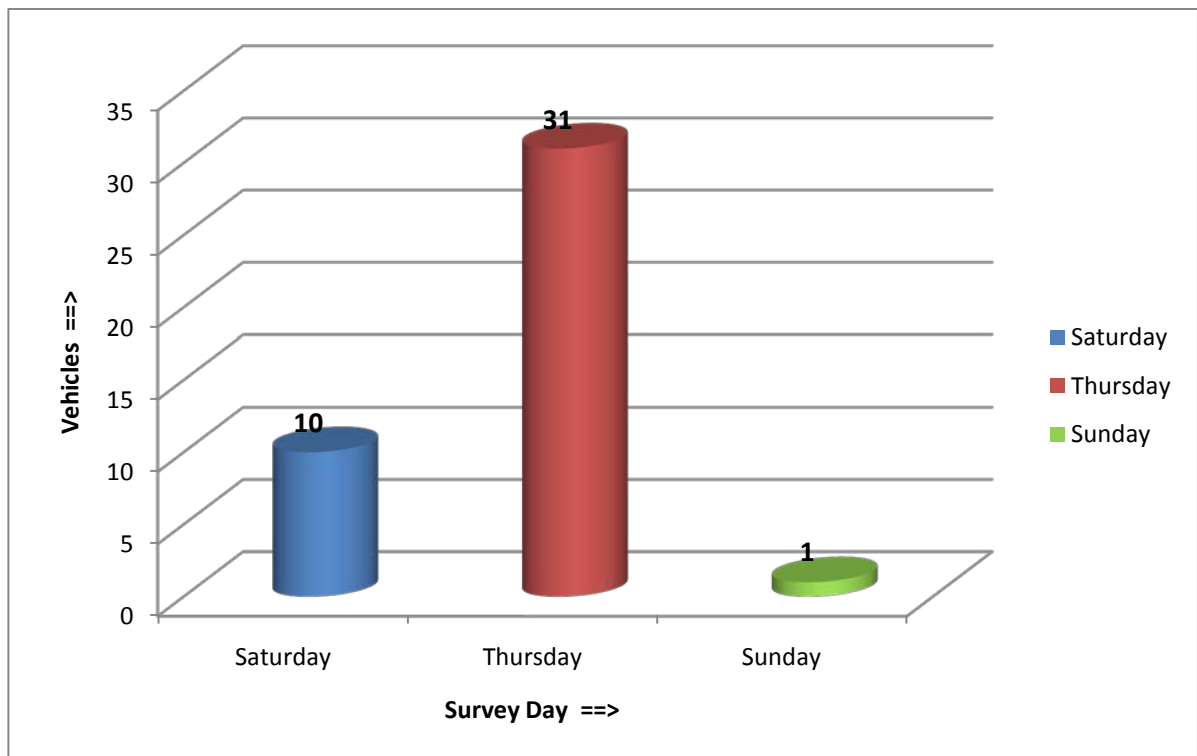
**Figure 4.3: Kenley Road accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



**Figure 4.4: Kenley Road – Duration of stay**



**Figure 4.5: Kenley Road – Total parking events**

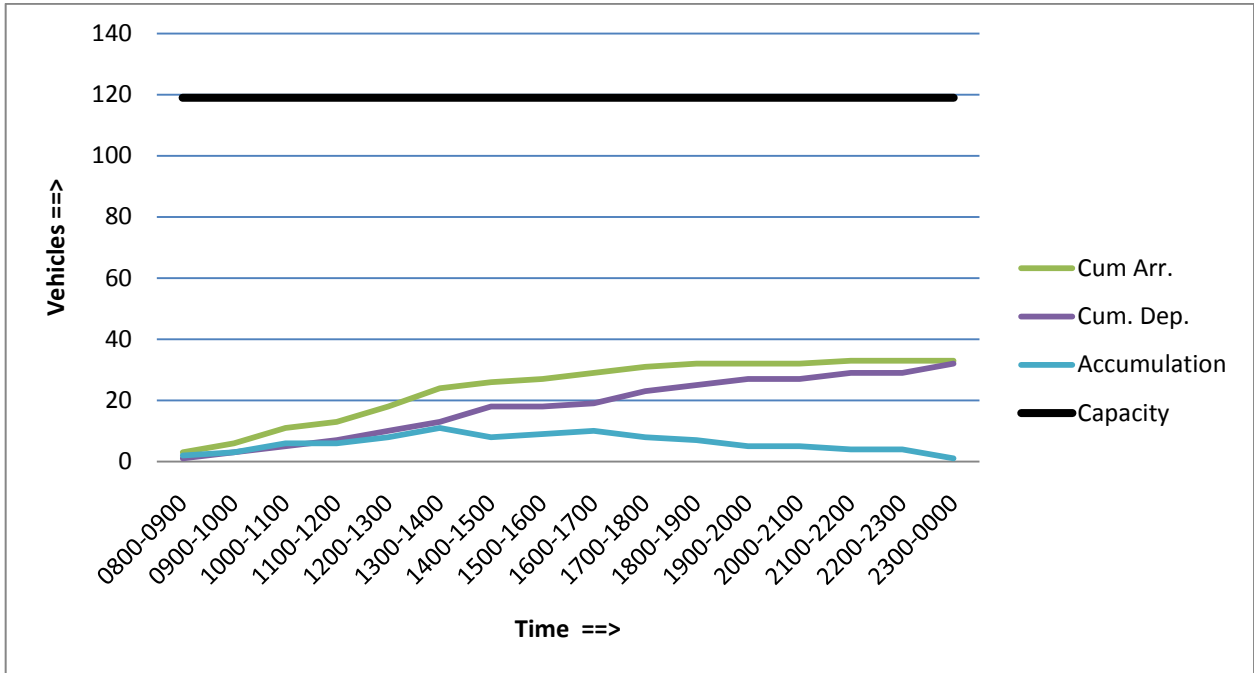


4.1.3 Kenley Road is the quietest car park in the study area, recording only 42 parking events across the three surveys days. 31 (73%) of these were on Thursday 14<sup>th</sup>, when the peak occupancy of 20 was recorded between 1300-1400. Only one vehicle used the car park

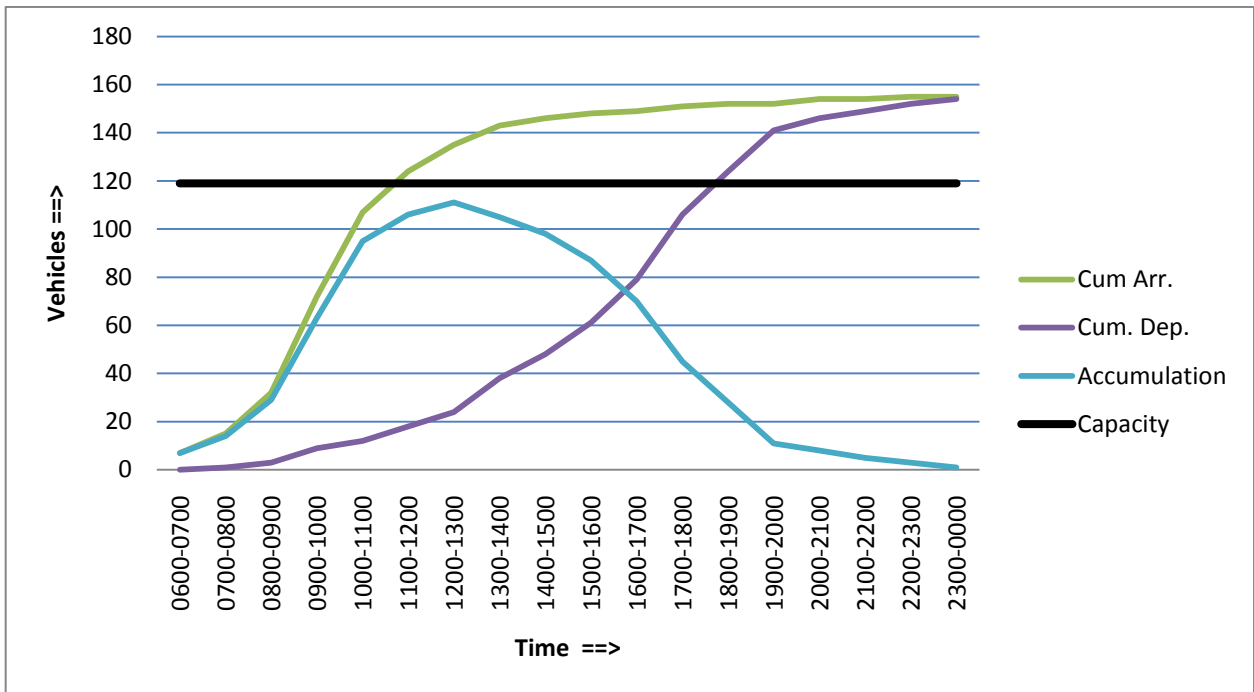
on Sunday 17<sup>th</sup>. Of the 31 parking events on Thursday, 16 (51%) were for longer than six hours, suggesting a number of commuters use this car park during the working day.

**2 – Morden Station**

**Figure 4.6: Morden Station accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**

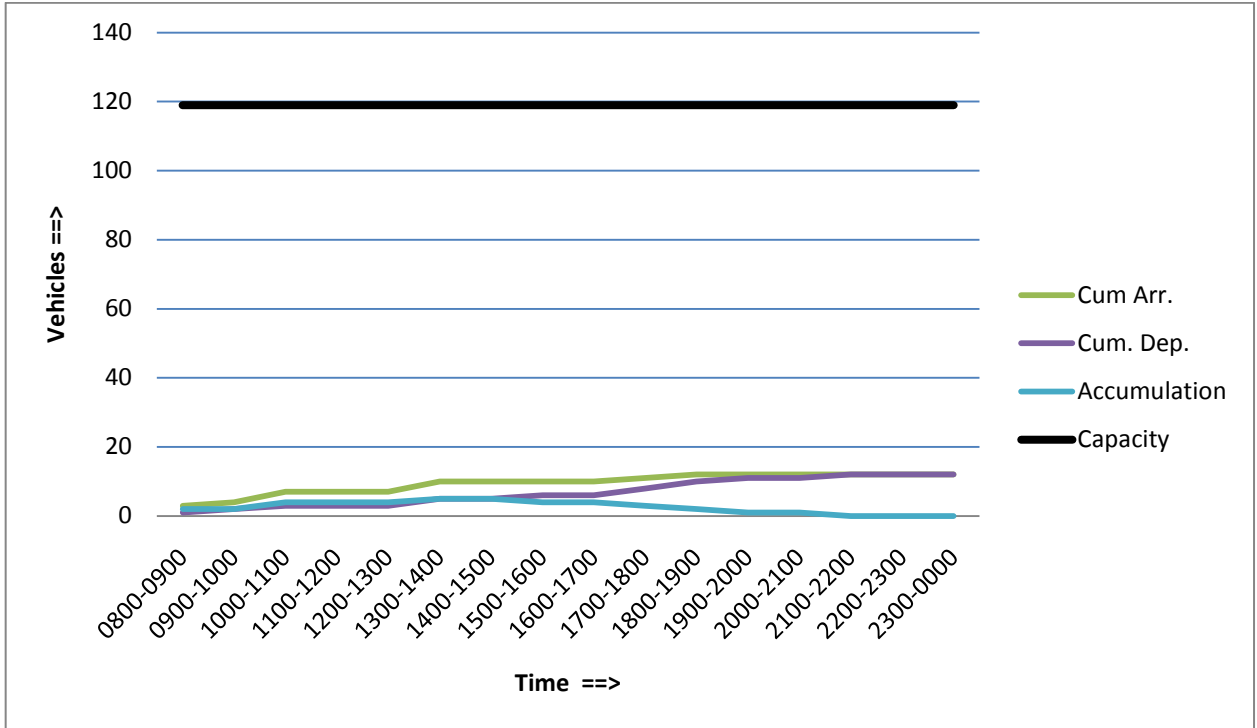


**Figure 4.7: Morden Station accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**

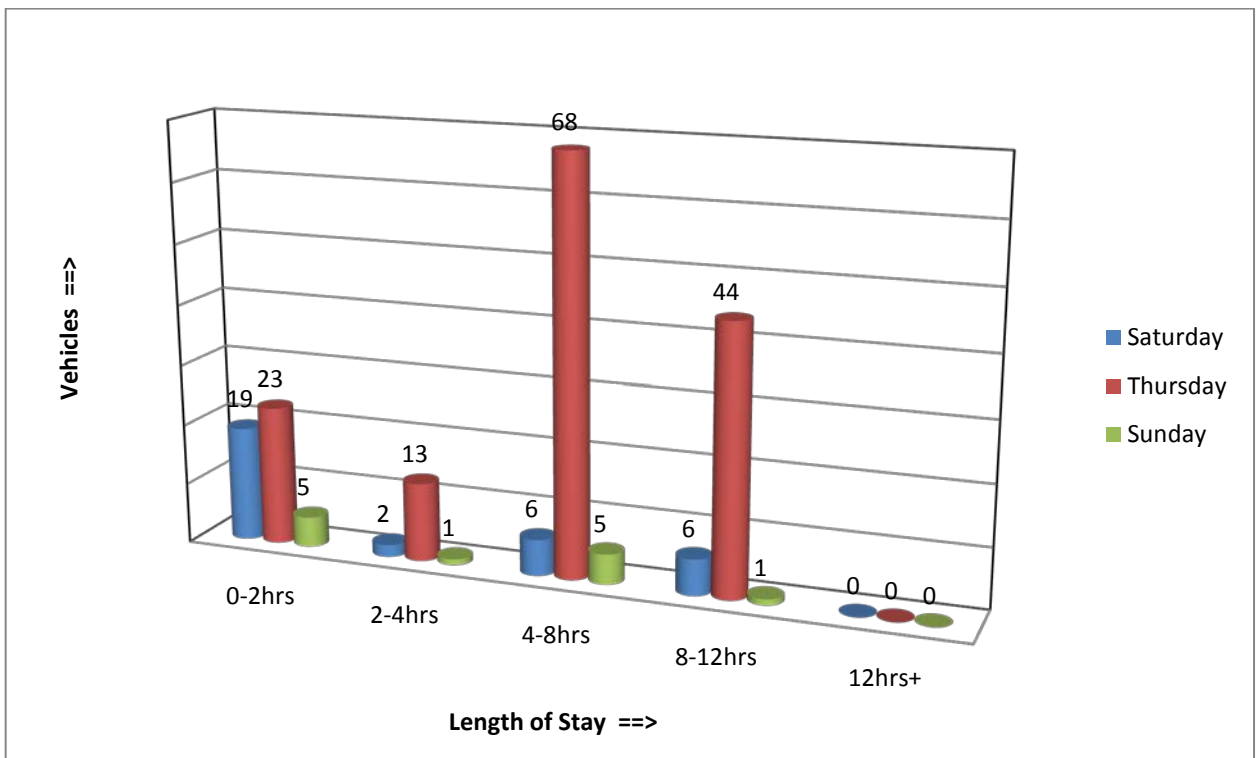




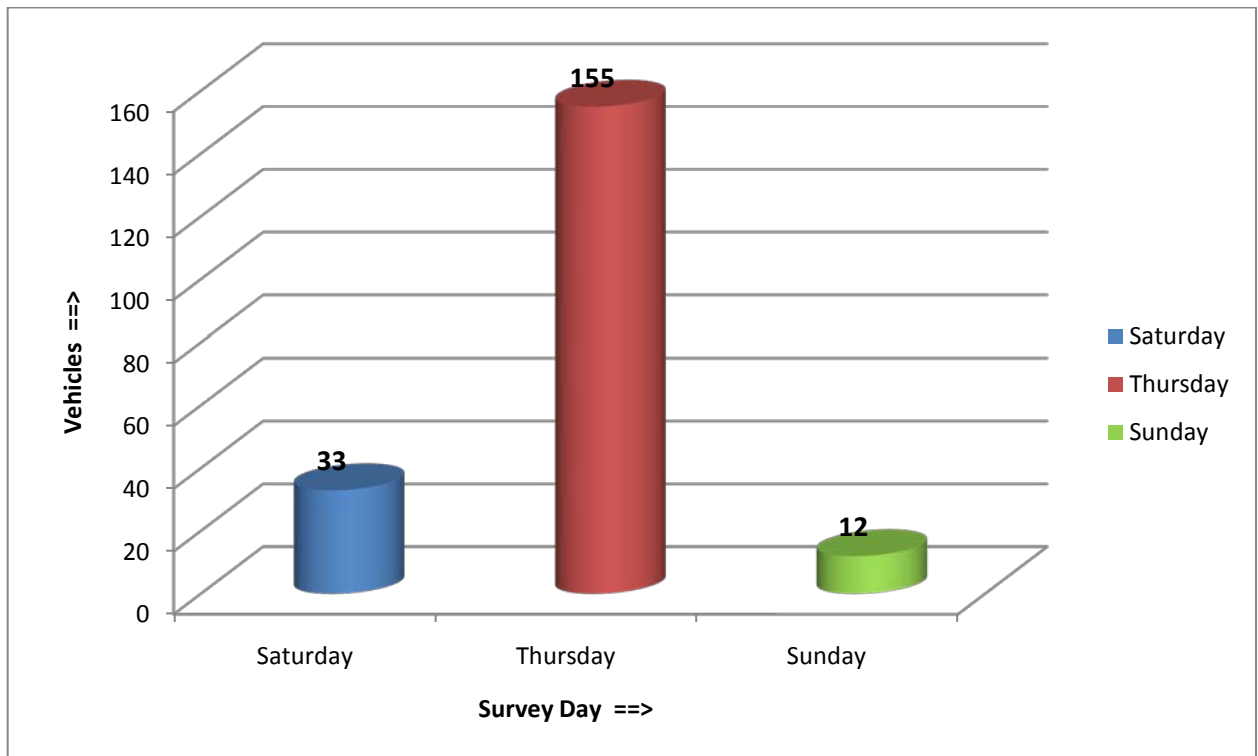
**Figure 4.8: Morden Station accumulation, arrival and departure profile – Sunday 17th June**



**Figure 4.9: Morden Station – Duration of stay**



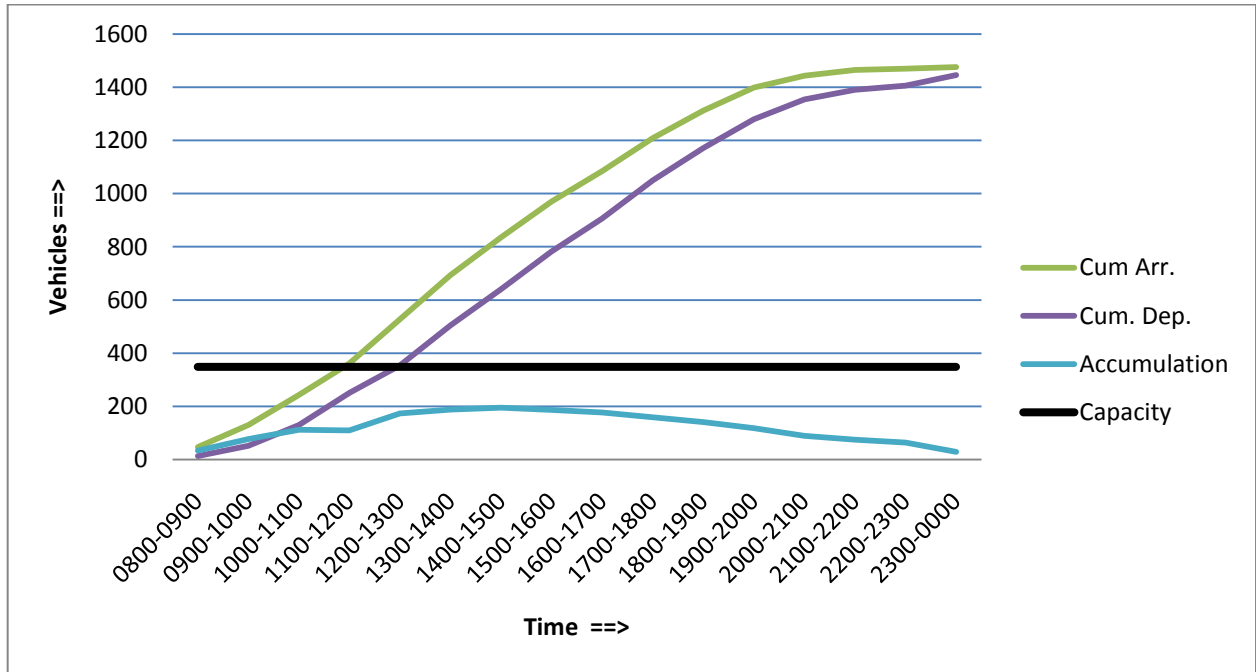
**Figure 4.10: Morden Station – Total parking events**



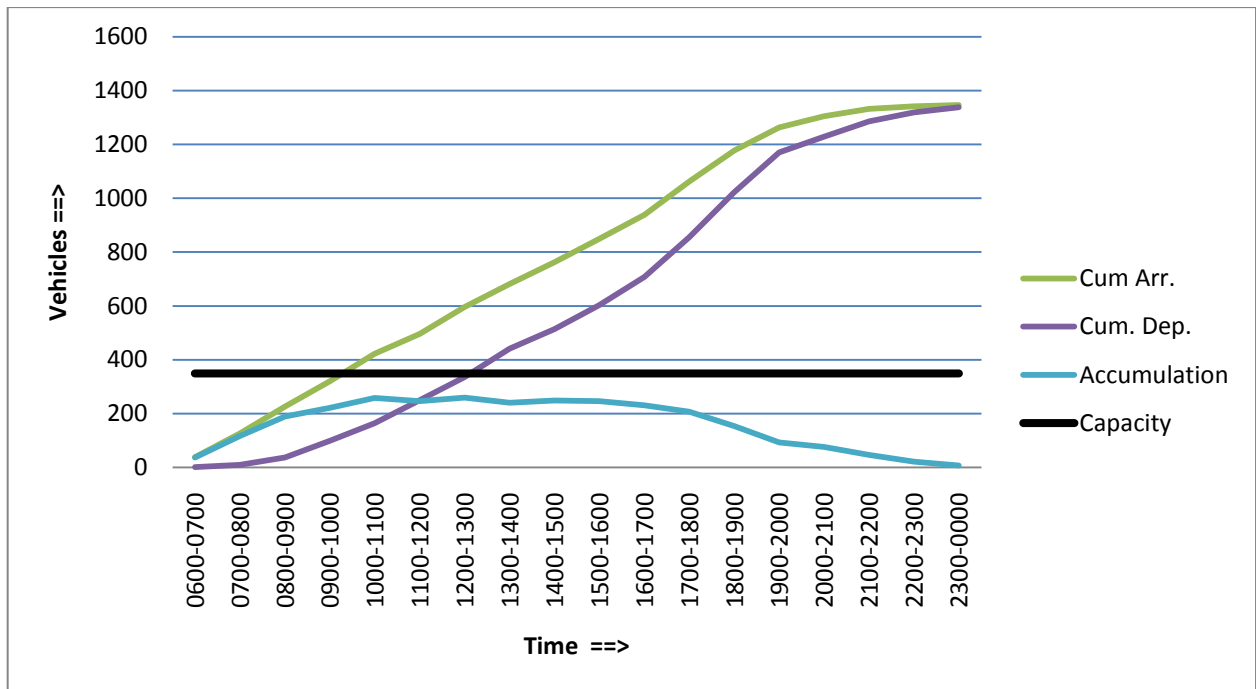
4.1.4 Morden Station car park was very quiet during the weekend, never exceeding 10% occupancy. On Thursday 14<sup>th</sup> however the situation was very different, with the car park reaching peak occupancy of 93% between 1200-1300, and being at over 80% capacity between 1000-1500. The increase in capacity is due to large increase in parking events (155 on Thursday, compared to 33 on Saturday and 12 on Sunday), and also the increased duration of stay of patrons. Of the 155 parking events on Thursday, 80 (51%) stayed for longer than six hours. During both weekend survey days, 40% of vehicles parked for less than one hour.

### 3 – Peel House

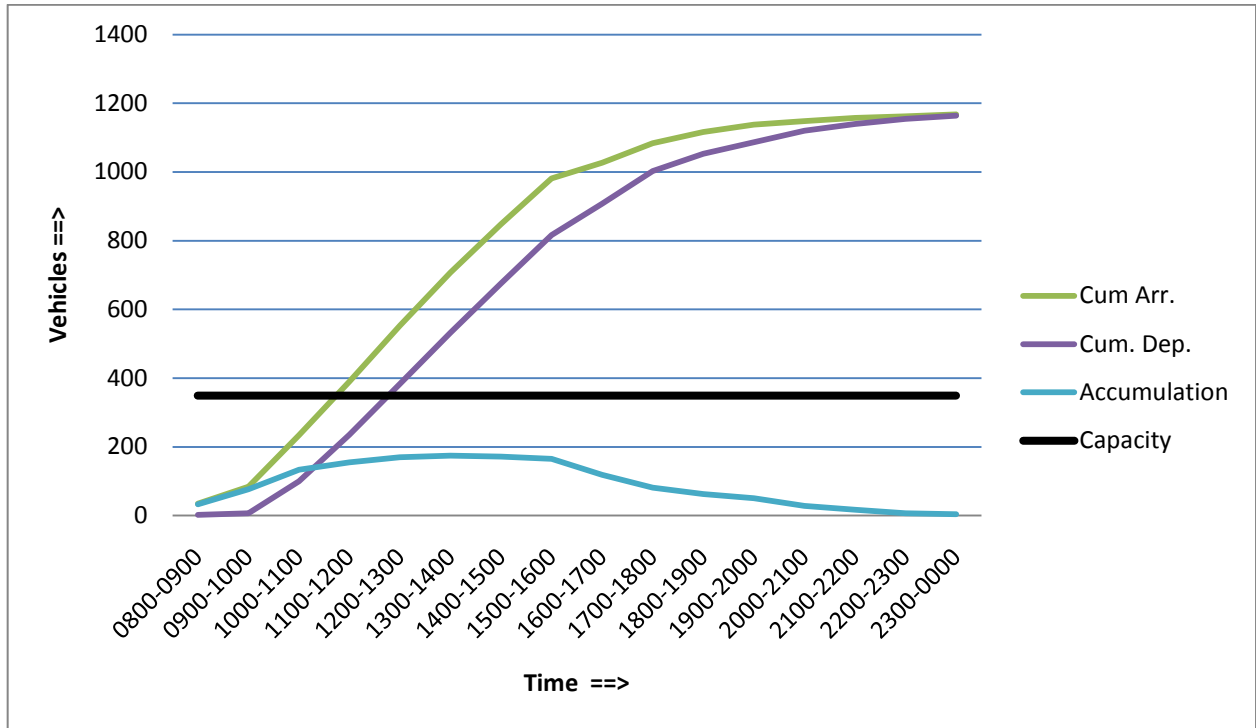
**Figure 4.11: Peel House accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



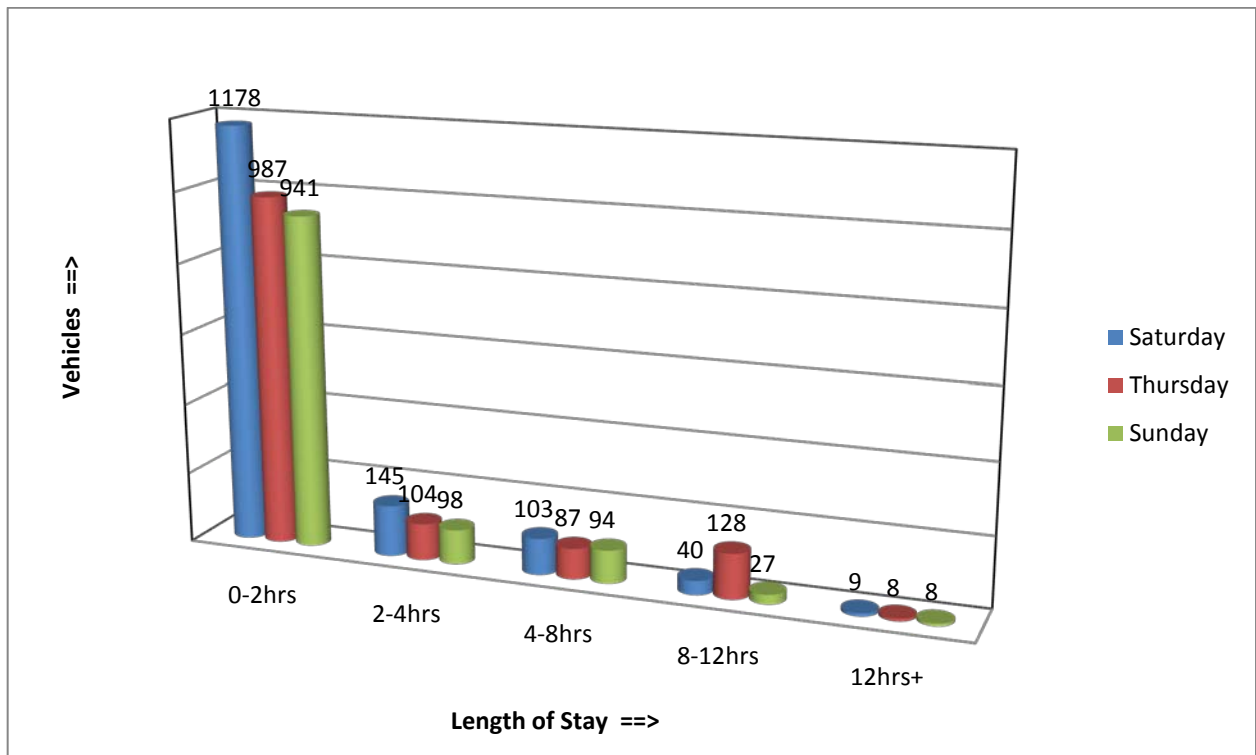
**Figure 4.12: Peel House accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



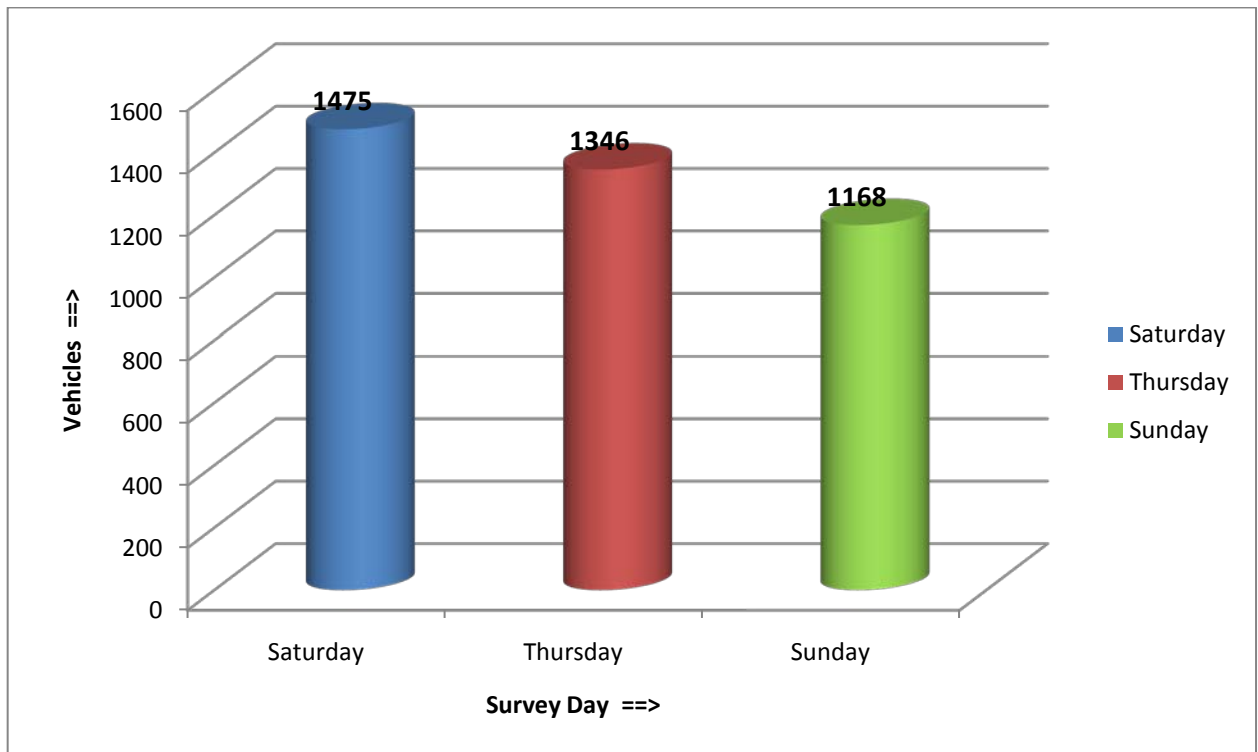
**Figure 4.13: Peel House accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 4.14: Peel House – Duration of stay**



**Figure 4.15: Peel House – Total parking events**



4.1.5 Peel House is a busy car park, attracting 3989 parking events during the study. The highest proportion of these, 1475 (36%) came on Saturday 9<sup>th</sup>. It was on Thursday 14<sup>th</sup> however when the car park reached peak occupancy, 74% between 1000-1100, which still left 91 spaces available. The majority of visitors were short stay, with over 70% parking for less than two hours on each of the survey days. There was a slight increase in vehicles staying for between 8-12 hours (128) on Thursday, which helps explain the higher occupancy on this day.

5 – LIDL

Figure 4.16: LIDL accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June

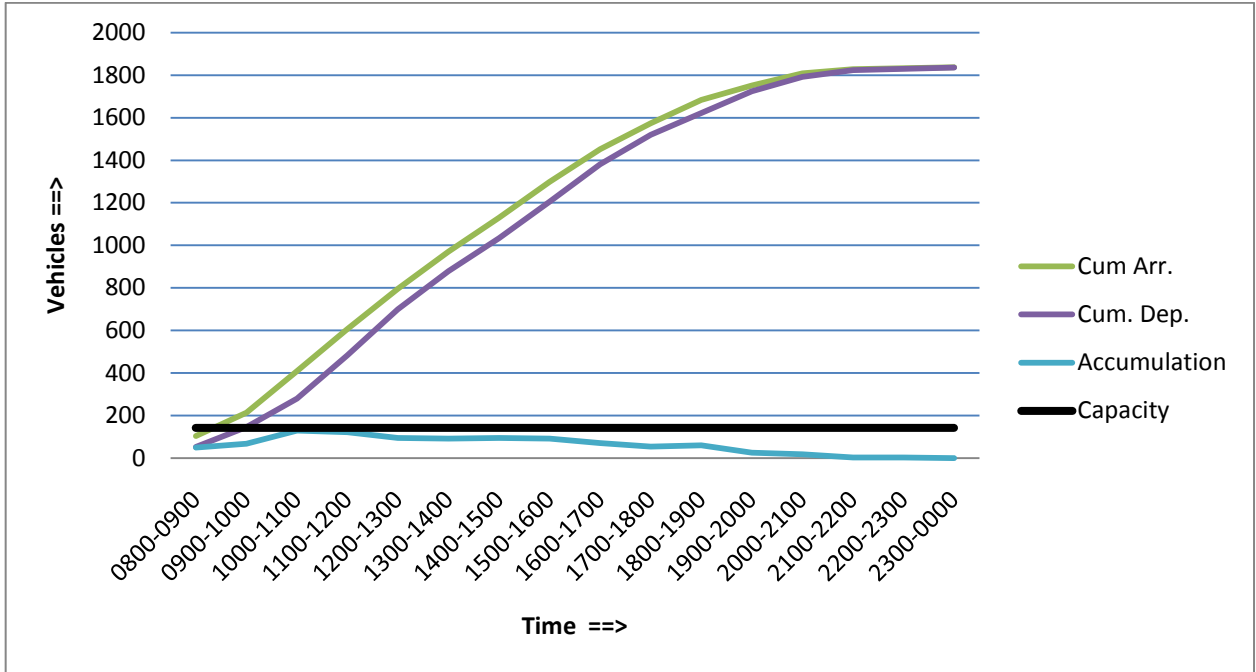
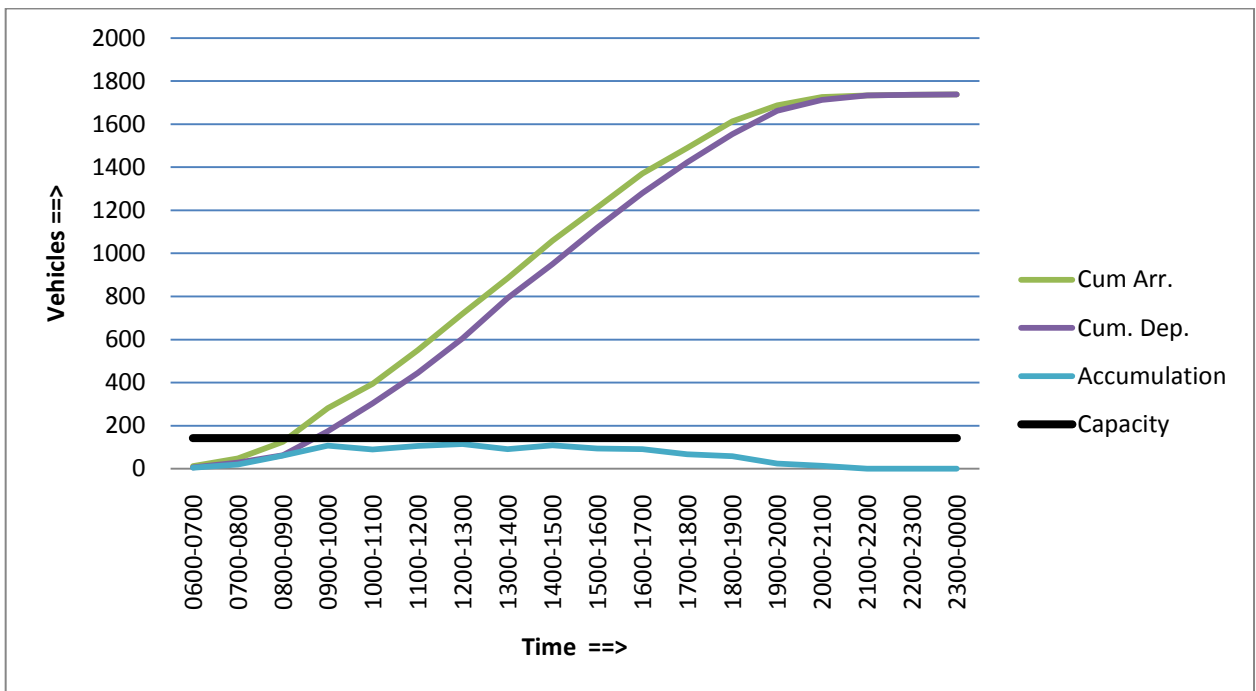
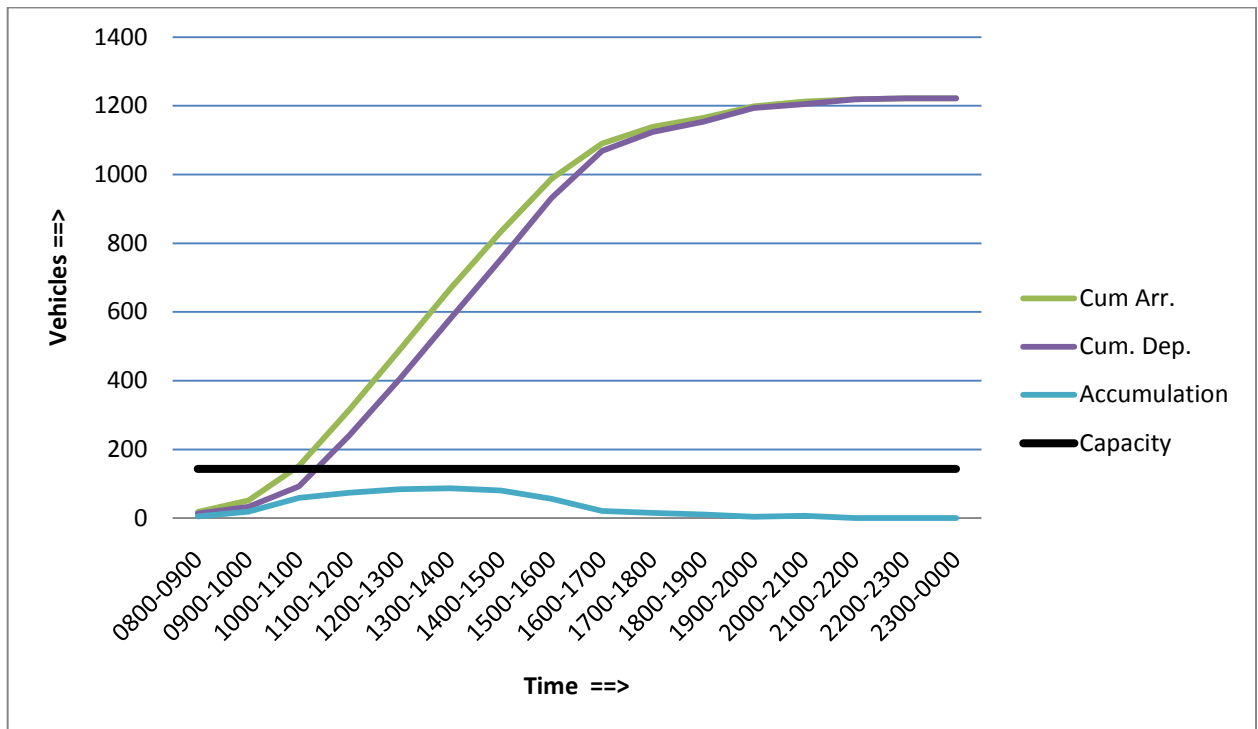


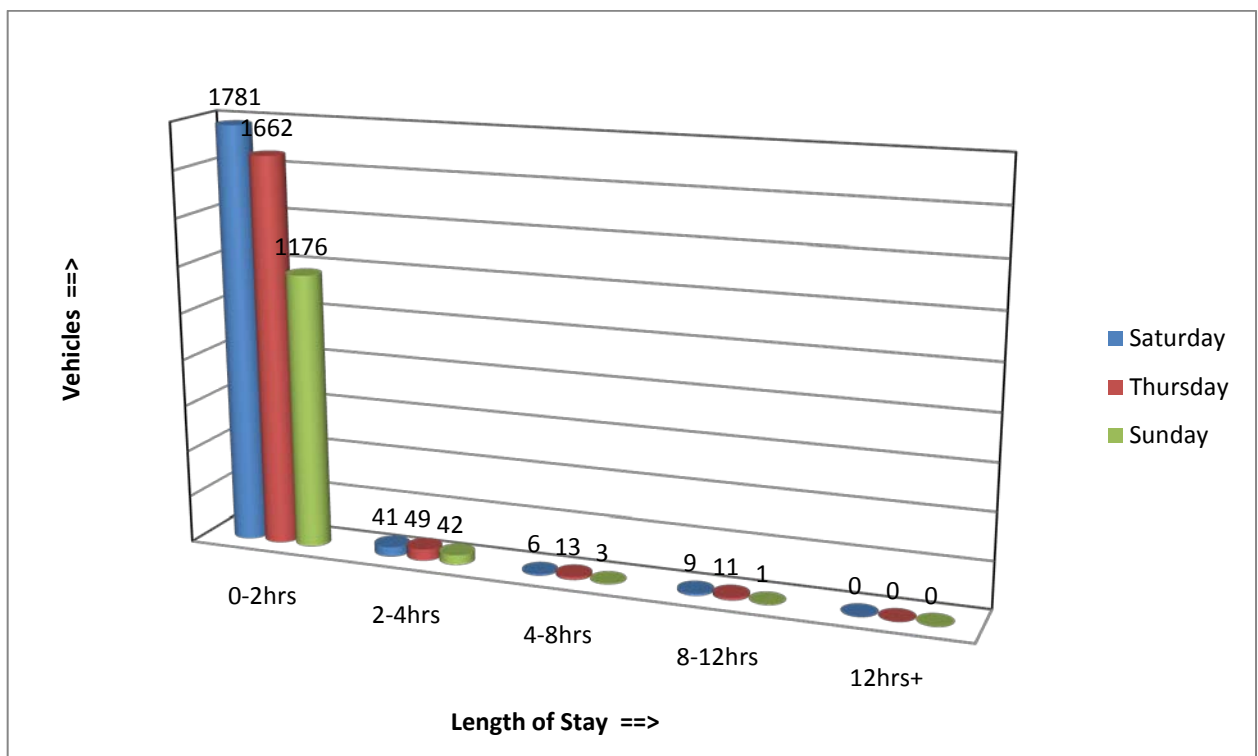
Figure 4.17: LIDL accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June



**Figure 4.18: LIDL accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**

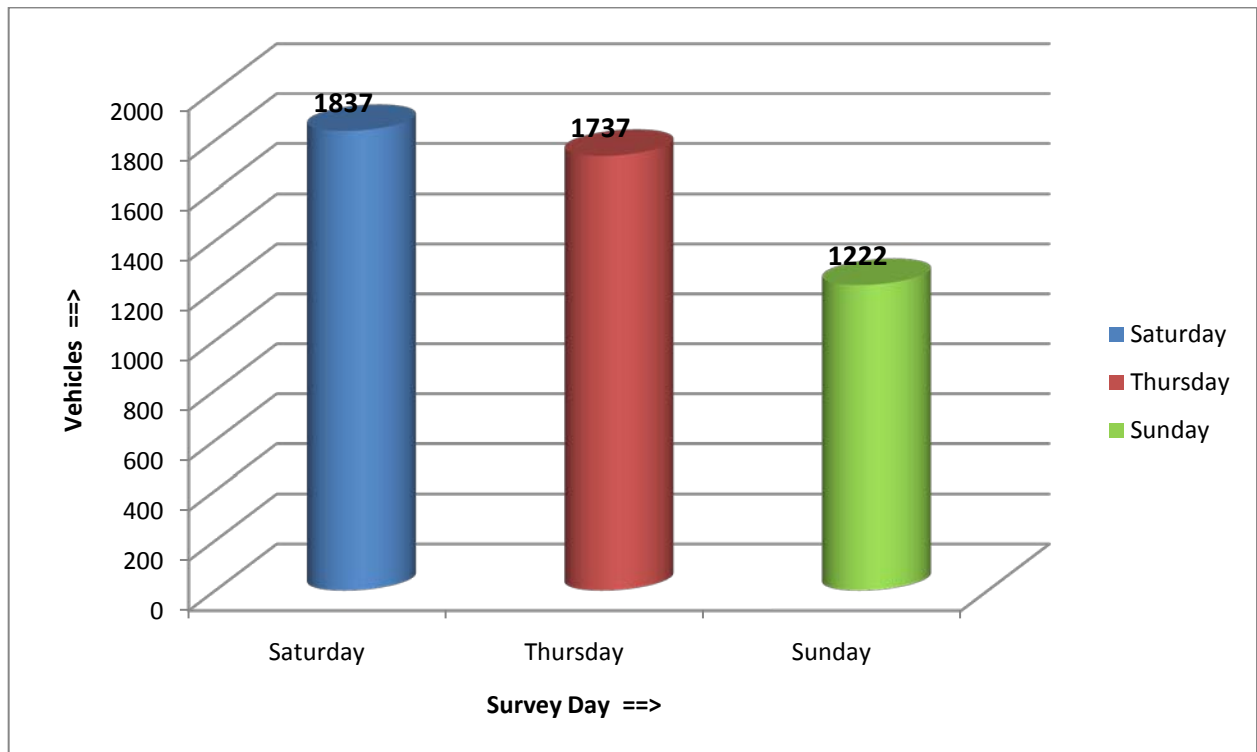


**Figure 4.19: LIDL – Duration of stay**





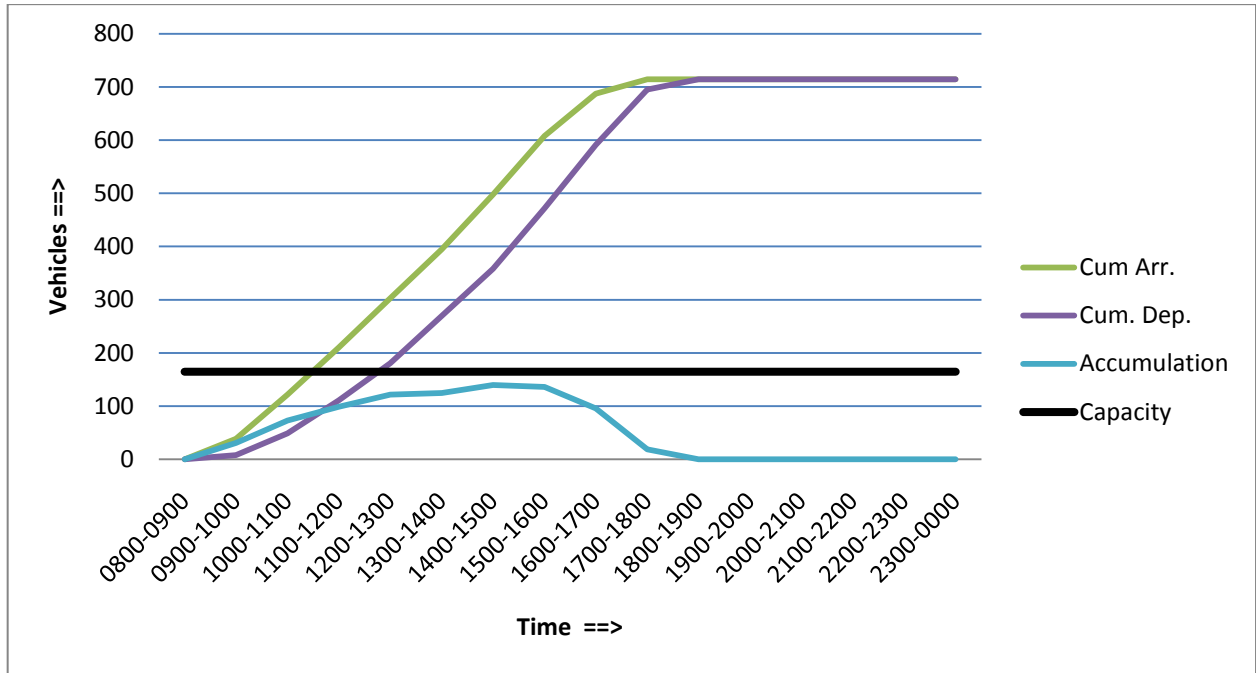
**Figure 4.20: LIDL – Total Parking Events**



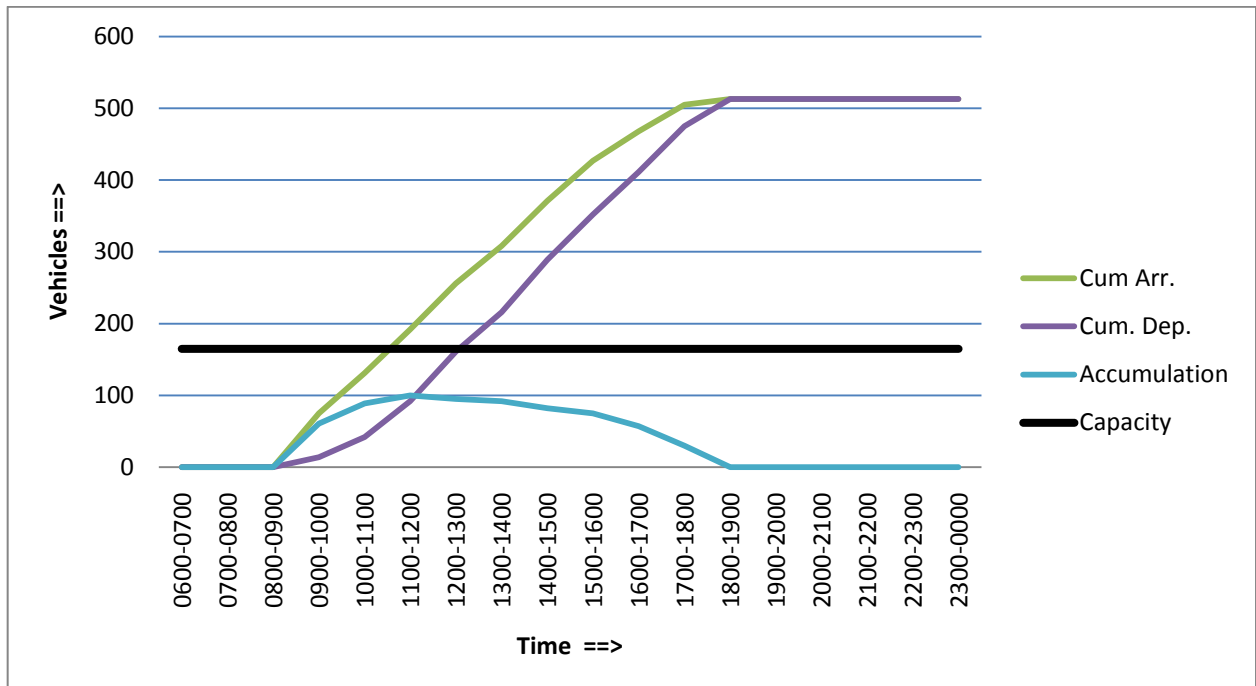
4.1.6 LIDL car park was the busiest car park in Morden study area, attracting 4796 parking events during the study. As would be expected for a supermarket car park, the majority of the parking events were short stay, with over 95% of vehicles parking for less than two hours during each day of the study. Saturday was the busiest day, with 1837 parking events, and the peak occupancy of 91% recorded between 1000-1100.

### 6 – Morden Nursery

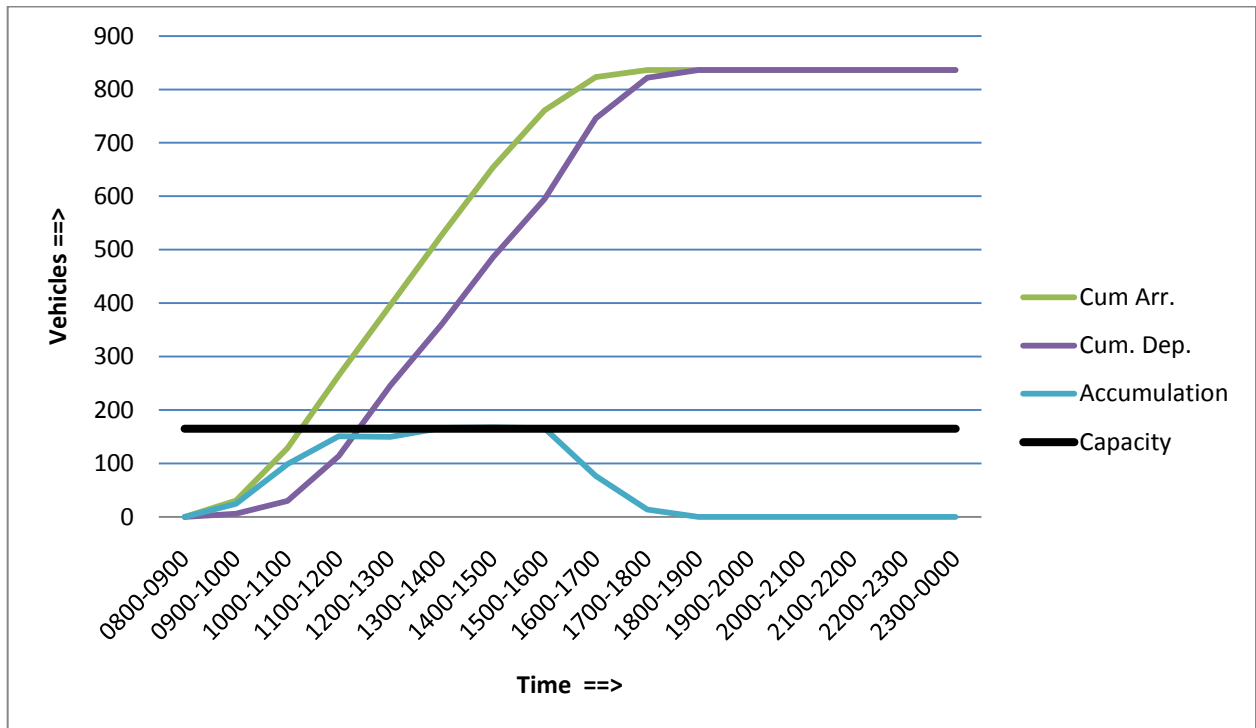
**Figure 4.21: Morden Nursery accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



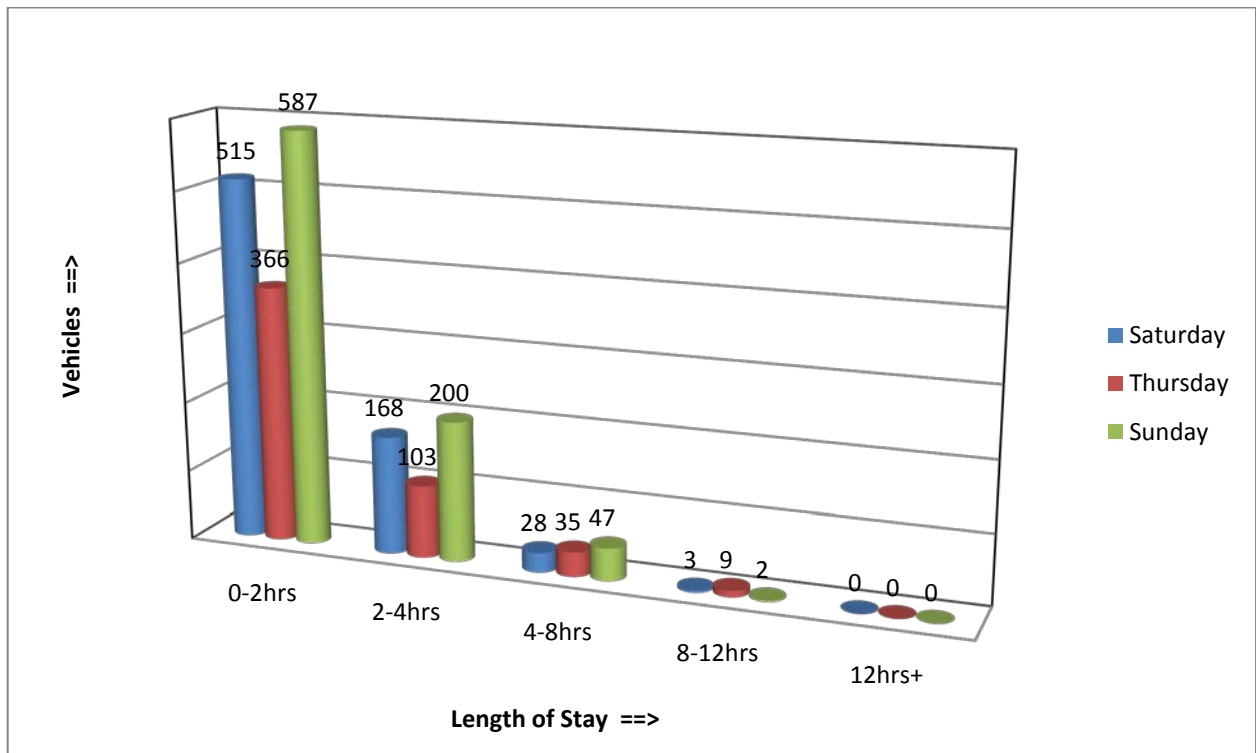
**Figure 4.22: Morden Nursery accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



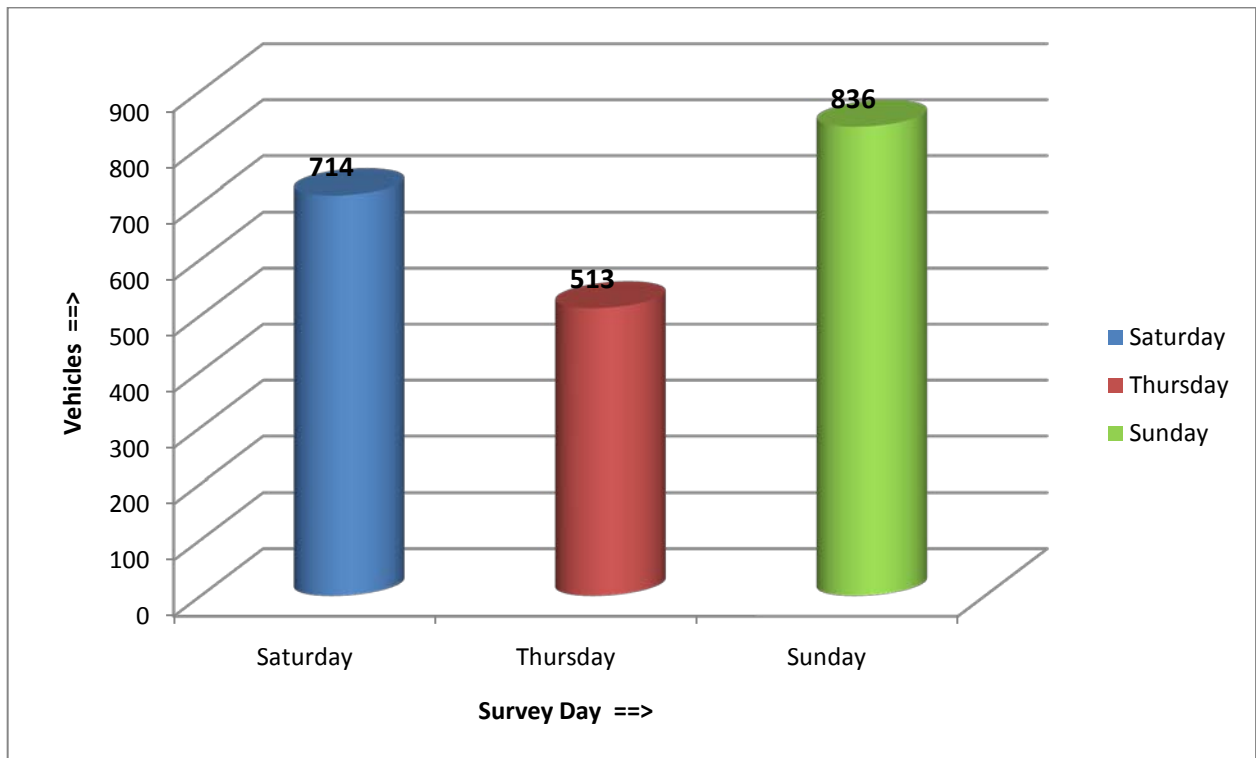
**Figure 4.23: Morden Nursery accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 4.24: Morden Nursery – Duration of stay**



**Figure 4.25: Morden Nursery – Total parking events**



4.1.7 Morden Nursery provided an anomaly in the study as its busiest day was Sunday 17<sup>th</sup>, a pattern displayed by no other car park. Of the 2063 parking events during the study, 836 (40%) were on Sunday, when the car park also went over capacity between 1300-1600. Over 70% of parking events were short stay (less than two hours) on all three days of the study.

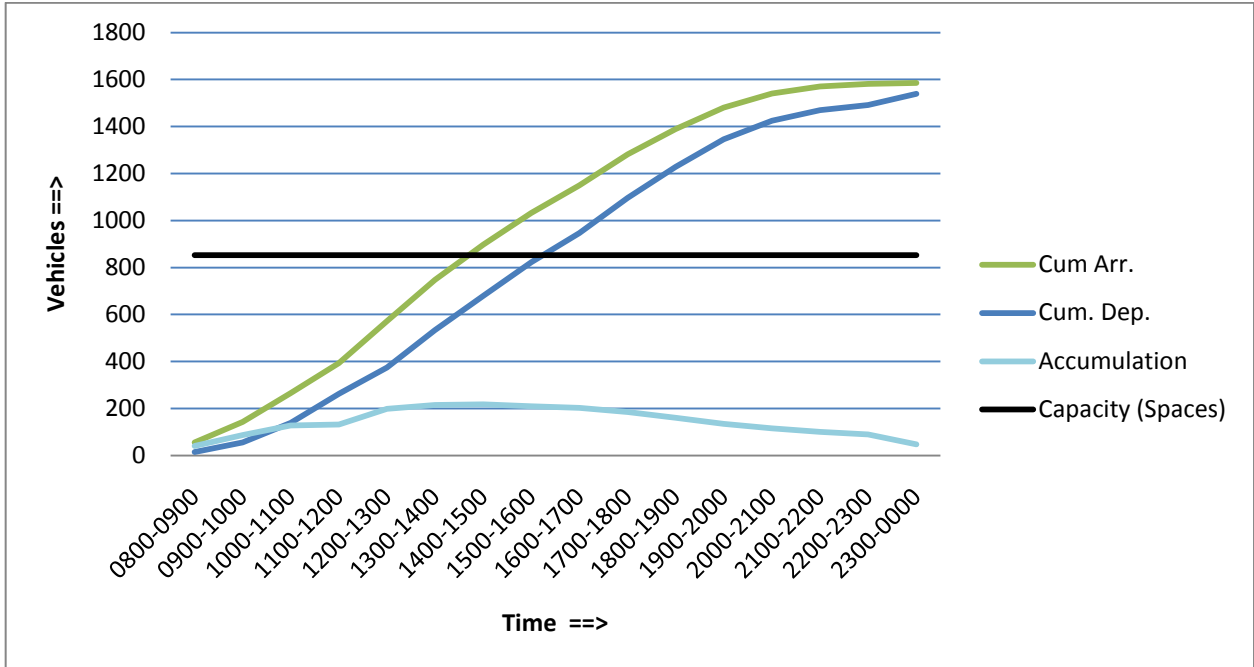
#### 4.2 Morden's Council and Private Car Park Totals

4.2.1 The following figures 4.26 to 4.30 show the findings amongst all of Morden's Council car parks and Figures 4.31 to 4.35 Morden's private car parks.

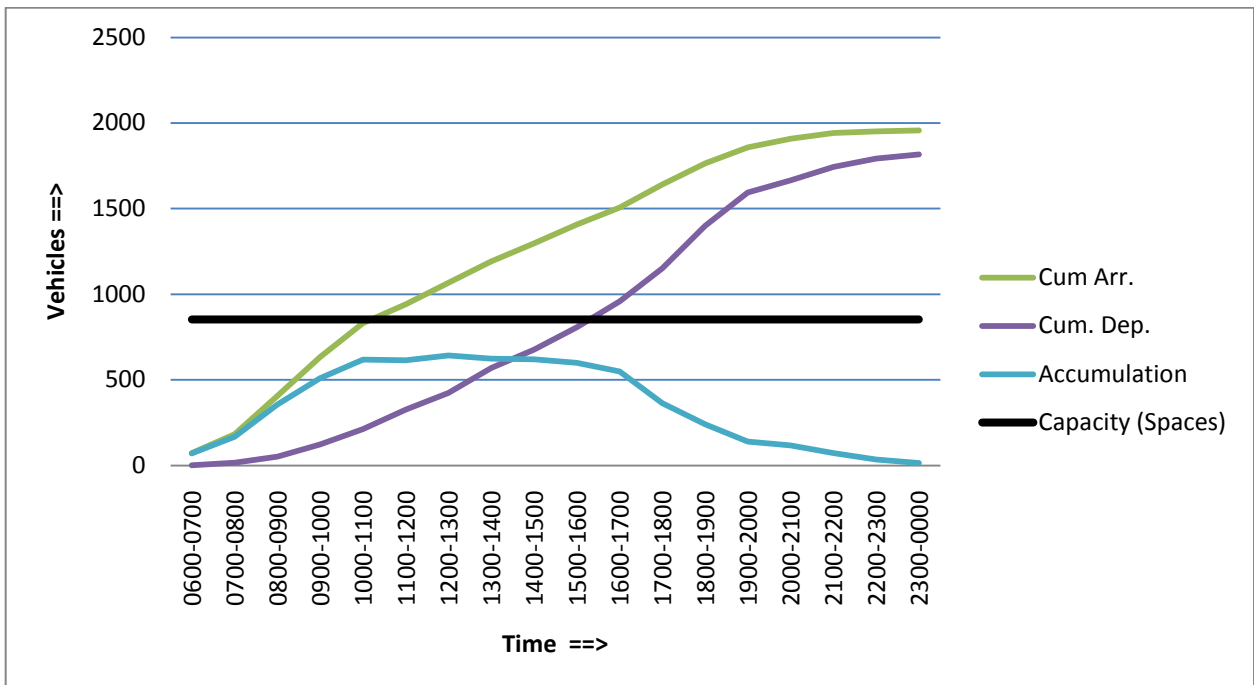
4.2.2 Those that are Council and privately managed are as follows:

- **Council** – Kenley Road, Morden Station, Peel House, York Close
- **Private** – LIDL, Morden Nursery

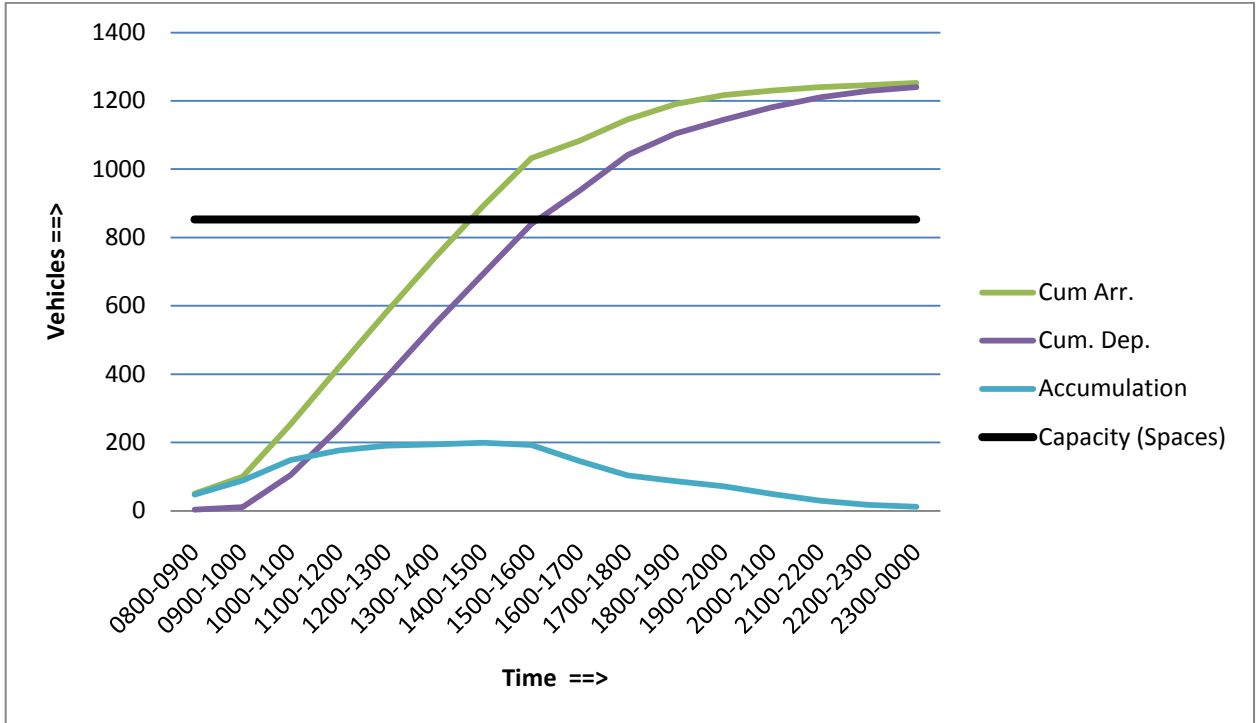
**Figure 4.26: Morden Council car parks accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



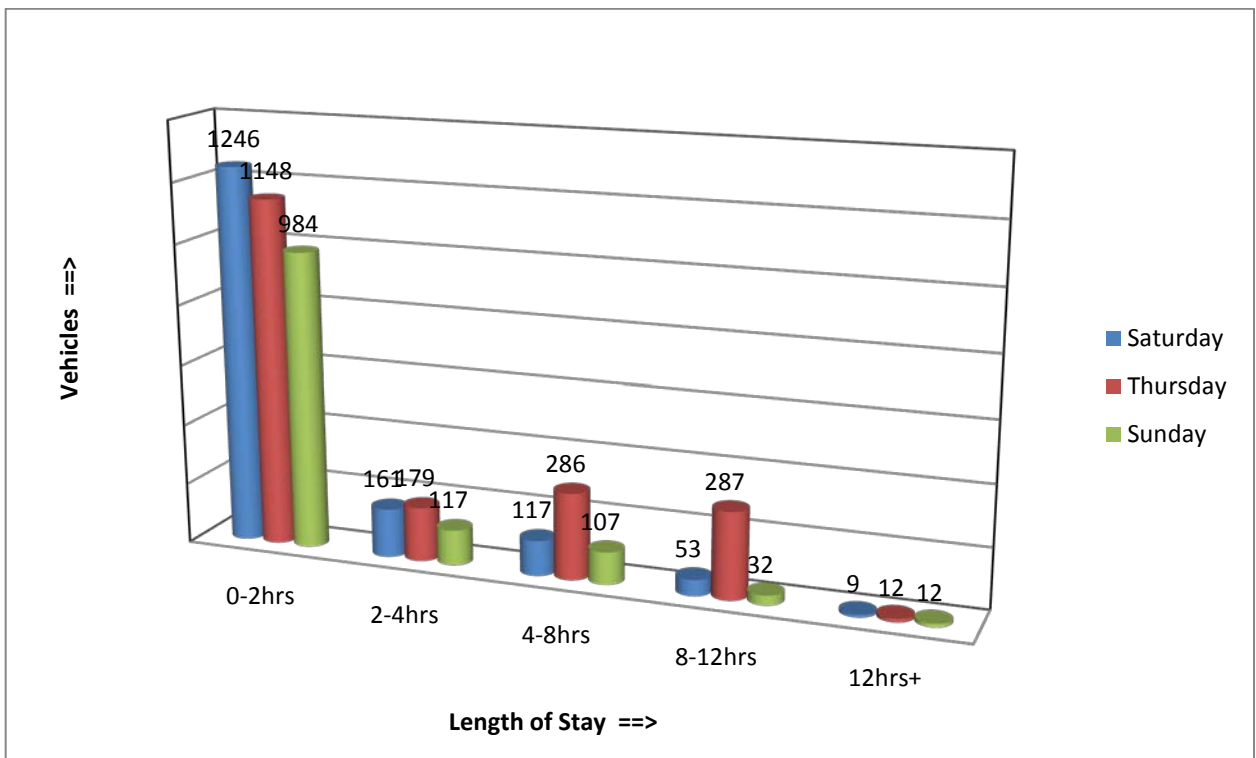
**Figure 4.27: Morden Council car parks accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



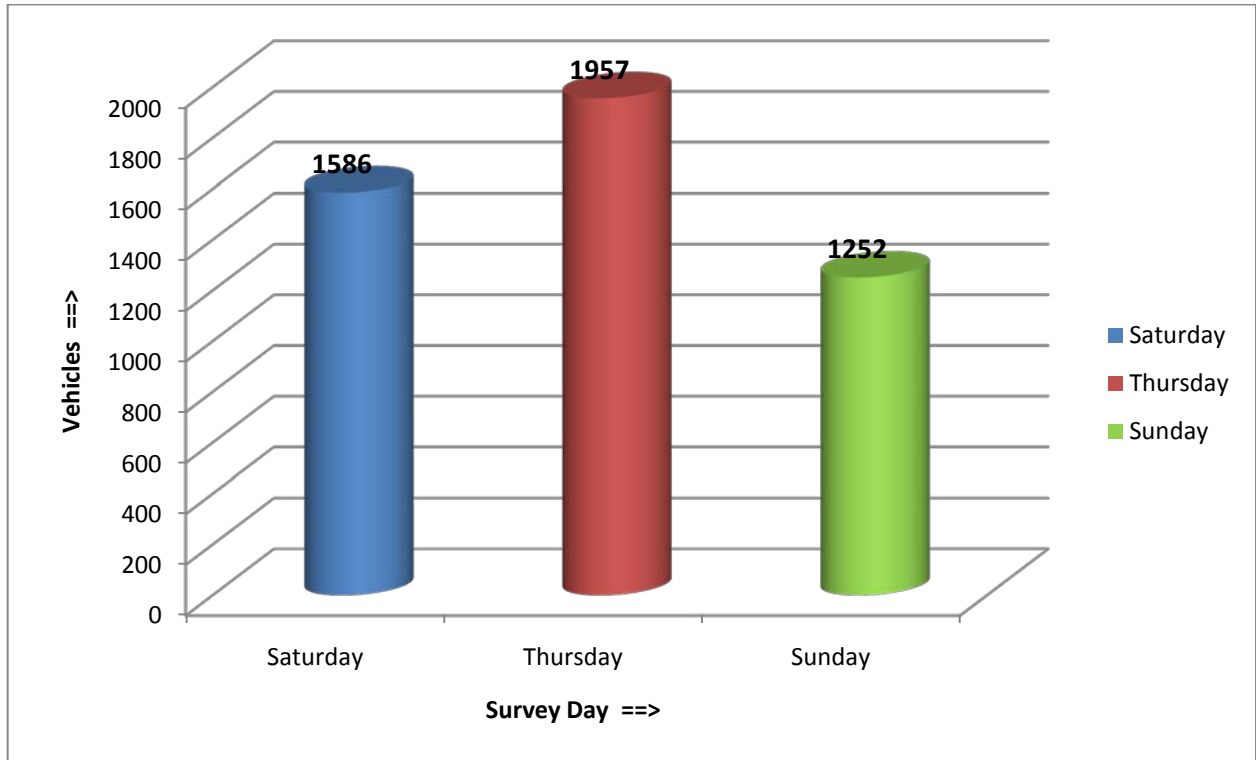
**Figure 4.28: Morden Council car parks accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



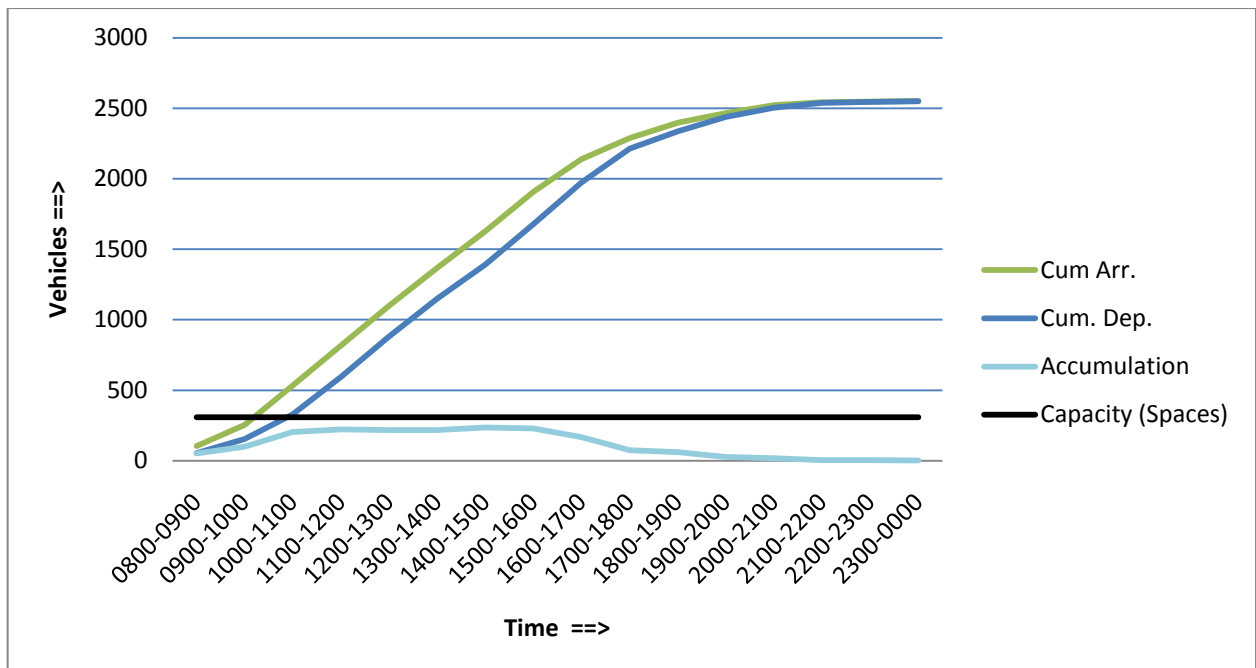
**Figure 4.29: Morden Council car parks – Duration of stay**



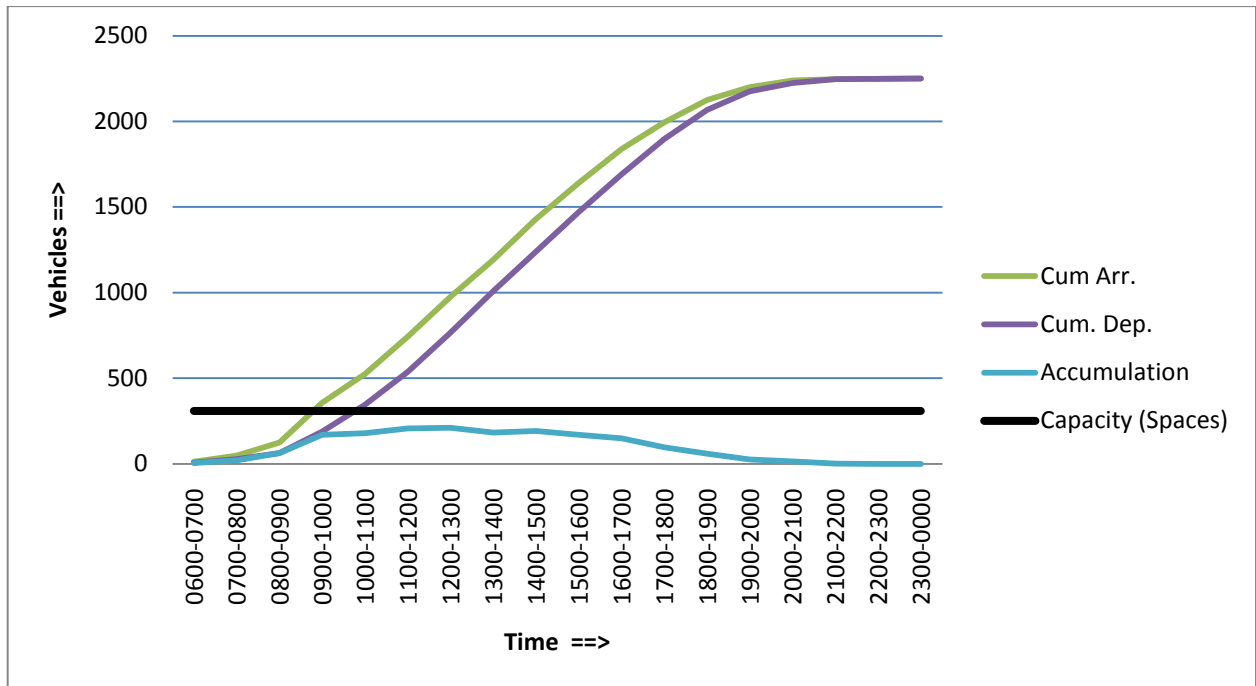
**Figure 4.30: Morden Council car parks – Total parking events**



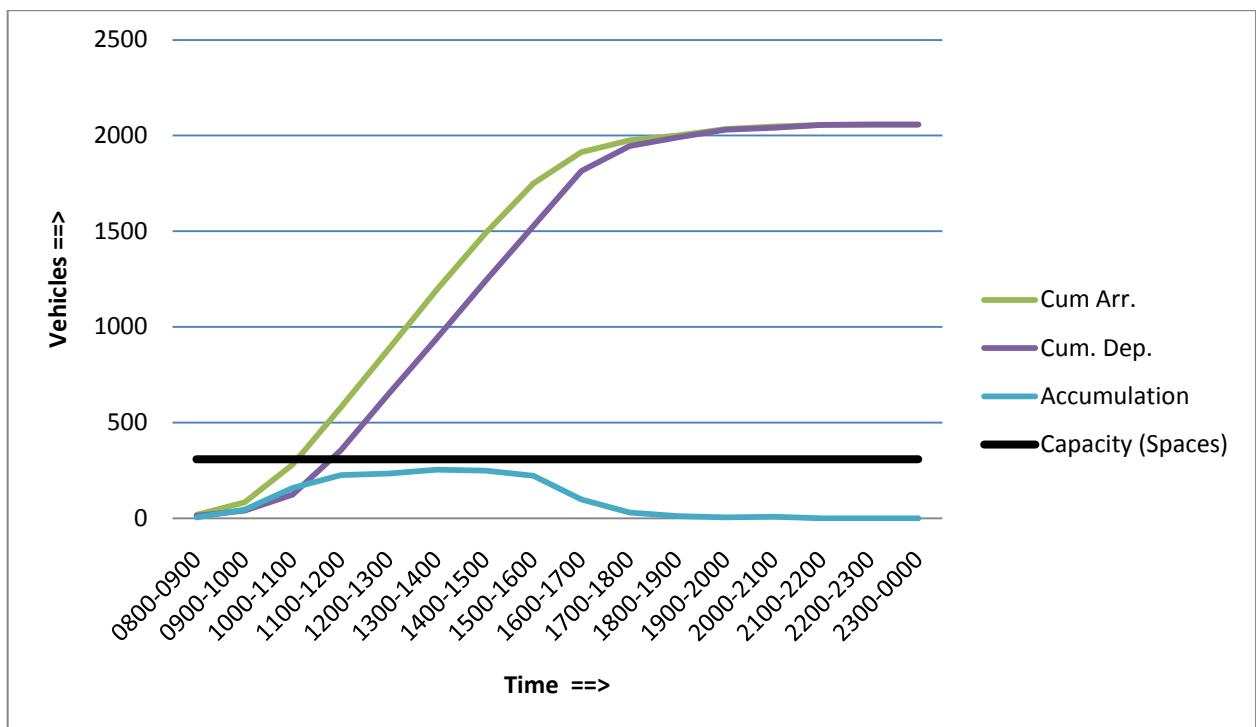
**Figure 4.31: Morden private car parks accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



**Figure 4.32: Morden private car parks accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**

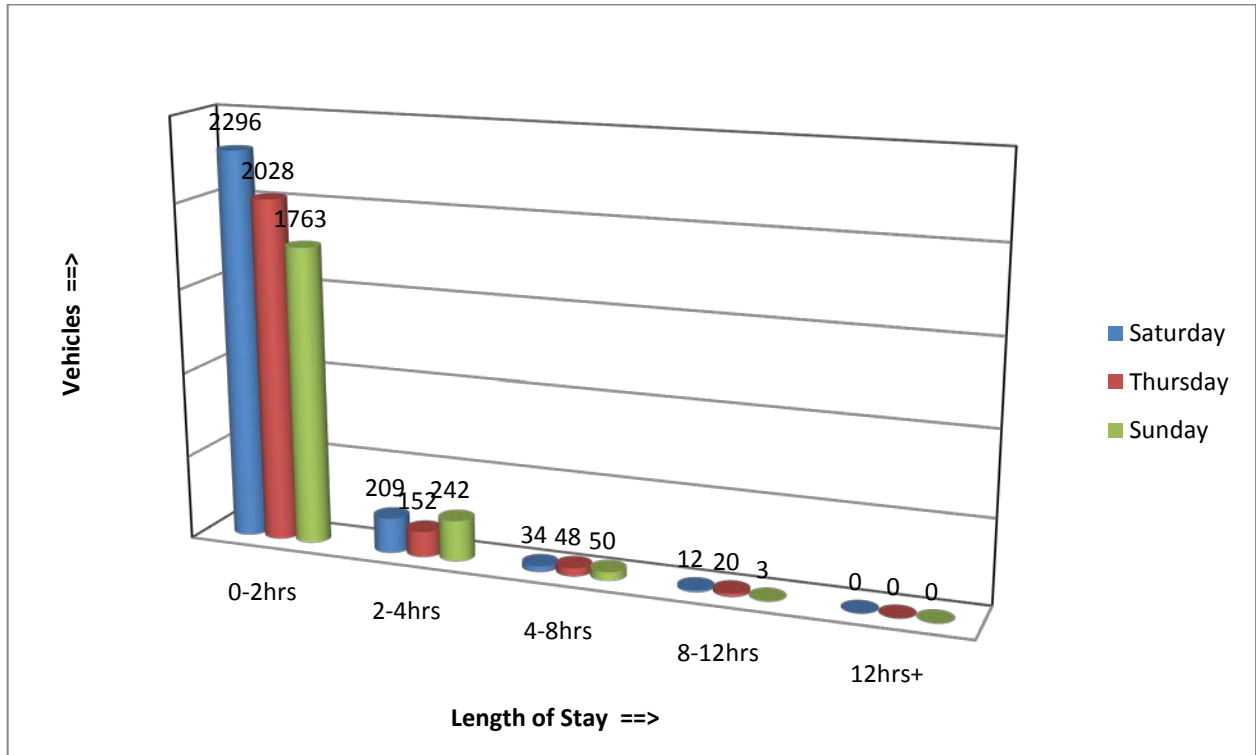


**Figure 4.33: Morden private car parks accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**

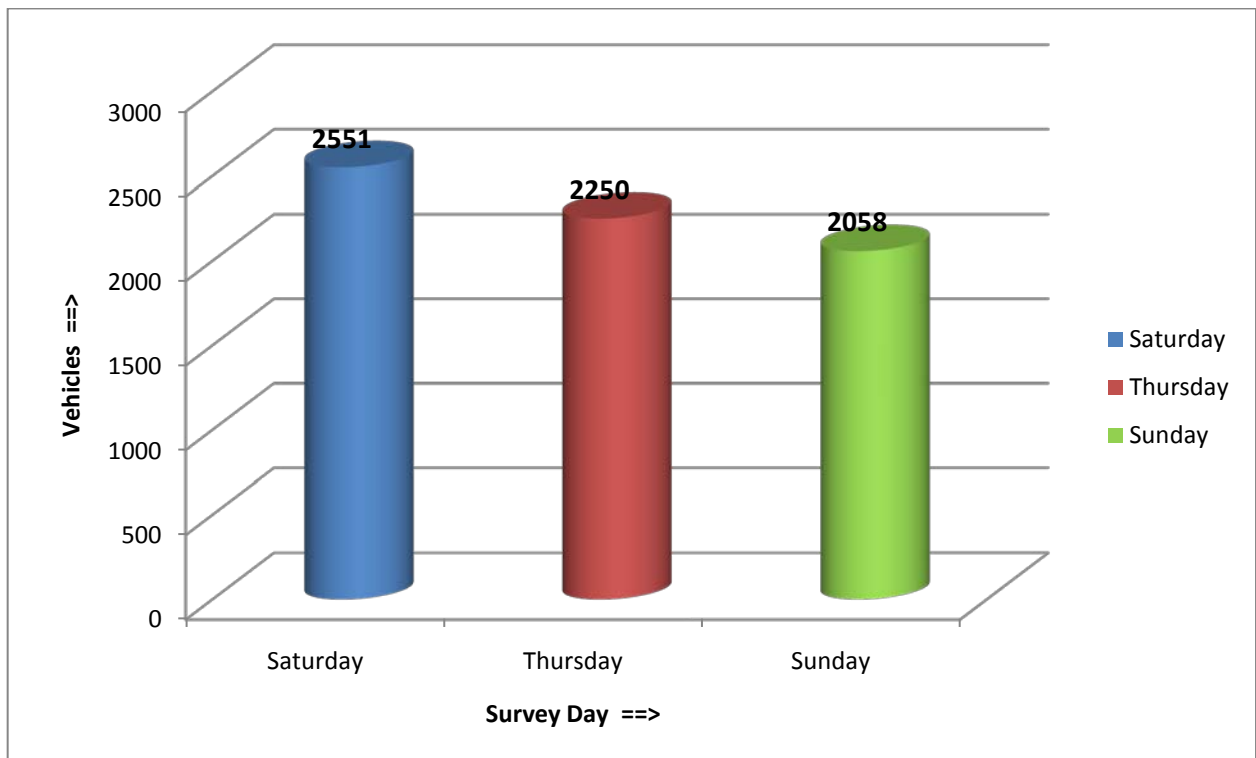




**Figure 4.34: Morden private car parks – Duration of stay**



**Figure 4.35: Morden private car parks – Total parking events**



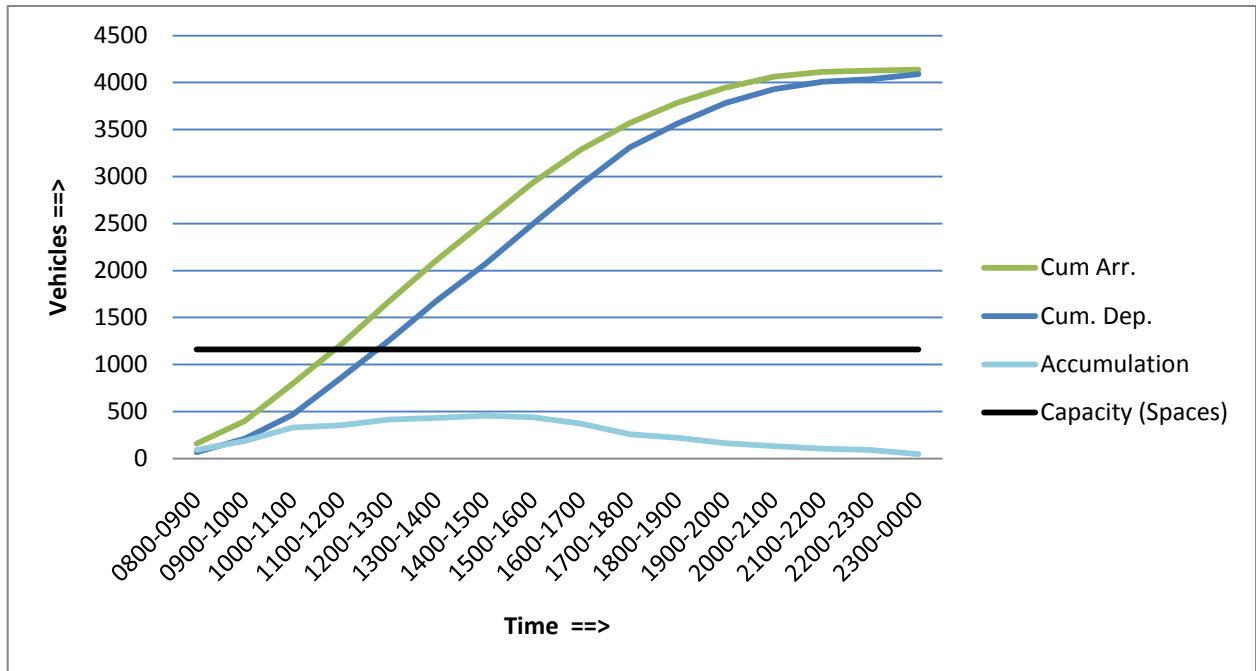
4.2.3 There were 4,795 parking events in the council owned car parks, compared with 6,859 in the privately owned car parks within the Morden study area. When comparing the occupancy of both sets of car parks, the privately owned car parks were busier, with a peak occupancy of 82% recorded between 1300-1400 on Sunday 14<sup>th</sup> June. During this

peak period there were 712 available parking spaces, 658 in the council owned car parks, and 54 in the privately owned.

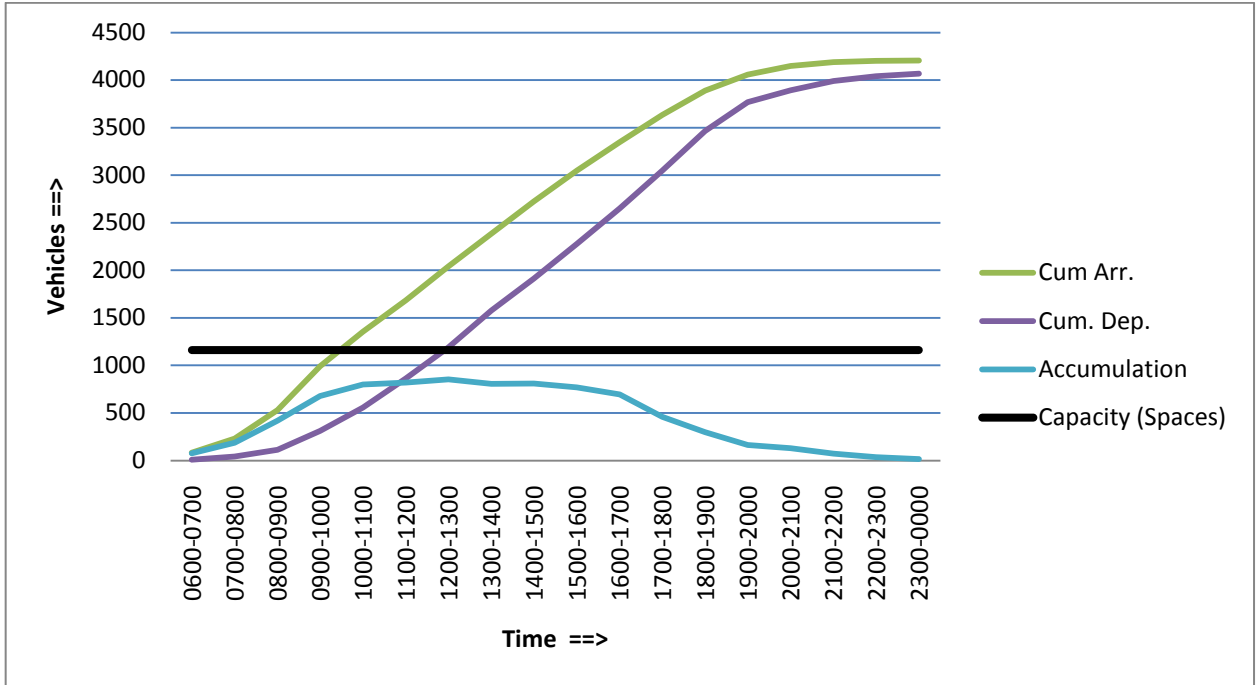
### 4.3 Morden's Car Park Totals

4.3.1 The results amongst all car parks in Morden are shown in Figures 4.36 to 4.40 below.

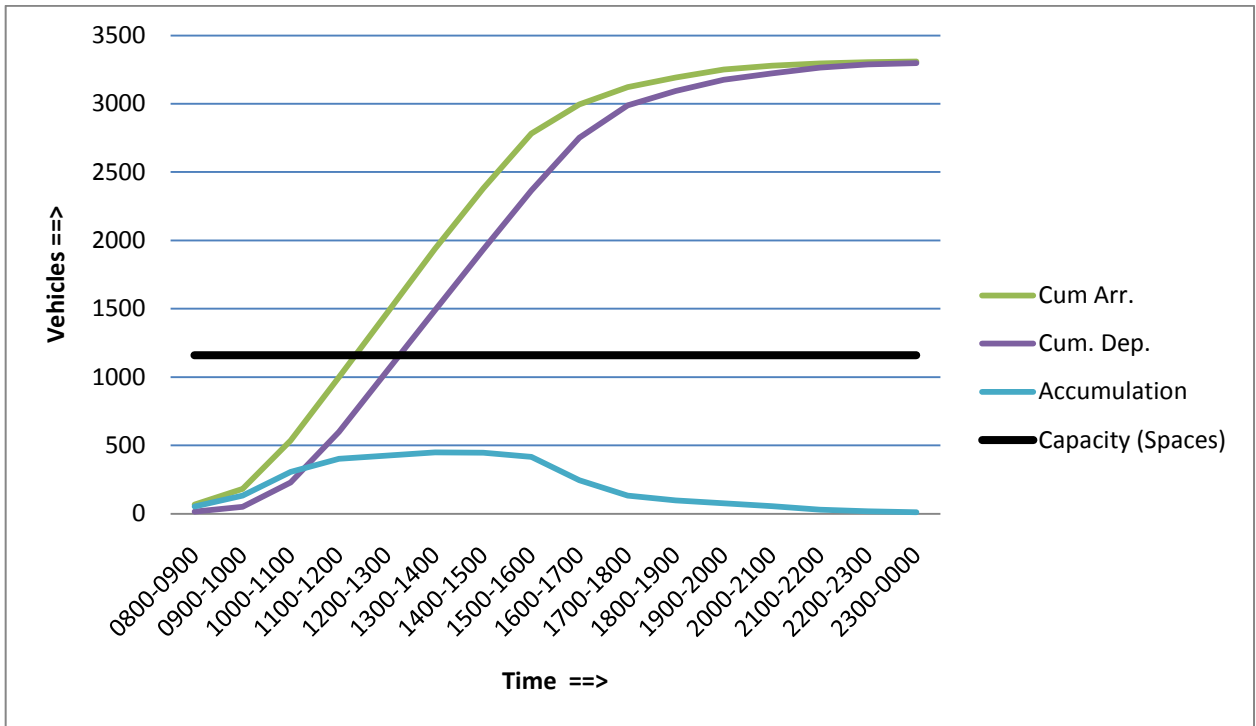
**Figure 4.36: All Morden car parks accumulation, arrival and departure profile – Saturday 9<sup>th</sup> June**



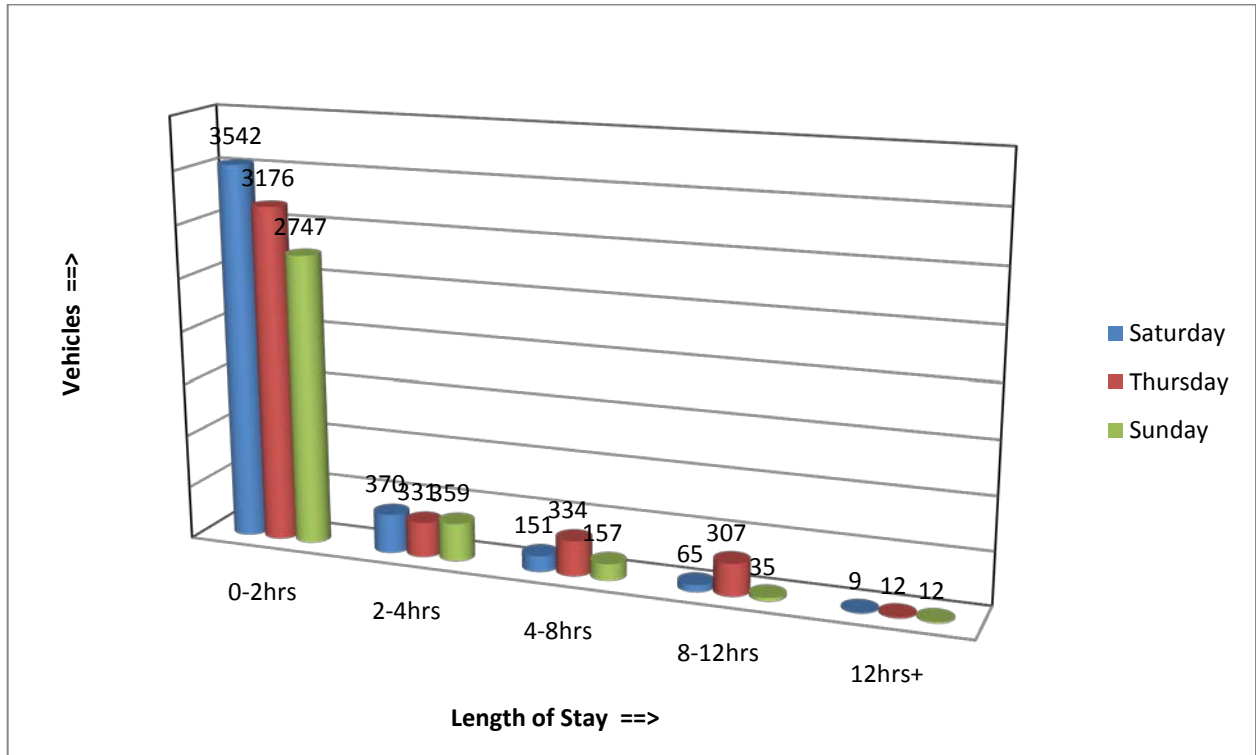
**Figure 4.37: All Morden car parks accumulation, arrival and departure profile – Thursday 14<sup>th</sup> June**



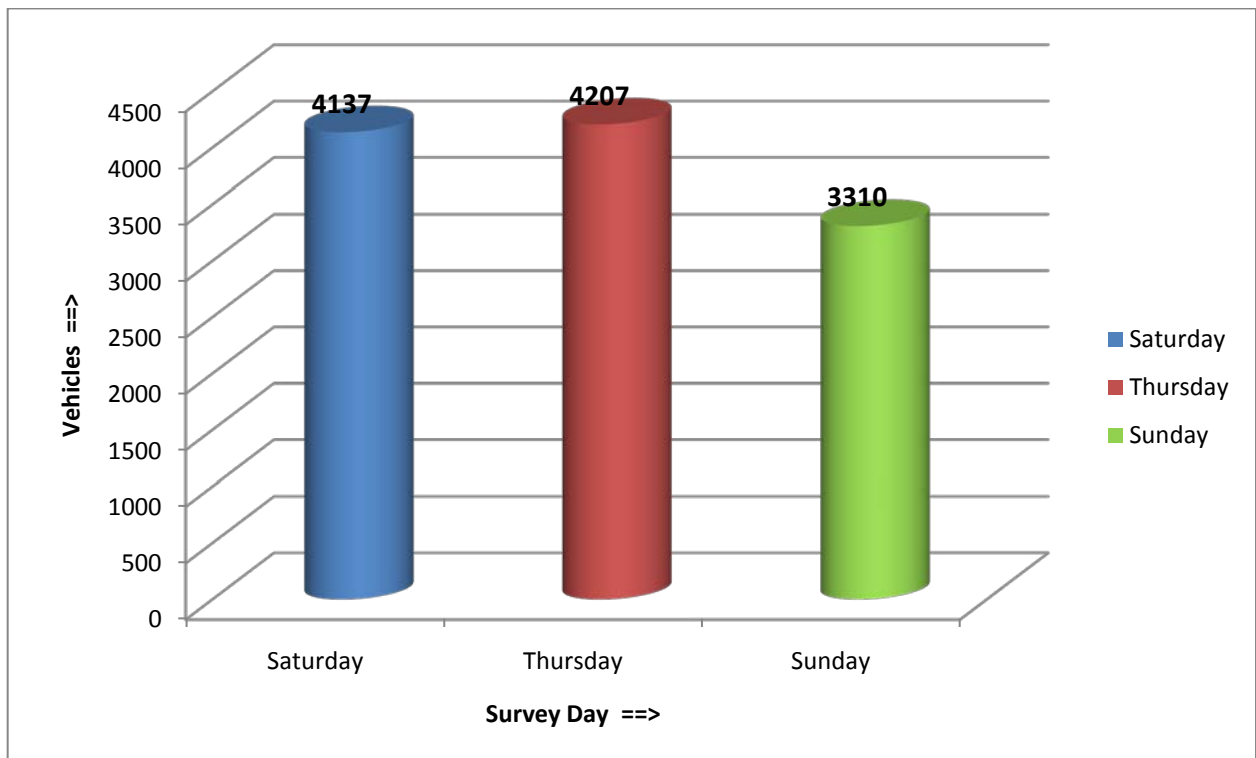
**Figure 4.38: All Morden car parks accumulation, arrival and departure profile – Sunday 17<sup>th</sup> June**



**Figure 4.39: All Morden car parks – Duration of stay**



**Figure 4.40: All Morden car parks – Total parking events**



4.3.2 There were 11,654 parking events during the study in Morden, of which 4207 (36%) were on Thursday 14<sup>th</sup>. Peak occupancy (73%) was recorded between 1200-1300 on Thursday 14<sup>th</sup>. During this period there were still 308 available parking spaces. More than 75% of all parking events during the study were for less than two hours, although there were significantly more long stay events on Thursday.

4.3.3 There were in total 27,911 parking events during the study (excluding the additional Saturday, when there were a further 4527 parking events). The busiest day overall was Saturday 9<sup>th</sup>, with 10,565 events.

#### 4.4 York Close Car Park – Analysis by Permit Type

4.4.1 Whilst all other car parks were surveyed by recording the registration plates at the entry and exit points, York Close car park in Morden was manually surveyed using the car park ‘beat survey’ method. This method was used to provide Merton Council with both accumulation and duration of stay data, linked with permit and ticketing information.

4.4.2 Surveyors undertook a beat survey every hour, recording both the full registration plate of each vehicle, along with the parking permit type. Whilst York Close is a pay and display car park, vehicles displaying ‘Essential User’ (code YCST), and ‘Staff’ (code YORK) permits, are able to use the car park. Figure 4.41 shows an example of an Essential User permit, whilst an example of a Staff permit is shown in Figure 4.42.

**Figure 4.41: Essential User/ YCST permit**



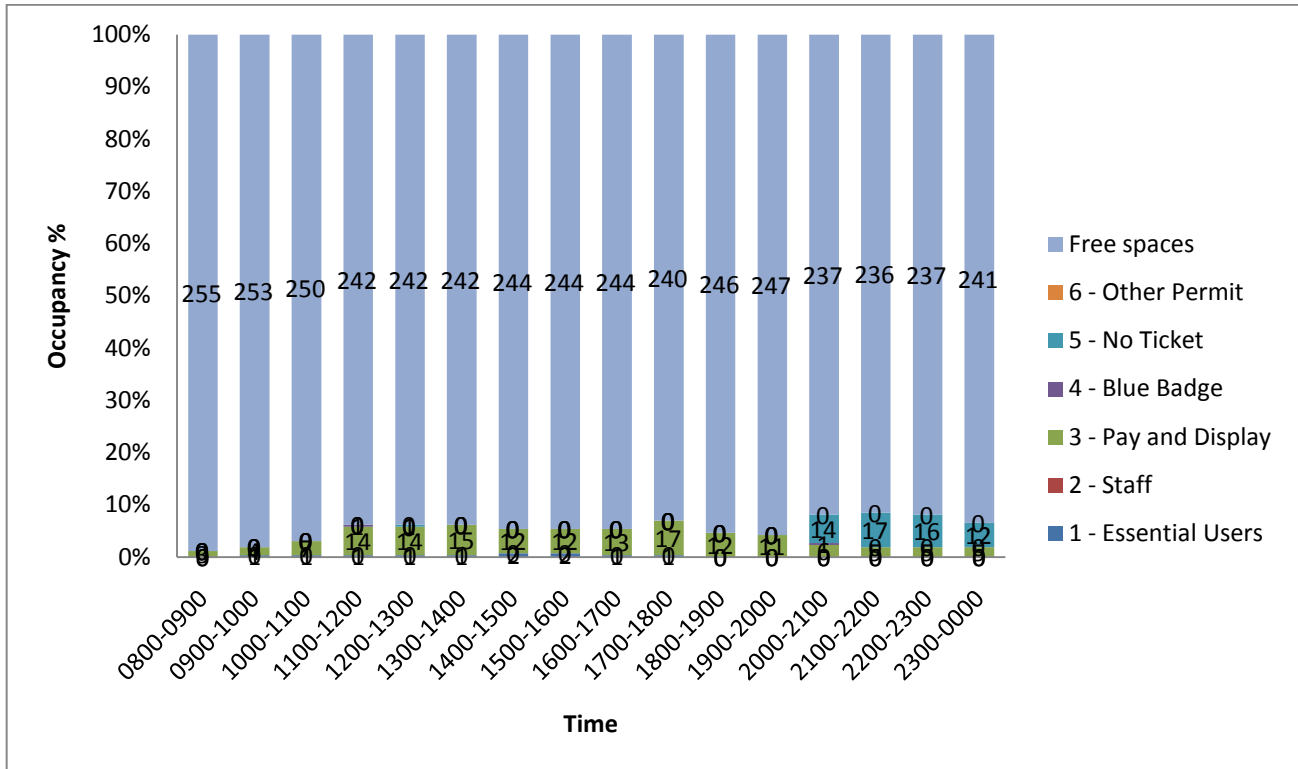
**Figure 4.42: Staff/YORK permit**



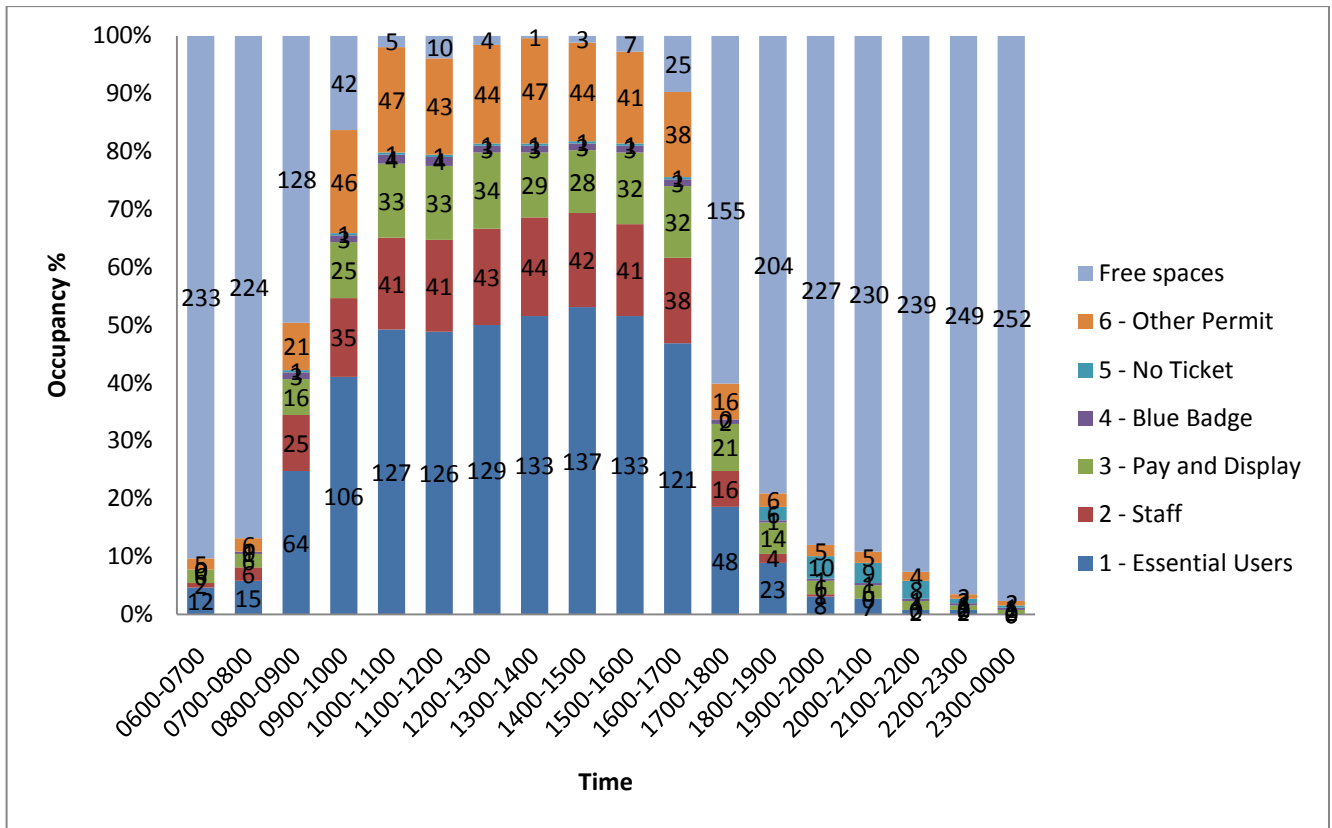
4.4.3 Surveyors also recorded those vehicle parked with a badge blue (disabled), no ticket, and any other permits.

4.4.4 Figures 4.43 – 4.51 show the results from the York Close surveys, whilst Table 4.1 shows the median duration of stay data, by permit type.

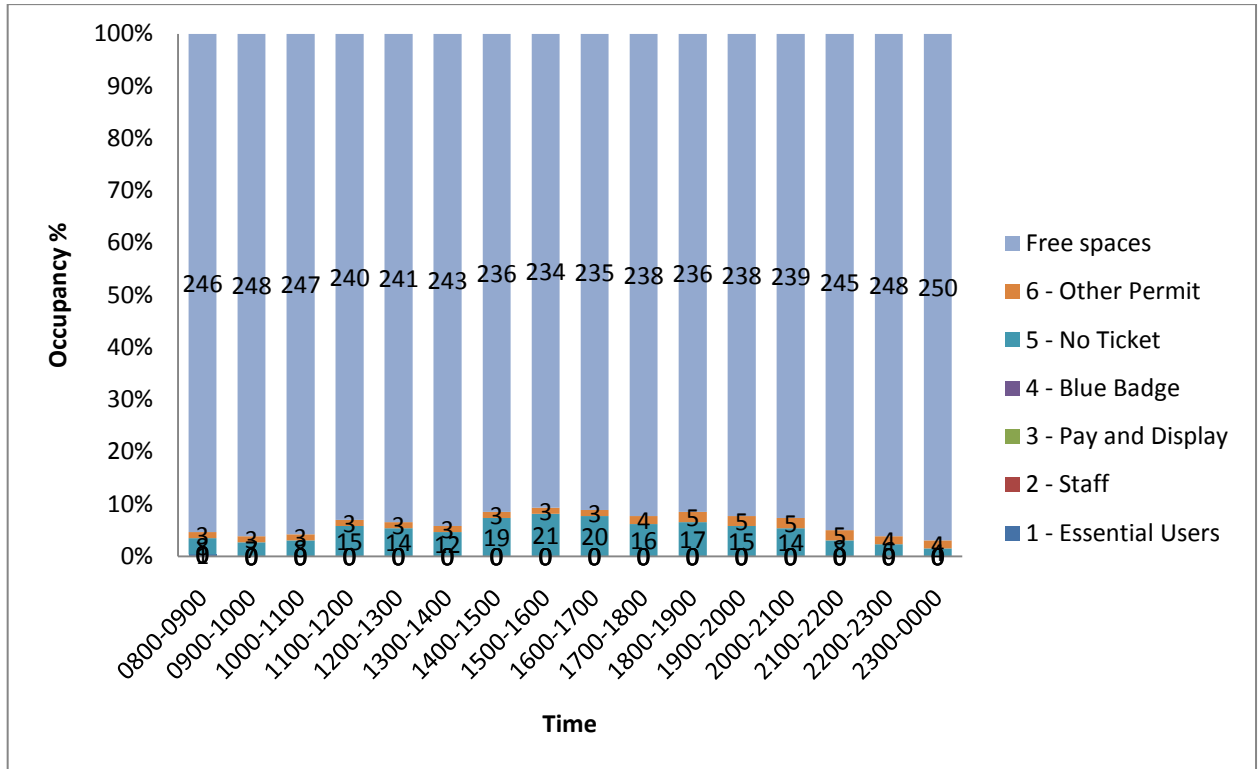
**Figure 4.43: York Close Car Park – Occupancy by permit type – Saturday 9<sup>th</sup> June**



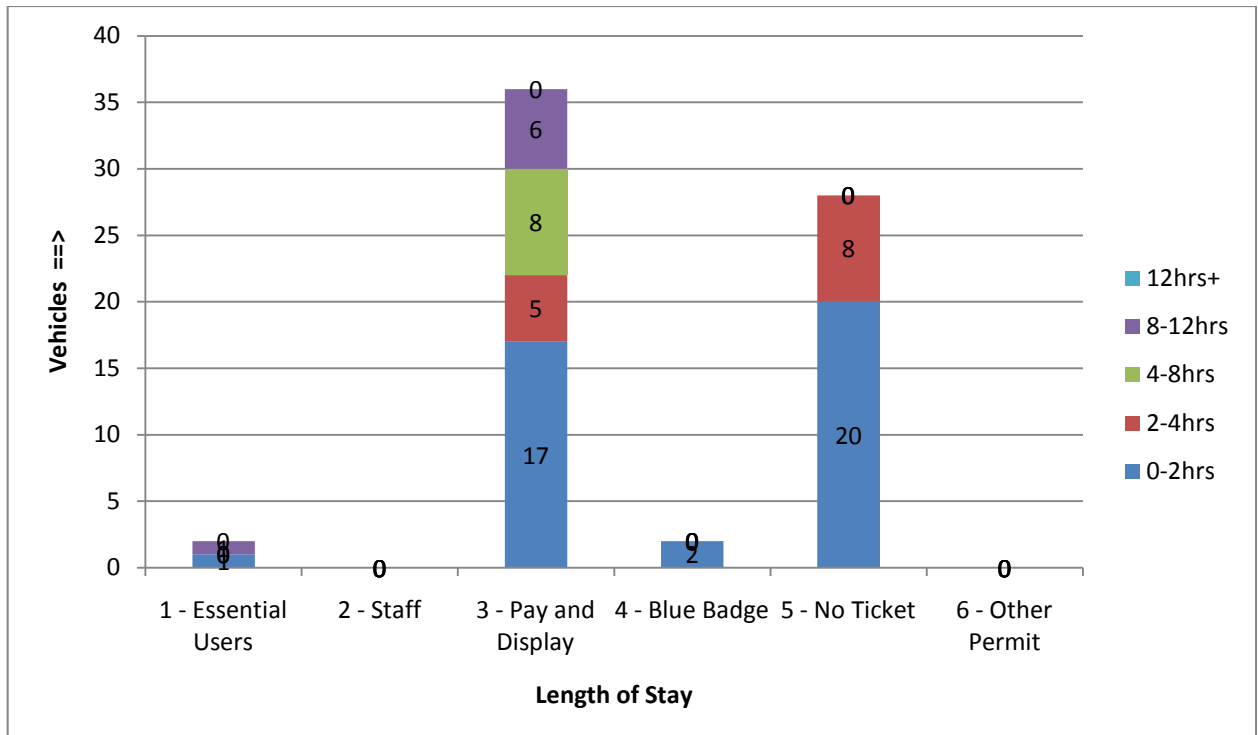
**Figure 4.44: York Close Car Park – Occupancy by permit type – Thursday 14<sup>th</sup> June**



**Figure 4.45: York Close Car Park – Occupancy by permit type – Sunday 17<sup>th</sup> June**

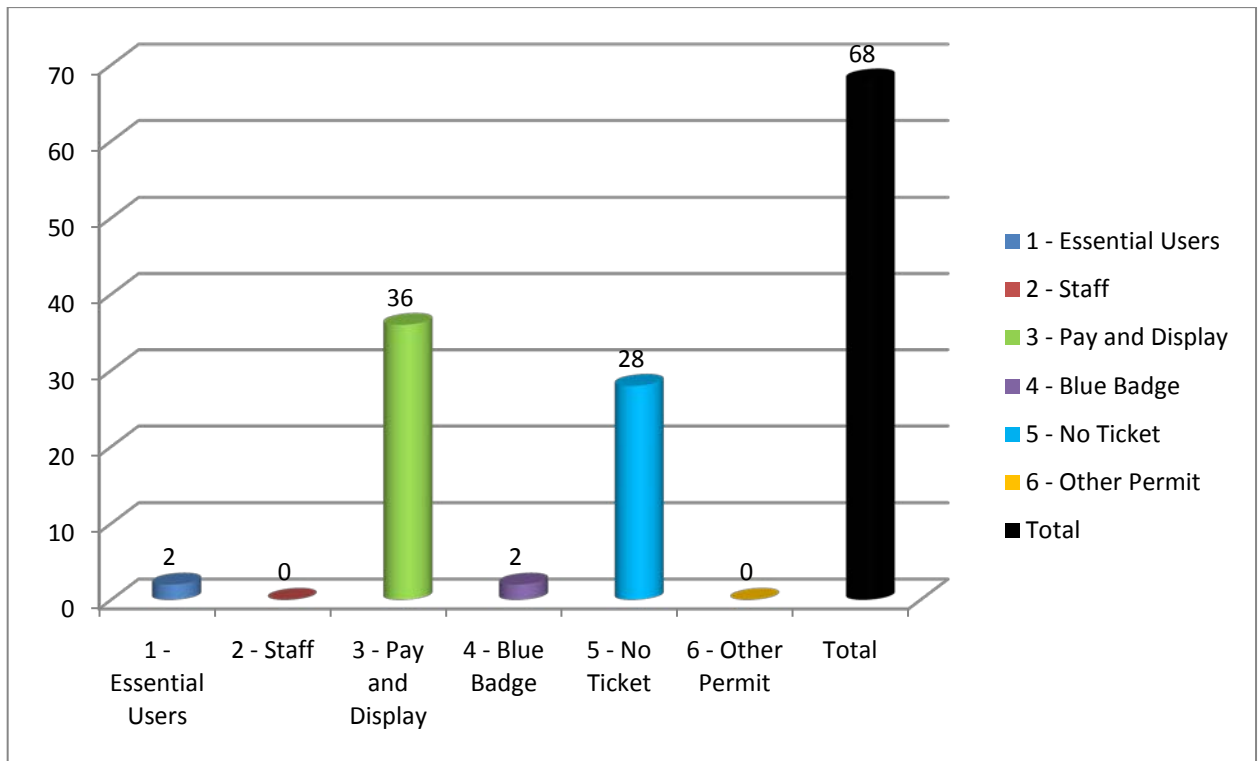


**Figure 4.46: York Close Car Park – Duration of stay – Saturday 9<sup>th</sup> June**

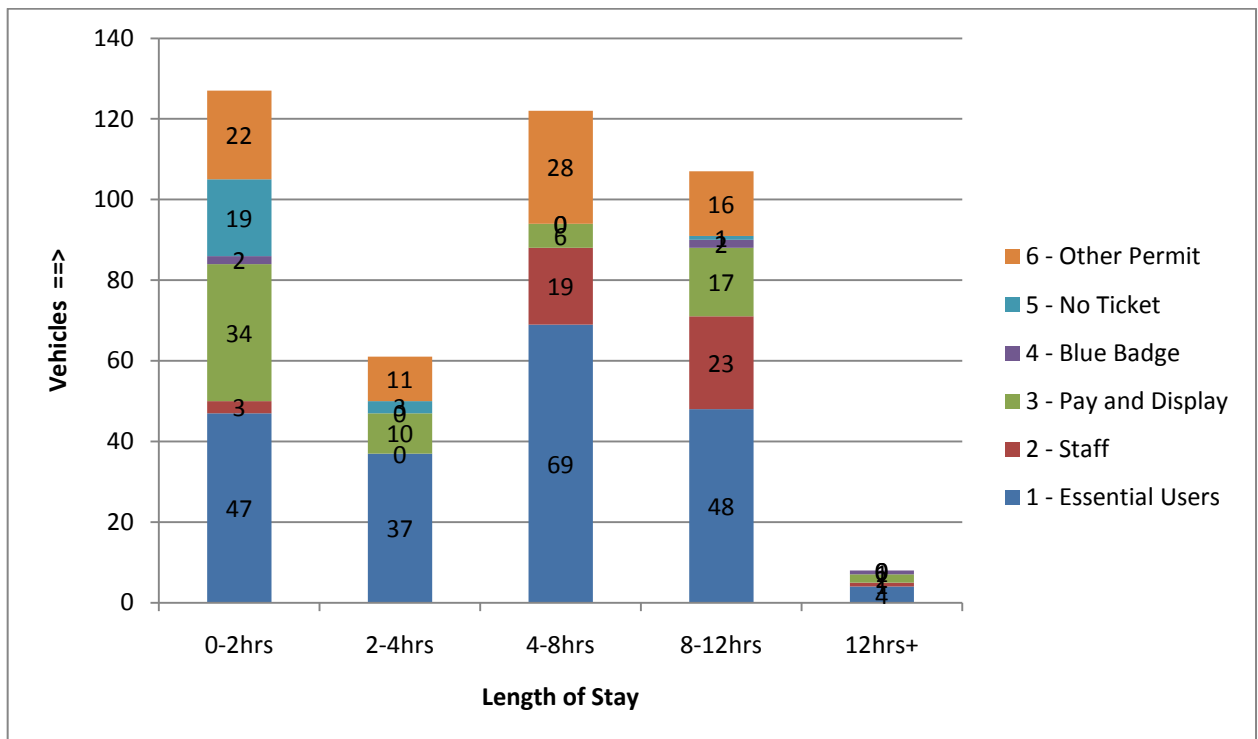




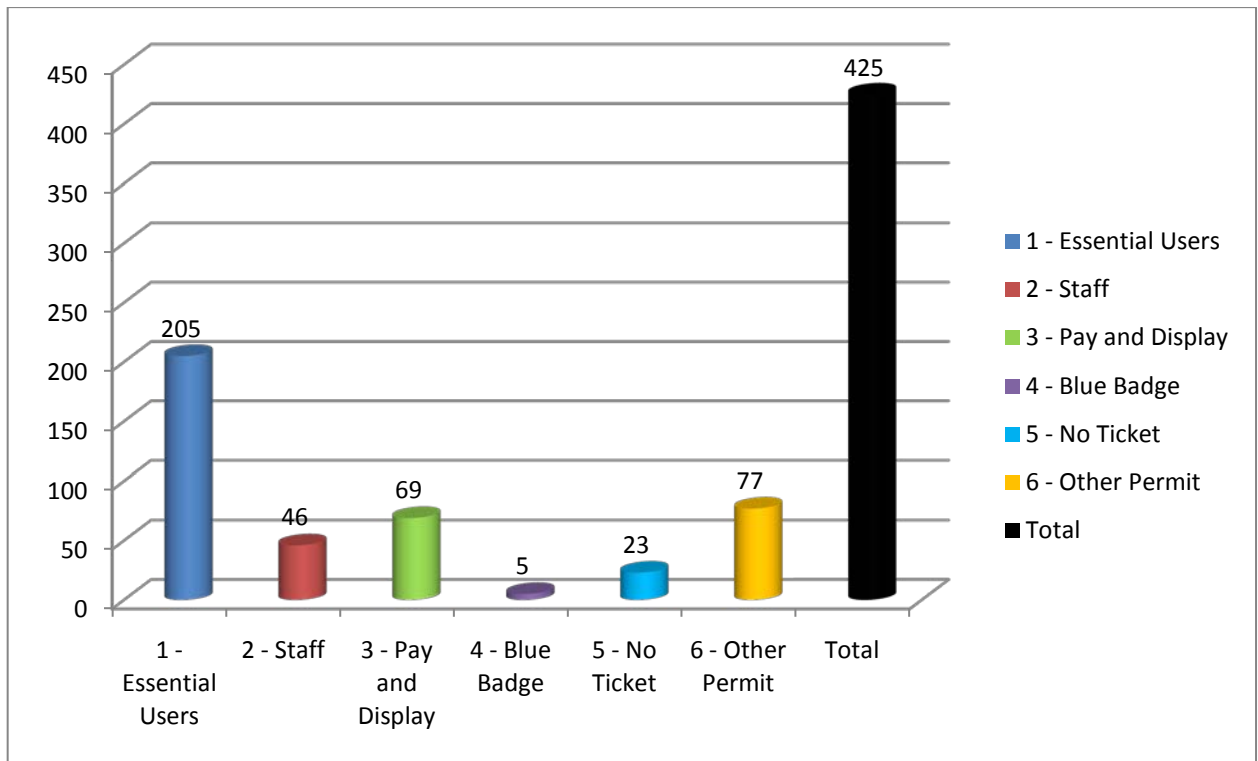
**Figure 4.47: York Close Car Park – Total parking events – Saturday 9<sup>th</sup> June**



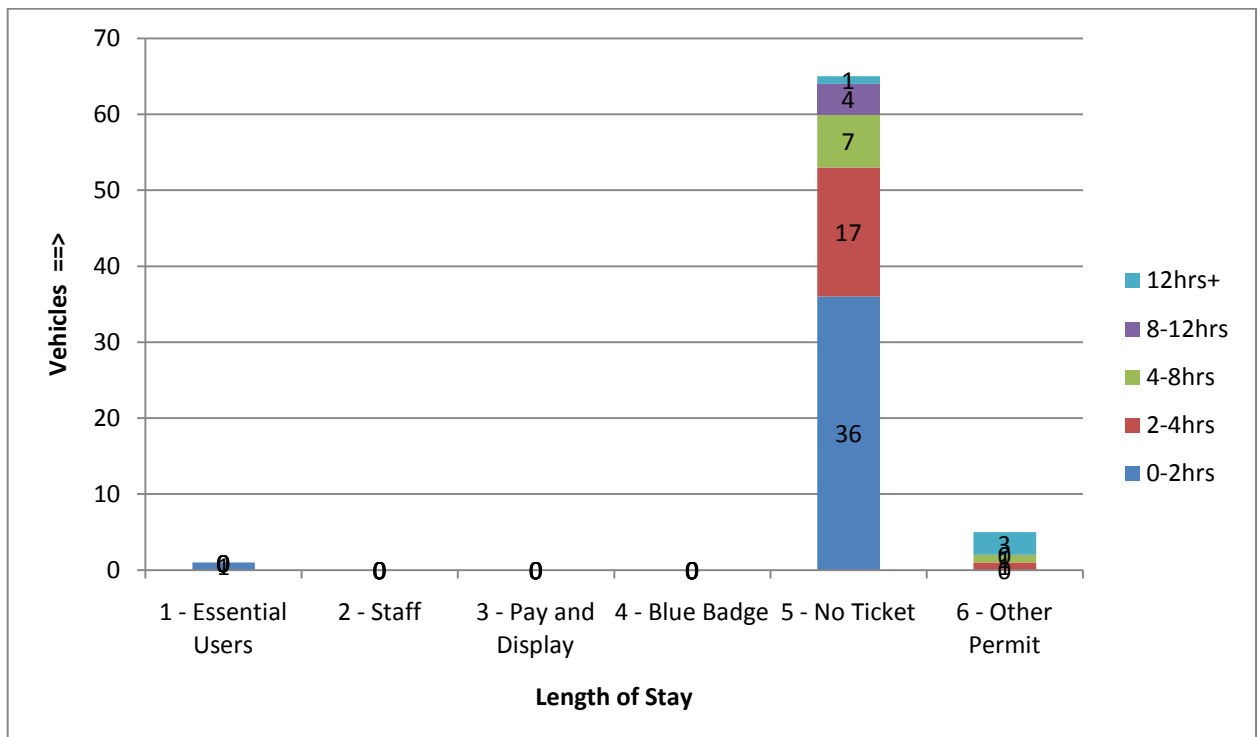
**Figure 4.48: York Close Car Park – Duration of stay – Thursday 14<sup>th</sup> June**



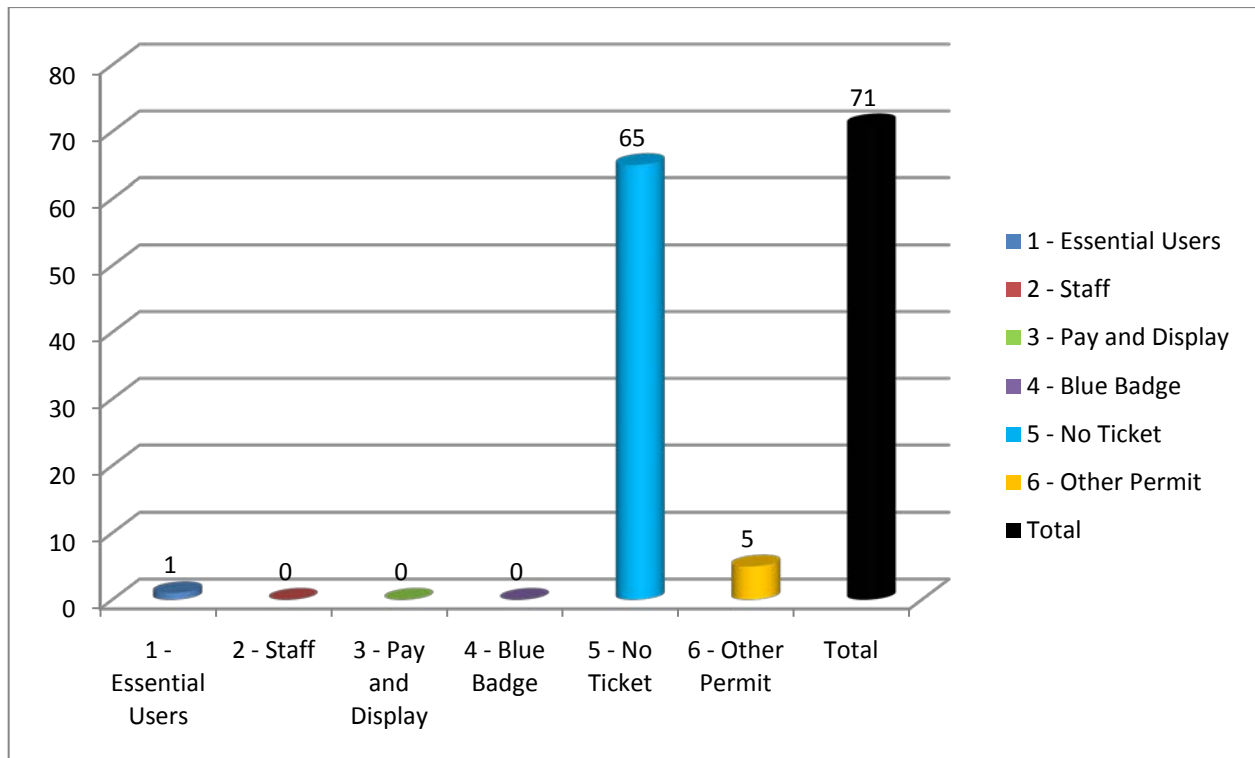
**Figure 4.49: York Close Car Park – Total parking events – Thursday 14<sup>th</sup> June**



**Figure 4.50: York Close Car Park – Duration of stay – Sunday 17<sup>th</sup> June**



**Figure 4.51: York Close Car Park – Total parking events – Sunday 17<sup>th</sup> June**



**Table 4.1: Median duration of stay by type – York close**

Car Park	Median Duration Of Stay		
	Saturday 9 <sup>th</sup>	Thursday 14 <sup>th</sup>	Sunday 17 <sup>th</sup>
York Close CP			
1 - Essential Users	05:30:00	06:00:00	01:00:00
2 - Staff	N/A	09:00:00	N/A
3 - P+D	03:00:00	03:00:00	N/A
4 - Blue Badge	01:00:00	09:00:00	N/A
5 - No ticket	02:00:00	01:00:00	02:00:00
6 - Other	N/A	05:00:00	16:00:00

4.4.5 Saturday 9<sup>th</sup> and Sunday 17<sup>th</sup> experienced relatively light parking activity, with 68 and 71 parking events respectively, meaning the car park was never more 10% occupied over the weekend.

4.4.6 Thursday 14<sup>th</sup> was far busier, which was to be expected due to the close proximity to Morden town centre and LUL station, and the car park was at close to capacity during the whole daytime period . Of the 425 parking events, 205 (48%) were from vehicles with essential user permits. 10% of vehicles were recorded displaying a staff permit, whilst 16% were pay and display. Of the essential users, 69 (33%) parked for between 4-8 hours, whilst 34 (49%) of pay and display ticket holders parked for less than two hours.

## 5 Wimbledon and Morden Car Park's – Total Parking Events and Median Duration of Stay

### 5.1 Total Parking Events

5.1.1 The following Table 5.1 summarises the total number of vehicle acts in each car park during the four survey days.

**Table 5.1: Summary of total parking events**

Car Park	Total Parking Events			
	Saturday 9th	Thursday 14th	Saturday 16th	Sunday 17th
<b>Wimbledon</b>				
1 - St Georges Road	387	389	N/A	231
2 - Sainsbury's	460	409	N/A	296
3 - Wimbledon Bridge	270	255	N/A	139
4 - Waitrose	1371	1053	N/A	905
5 - Hartfield Road	1624	1170	1746	1218
6 - Broadway	542	587	665	415
7 - Centre Court	1685	1513	2116	976
8 - Queens Road	89	138	N/A	135
<b>Wimbledon total</b>	<b>6428</b>	<b>5514</b>	<b>4527</b>	<b>4315</b>
<b>Morden</b>				
1 - Kenley Road	10	31	N/A	1
2 - Morden Station	33	155	N/A	12
3 - Peel House	1475	1346	N/A	1168
4 - York Close	68	425	N/A	71
5 - Lidl/Iceland	1837	1737	N/A	1222
6 - Morden Nursery	714	513	N/A	836
<b>Morden total</b>	<b>4137</b>	<b>4207</b>	<b>N/A</b>	<b>3310</b>
<b>Study area total</b>	<b>10565</b>	<b>9721</b>	<b>4527</b>	<b>7625</b>

5.1.2 Table 5.1 shows that whilst some car parks were significantly busy, and in some cases over capacity for a time (Hartfield Road, The Broadway, Morden Nursery) there was ample parking available in the study area, even during the periods of combined peak occupancy. Whilst the majority of vehicles parked for less than two hours, Thursday, especially in Morden, saw an increase in vehicles parking for more than 8hrs.

### 5.2 Median Duration of Stay

5.2.1 As part of the brief, Merton Council also required the median duration of stay for each car park to be calculated. Table 5.2 shows the median duration stay for each car park by survey day.

5.2.2 The car parks in Wimbledon were consistent throughout the study, with no great fluctuation in median during of stay, although Wimbledon Bridge was two hours higher on Thursday, than during the weekend day.

5.2.3 The car parks in Morden, namely Kenley Road, Morden Station and York Road, saw an increase in median duration stay on Thursday 14<sup>th</sup>, compared to much shorter stays during the weekend. The proximity of these car parks to Morden town centre and Morden LUL station suggests an increase in commuters leads to this increase.

**Table 5.2: Median duration of stay – All car parks**

Car Park	Median Duration Of Stay			
	Saturday 9th	Thursday 14th	Saturday 16th	Sunday 17th
<b>Wimbledon</b>				
1 - St Georges Road	01:02:07	01:13:37	N/A	01:13:33
2 - Sainsburys	00:44:46	00:43:05	N/A	00:37:33
3 - Wimbledon Bridge	01:47:02	03:41:43	N/A	01:49:49
4 - Waitrose	00:28:53	00:22:15	N/A	00:25:07
5 - Hartfield Road	00:45:14	00:46:59	00:55:59	00:38:24
6 - Broadway	00:30:36	00:21:41	00:15:14	00:49:50
7 - Centre Court	01:27:28	01:23:59	01:24:44	01:10:52
8 - Queens Road	00:55:17	02:34:35	N/A	02:10:37
<b>Morden</b>				
1 - Kenley Road	00:04:22	05:51:36	N/A	00:27:50
2 - Morden Station	00:30:37	05:26:04	N/A	04:26:31
3 - Peel House	00:30:23	00:31:50	N/A	00:26:39
4 - York Road	02:00:00	06:00:00	N/A	02:00:00
5 - Lidl/Iceland	00:25:50	00:25:09	N/A	00:17:42
6 - Morden Nursery	00:49:56	00:46:19	N/A	00:53:58

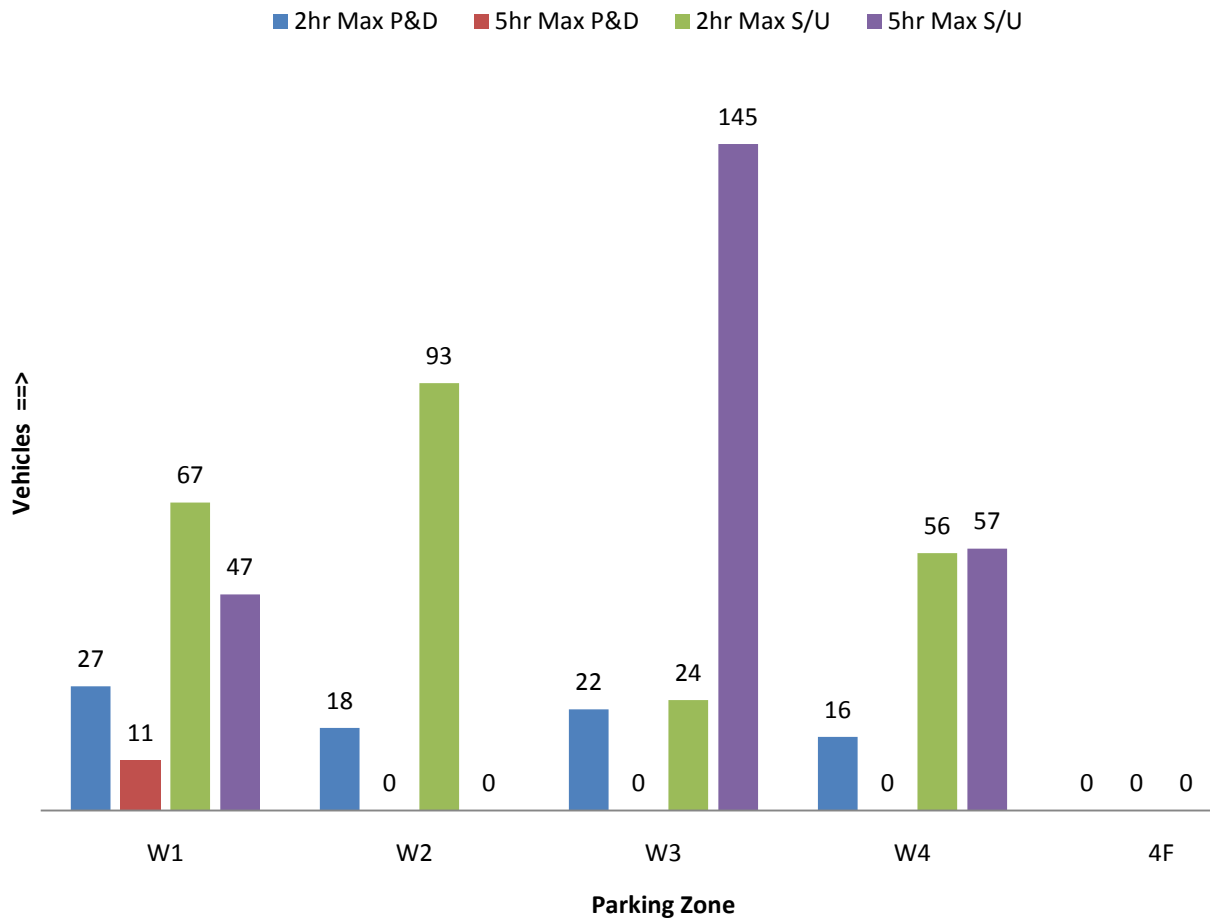
## 6 On-Street Parking Survey Findings

### 6.1 Survey Sample

6.1.1 In total, 651 parking spaces were surveyed, 94 of which were P&D and 557 S/U. Those spaces that have a maximum stay of up to 2hrs were surveyed every half-hour and those with a maximum stay of up to 5 hours every 1 hour.

6.1.2 The total number of spaces as per this breakdown is shown in Figure 6.1 below:

**Figure 6.1: Survey Sample – Pay and Display and Shared Use Bays**



## 6.2 Average Occupancy % of Parking Spaces

6.2.1 Tables 6.1, 6.2 and 6.3 show the average occupancy in each parking zone for each type of parking during the four periods detailed below;

- Morning – 0800 – 0900 (0600-0900 weekday)
- Daytime – 0900 – 1800
- Evening – 1800 – 2100
- Nighttime – 2100 – 0000

**Table 6.1: Average Occupancy – Saturday 9th June**

Zone	Bay Type	Morning Average	Daytime Average	Evening Average	Nighttime Average
W1	Pay and Display	25.6%	47.9%	55.5%	55.1%
	Shared Use	46.9%	56.3%	62.1%	66.2%
W2	Pay and Display	12.2%	37.5%	39.3%	19.4%
	Shared Use	43.9%	41.9%	43.0%	30.0%
W3	Pay and Display	0.0%	29.1%	26.0%	38.8%
	Shared Use	51.2%	50.5%	52.1%	59.7%
W4	Pay and Display	0.0%	11.6%	43.8%	29.9%
	Shared Use	76.6%	72.6%	67.3%	72.1%
4F	Pay and Display	N/A	N/A	N/A	N/A
	Shared Use	47.5%	54.1%	61.3%	53.8%

**Table 6.2: Average Occupancy – Thursday 14th June**

Zone	Bay Type	Morning Average	Daytime Average	Evening Average	Nighttime Average
W1	Pay and Display	8.5%	28.8%	18.7%	3.4%
	Shared Use	34.2%	63.2%	59.4%	42.7%
W2	Pay and Display	16.7%	55.4%	43.5%	23.7%
	Shared Use	50.7%	71.1%	54.7%	38.2%
W3	Pay and Display	16.7%	16.4%	14.8%	7.3%
	Shared Use	44.7%	52.3%	62.5%	66.6%
W4	Pay and Display	5.6%	7.2%	16.7%	9.7%
	Shared Use	73.3%	76.9%	81.0%	75.2%
4F	Pay and Display	N/A	N/A	N/A	N/A
	Shared Use	45.2%	55.6%	53.4%	54.3%

**Table 6.3: Average Occupancy – Sunday 17th June**

Zone	Bay Type	Morning Average	Daytime Average	Evening Average	Nighttime Average
W1	Pay and Display	29.9%	70.9%	60.4%	28.2%
	Shared Use	59.7%	79.1%	65.9%	52.5%
W2	Pay and Display	33.3%	25.2%	20.0%	17.0%
	Shared Use	41.2%	32.2%	39.1%	34.2%
W3	Pay and Display	0.0%	14.8%	25.0%	16.7%
	Shared Use	46.7%	49.6%	52.4%	46.7%
W4	Pay and Display	0.0%	9.3%	6.9%	0.0%
	Shared Use	63.0%	61.8%	69.2%	73.2%
4F	Pay and Display	N/A	N/A	N/A	N/A
	Shared Use	36.3%	34.9%	35.9%	39.8%

- 6.2.2 Throughout the study, the average occupancy of the shared use bays was significantly higher than that of the pay and display bays. Per day, the combined occupancy of the shared use bays never fell below 50%, whilst the maximum combined occupancy of the pay and display bays was 30.9%.
- 6.2.3 The shared use bays in zone W4 were consistently busy, with the average occupancy never falling below 70%, and peaking at 81% during the Thursday evening period. The least utilised shared use bays were in zones W2 and 4F.
- 6.2.4 The peak average occupancy recorded in the pay and display bays was 70.9% during the daytime period in zone W1 on Sunday 17<sup>th</sup> June. The average occupancy on this day however was 29.5%.



6.3 Snapshot of Vehicles and Occupancy Across the Survey Day  
The following tables 6.4 to 6.6 provide a snapshot of the numbers of vehicles parked and occupancy % per type / zone during different hour periods across the full survey day.

**Table 6.4: Overview of vehicles parked on Saturday 9th June**

Zone	Bay Type	Bays	0800-0900		1000-1100		1200-1300		1600-1700		1800-1900		2200-2300	
			Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu
W1	Pay and Display	38	7	18.4%	17	44.7%	26	68.4%	22	57.9%	23	60.5%	22	57.9%
	Shared Use	114	48	42.1%	62	54.4%	60	52.6%	55	48.2%	65	57.0%	74	64.9%
W2	Pay and Display	18	3	16.7%	7	38.9%	11	61.1%	12	66.7%	15	83.3%	11	61.1%
	Shared Use	93	36	38.7%	53	57.0%	37	39.8%	43	46.2%	52	55.9%	53	57.0%
W3	Pay and Display	22	2	9.1%	7	31.8%	9	40.9%	11	50.0%	9	40.9%	13	59.1%
	Shared Use	169	85	50.3%	78	46.2%	78	46.2%	88	52.1%	73	43.2%	89	52.7%
W4	Pay and Display	16	0	0.0%	3	18.8%	9	56.3%	11	68.8%	10	62.5%	11	68.8%
	Shared Use	113	87	77.0%	91	80.5%	83	73.5%	80	70.8%	71	62.8%	95	84.1%
4F	Pay and Display	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Use	68	34	50.0%	37	54.4%	35	51.5%	49	72.1%	49	72.1%	61	89.7%
All	<b>Pay and Display</b>	<b>94</b>	<b>12</b>	<b>12.8%</b>	<b>34</b>	<b>36.2%</b>	<b>55</b>	<b>58.5%</b>	<b>56</b>	<b>59.6%</b>	<b>57</b>	<b>60.6%</b>	<b>57</b>	<b>60.6%</b>
	<b>Shared Use</b>	<b>557</b>	<b>290</b>	<b>52.9%</b>	<b>321</b>	<b>58.6%</b>	<b>293</b>	<b>53.5%</b>	<b>315</b>	<b>57.5%</b>	<b>310</b>	<b>56.6%</b>	<b>372</b>	<b>67.9%</b>

**Table 6.5: Overview of vehicles parked on Thursday 14th June**

Zone	Bay Type	Bays	0800-0900		1000-1100		1200-1300		1600-1700		1800-1900		2200-2300	
			Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu
W1	Pay and Display	38	17	44.7%	21	55.3%	24	63.2%	21	55.3%	23	60.5%	17	44.7%
	Shared Use	114	80	70.2%	79	69.3%	77	67.5%	78	68.4%	86	75.4%	66	57.9%
W2	Pay and Display	18	5	27.8%	9	50.0%	15	83.3%	8	44.4%	13	72.2%	11	61.1%
	Shared Use	93	57	61.3%	64	68.8%	65	69.9%	59	63.4%	66	71.0%	51	54.8%
W3	Pay and Display	22	4	18.2%	11	50.0%	17	77.3%	5	22.7%	4	18.2%	5	22.7%
	Shared Use	169	82	48.5%	93	55.0%	87	51.5%	89	52.7%	80	47.3%	89	52.7%
W4	Pay and Display	16	5	31.3%	4	25.0%	8	50.0%	9	56.3%	8	50.0%	6	37.5%
	Shared Use	113	84	74.3%	90	79.6%	88	77.9%	94	83.2%	91	80.5%	93	82.3%
4F	Pay and Display	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Use	68	30	44.1%	34	50.0%	44	64.7%	34	50.0%	36	52.9%	53	77.9%
All	<b>Pay and Display</b>	<b>94</b>	<b>31</b>	<b>33.0%</b>	<b>45</b>	<b>47.9%</b>	<b>64</b>	<b>68.1%</b>	<b>43</b>	<b>45.7%</b>	<b>48</b>	<b>51.1%</b>	<b>39</b>	<b>41.5%</b>
	<b>Shared Use</b>	<b>557</b>	<b>333</b>	<b>60.8%</b>	<b>360</b>	<b>65.7%</b>	<b>361</b>	<b>65.9%</b>	<b>354</b>	<b>64.6%</b>	<b>359</b>	<b>65.5%</b>	<b>352</b>	<b>64.2%</b>

**Table 6.6: Overview of vehicles parked on Sunday 17th June**

Zone	Bay Type	Bays	0800-0900		1000-1100		1200-1300		1600-1700		1800-1900		2200-2300	
			Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu	Pk	Occu
W1	Pay and Display	38	10	26.3%	27	71.1%	28	73.7%	27	71.1%	25	65.8%	7	18.4%
	Shared Use	114	65	57.0%	82	71.9%	93	81.6%	87	76.3%	73	64.0%	54	47.4%
W2	Pay and Display	18	6	33.3%	14	77.8%	17	94.4%	18	100%	14	77.8%	4	22.2%
	Shared Use	93	42	45.2%	48	51.6%	71	76.3%	67	72.0%	52	55.9%	41	44.1%
W3	Pay and Display	22	4	18.2%	14	63.6%	17	77.3%	7	31.8%	6	27.3%	11	50.0%
	Shared Use	169	84	49.7%	89	52.7%	101	59.8%	88	52.1%	96	56.8%	87	51.5%
W4	Pay and Display	16	7	43.8%	11	68.8%	9	56.3%	10	62.5%	12	75.0%	9	56.3%
	Shared Use	113	82	72.6%	87	77.0%	76	67.3%	75	66.4%	85	75.2%	92	81.4%
4F	Pay and Display	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Shared Use	68	26	38.2%	32	47.1%	40	58.8%	54	79.4%	49	72.1%	34	50.0%
All	Pay and Display	94	27	28.7%	66	70.2%	71	75.5%	62	66.0%	57	60.6%	31	33.0%
	Shared Use	557	299	54.6%	338	61.7%	381	69.5%	371	67.7%	355	64.8%	308	56.2%

6.3.1 Table 6.7 compares the findings in zone W2 between the two Saturday surveys.

**Table 6.7: Comparison of vehicles parked on Saturday 9th June and Saturday 16th in zone W2**

Zone	Bay Type	Bays	VEHICLES PARKED					
			0800-0900	1000-1100	1200-1300	1600-1700	1800-1900	2200-2300
W2 9th	Pay and Display	18	3	7	11	12	15	11
	Shared Use	93	36	53	37	43	52	53
W2 16th	Pay and Display	18	2	7	13	8	13	9
	Shared Use	93	39	37	44	57	52	45
Diff 16 <sup>th</sup> +/-	Pay and Display	18	-1	0	2	-4	-2	-2
	Shared Use	93	3	-16	7	14	0	-8

6.3.2 Pay and display parking during the original and additional Saturday surveys was very similar, fluctuating by a maximum of 4. Shared use parking saw more fluctuation, with 16 more vehicles recorded during the original Saturday between 1000-1100, and then 14 less between 1600-1700.

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## 6.4 Parking Accumulation and Free Spaces

6.4.1 The following figures 6.2 – 6.30 show for each zone and survey day the number of vehicles parked and free spaces during all survey periods.

6.4.2 The breakdown is (i) resident permit holders; (ii) visitors (paid-for ticket); (iii) other and (iv) free parking spaces. The half hourly beat results (bays with 2hr max stay) are provided in the charts separately from the hourly results (bays with 5hr max stay).

Figure 6.2: W1 Shared Bay summary – Saturday 9th June

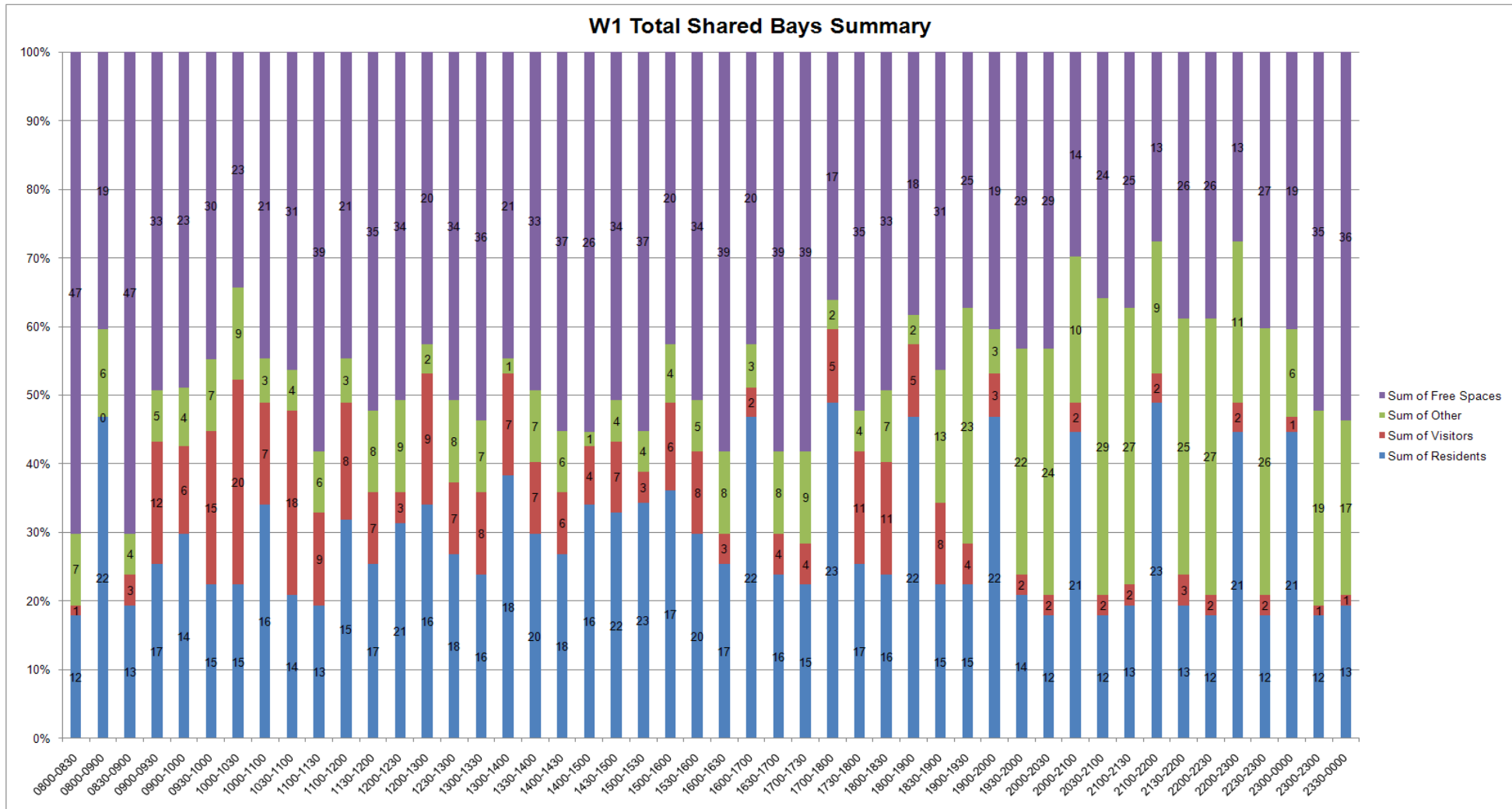


Figure 6.3: W1 Shared Bay summary – Thursday 14th June

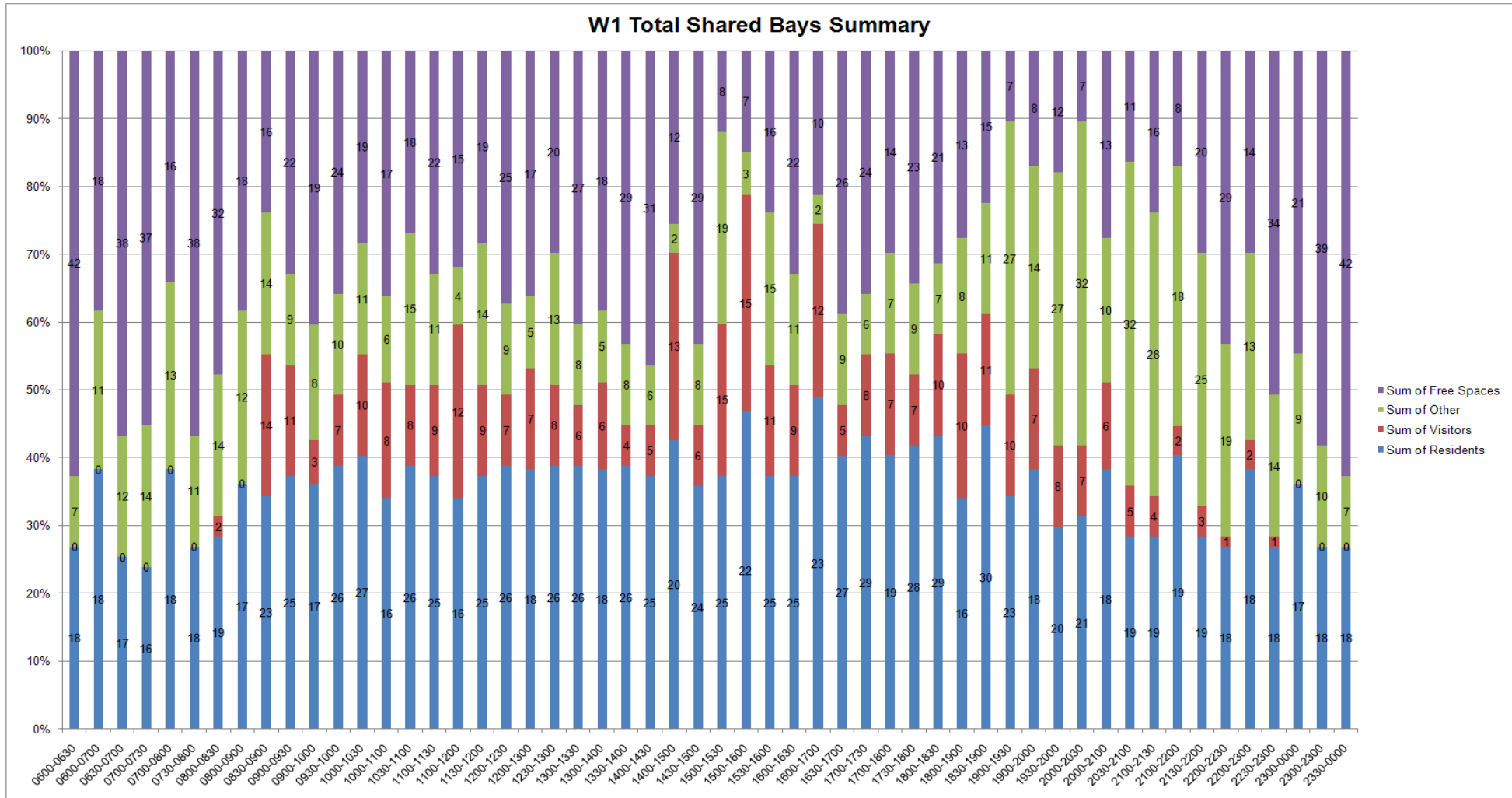


Figure 6.4: W1 Shared Bays Summary – Sunday 17th June

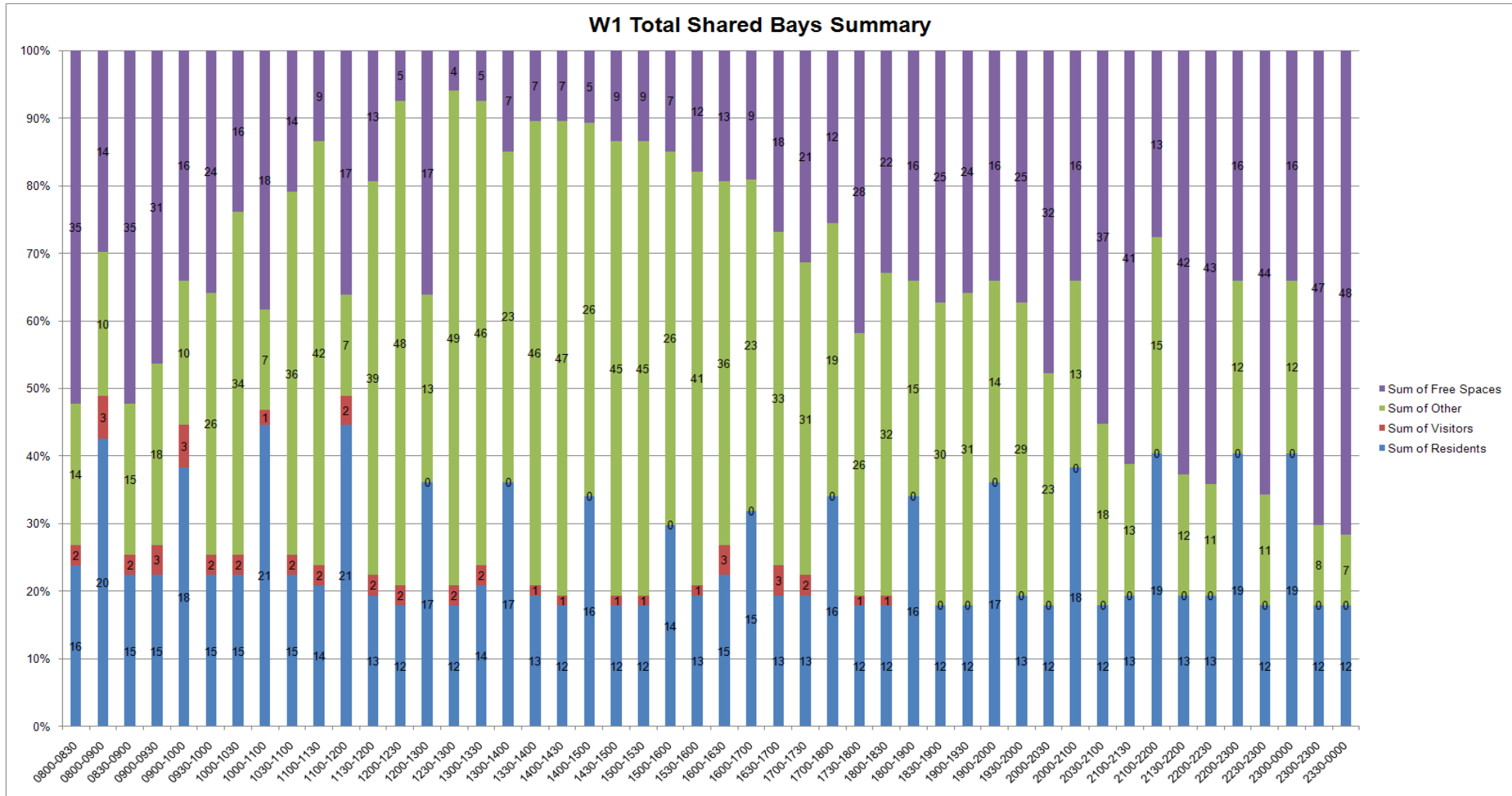
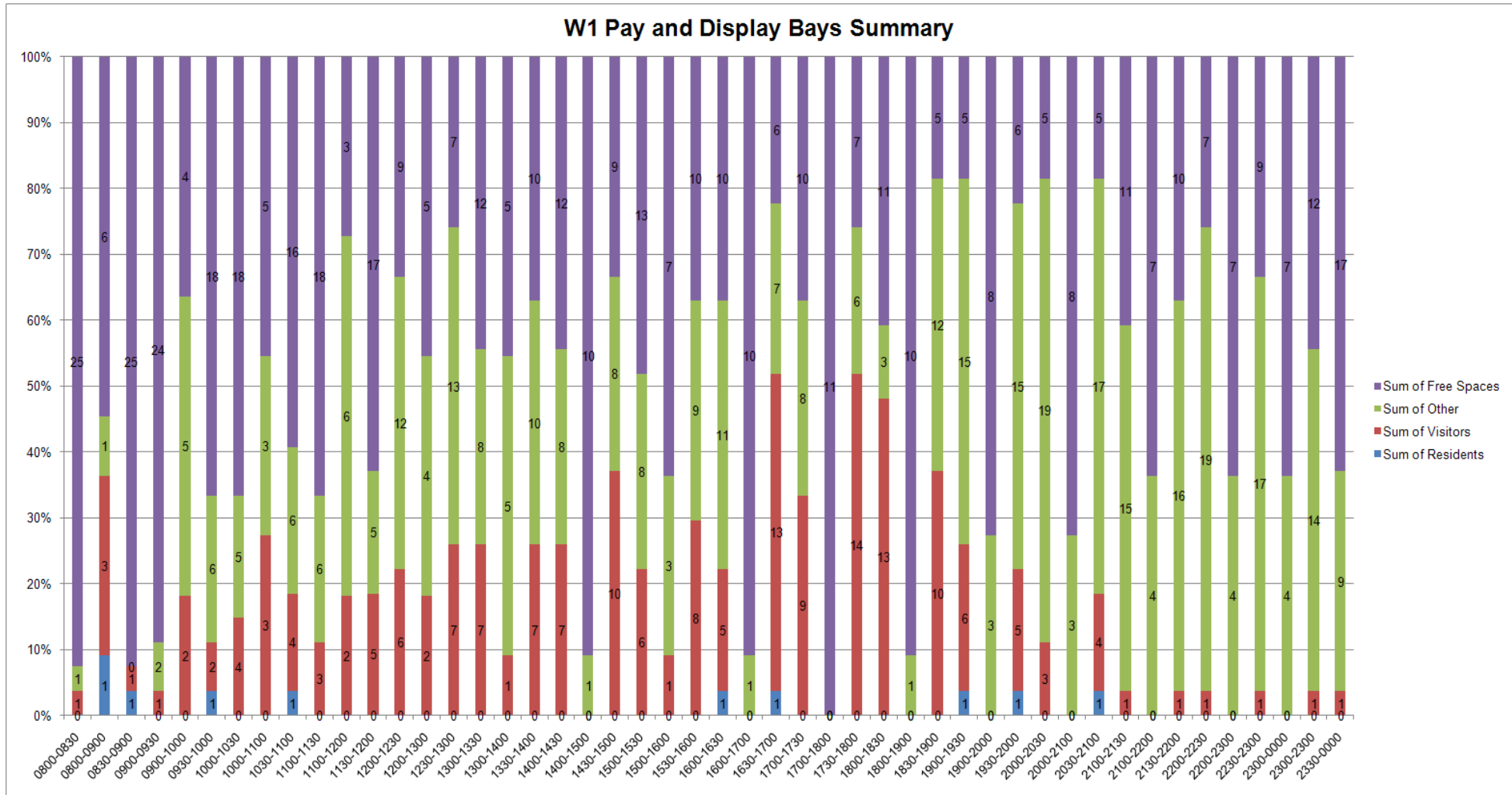
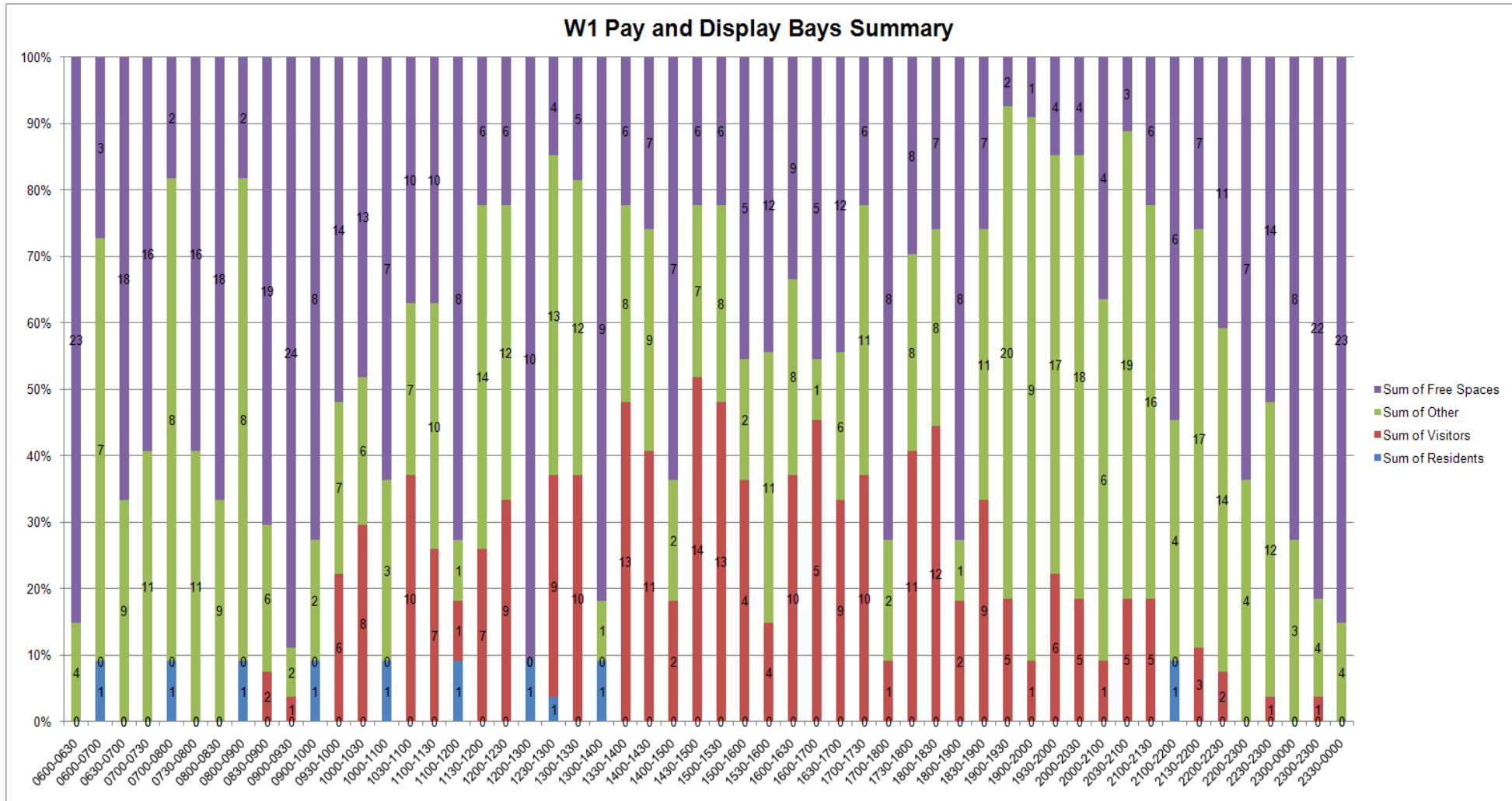


Figure 6.5: W1 Pay and Display bays summary – Saturday 9th June

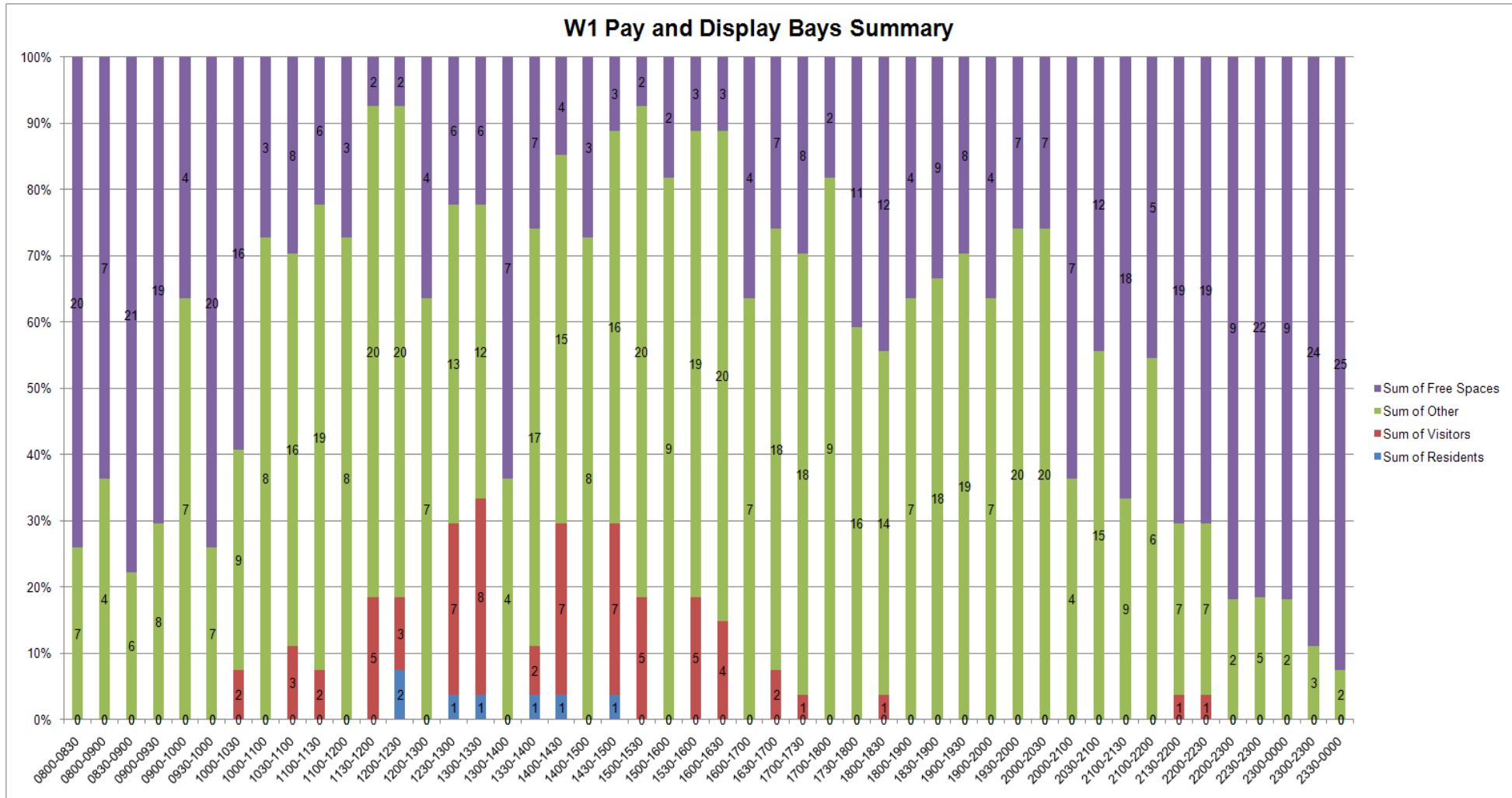


**Figure 6.6: W1 Pay and Display bays summary – Thursday 14th June**

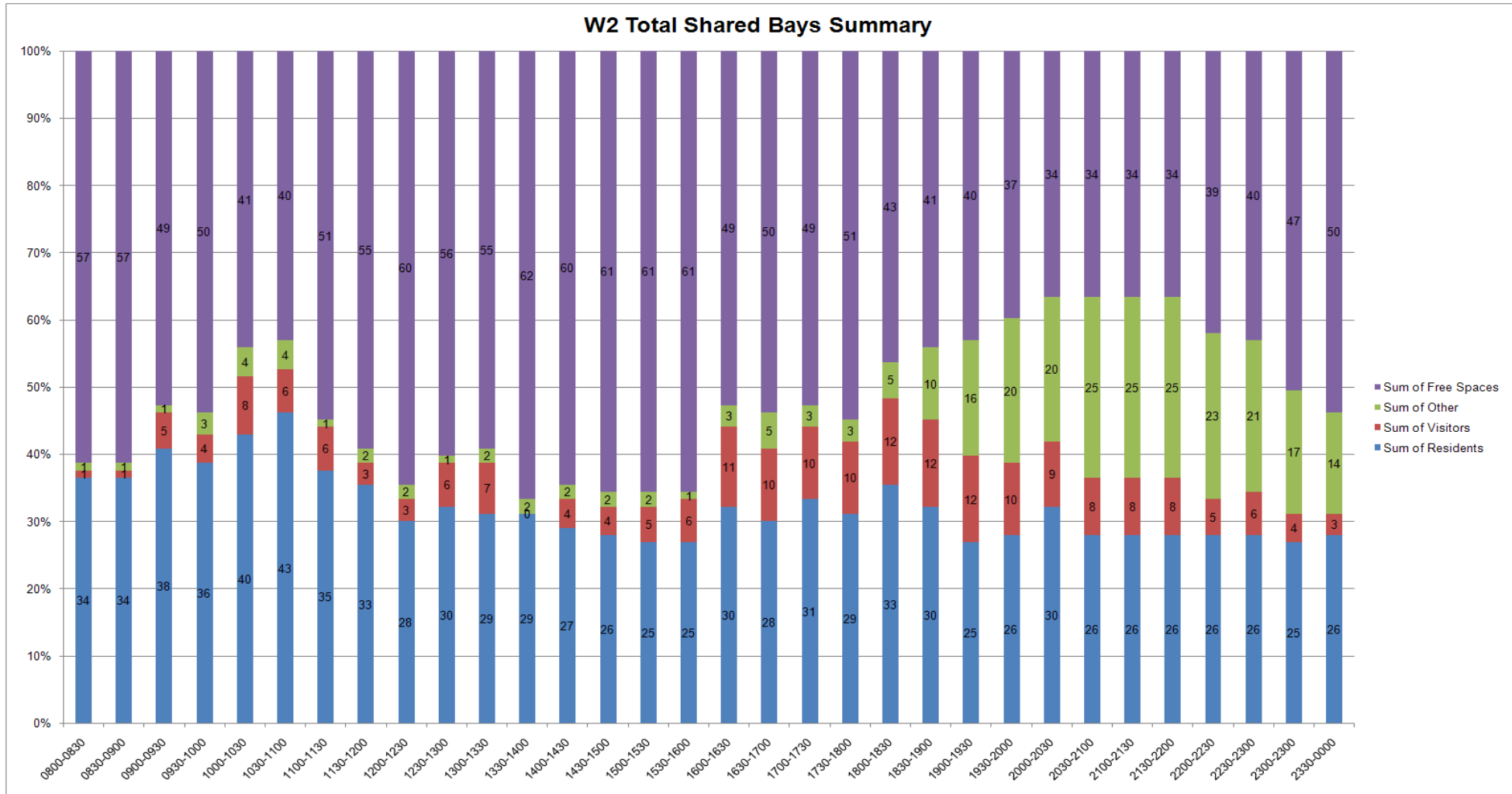




**Figure 6.7: W1 Pay and Display bays summary – Sunday 17th June**



**Figure 6.8: W2 Shared Bays Summary – Saturday 9th June**



**Figure 6.9: W2 Shared Bays Summary – Thursday 14th June**

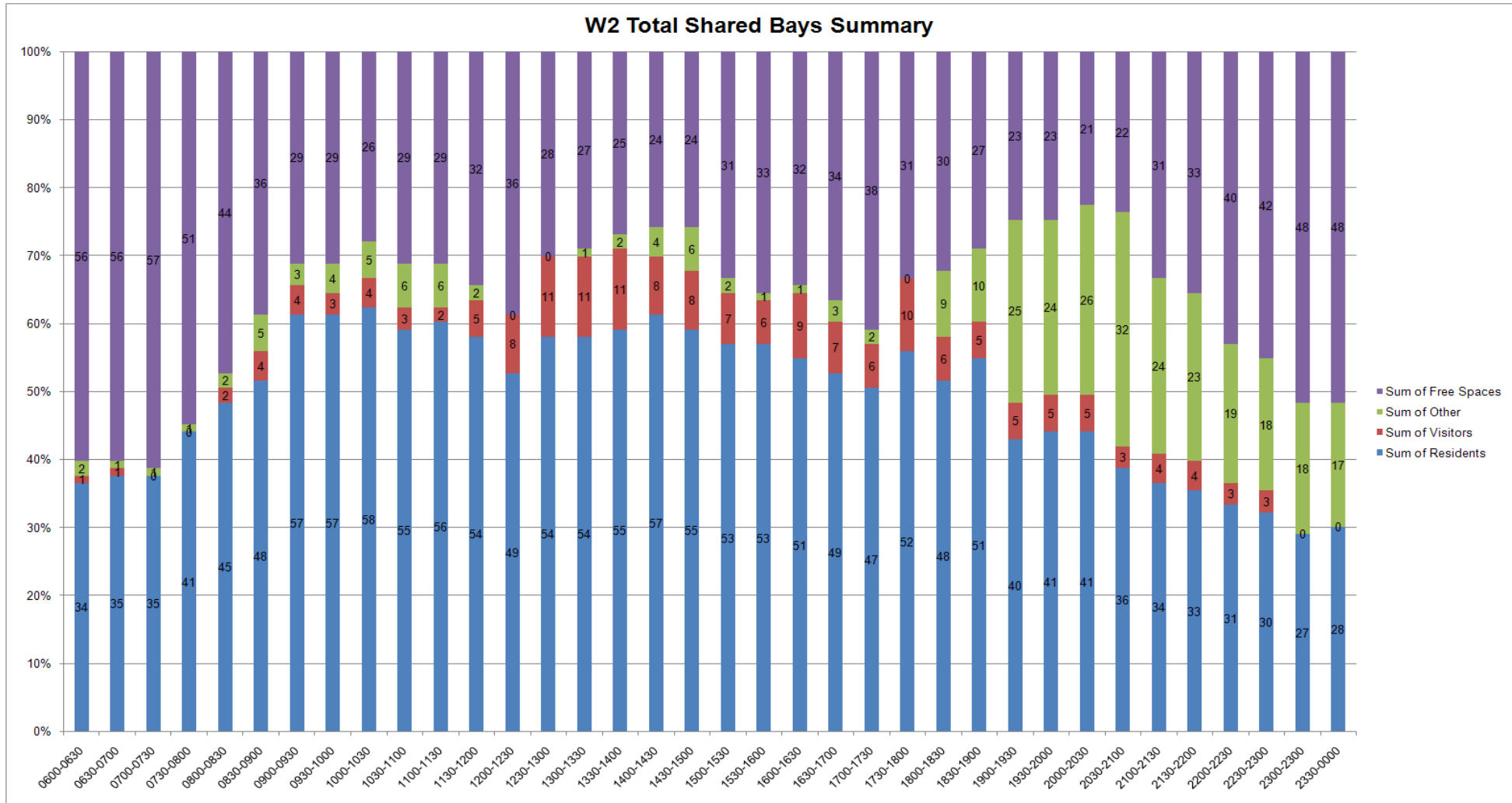


Figure 6.10: W2 Shared Bays Summary – Sunday 17th

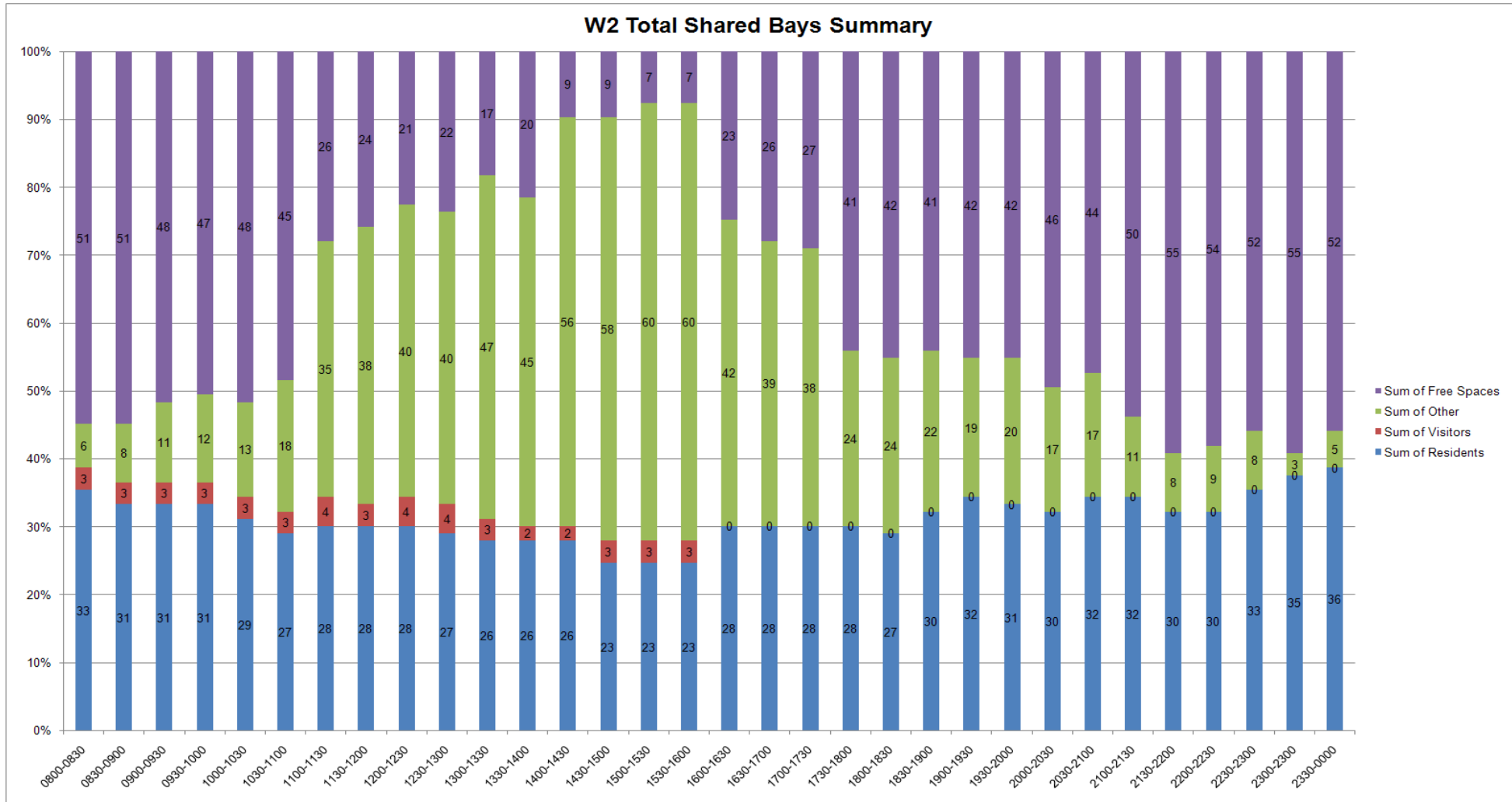
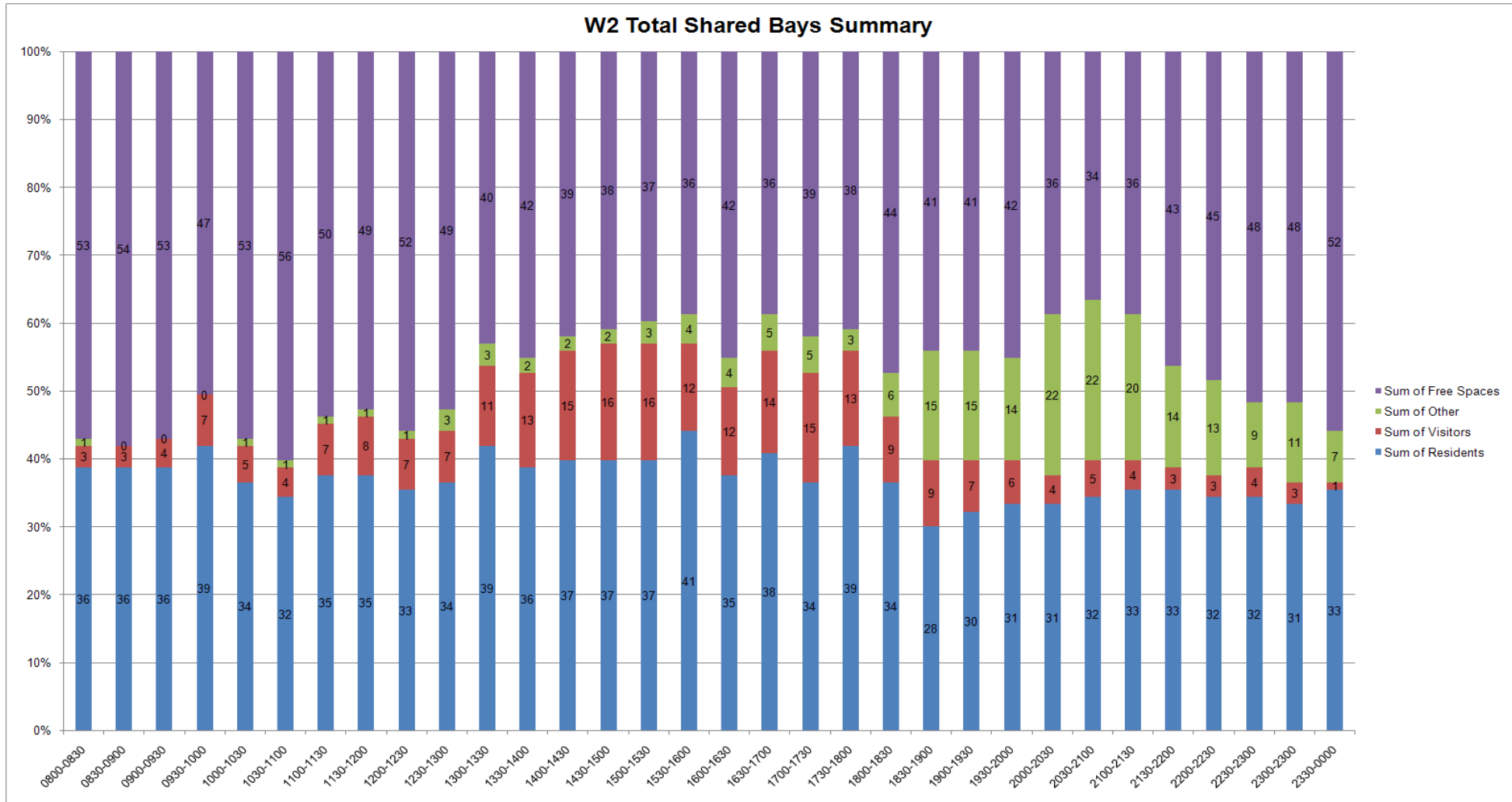


Figure 6.11: W2 Shared Bays Summary – Saturday 16<sup>th</sup> June



**Figure 6.12: W2 Pay and Display bays summary – Saturday 9<sup>th</sup> June**

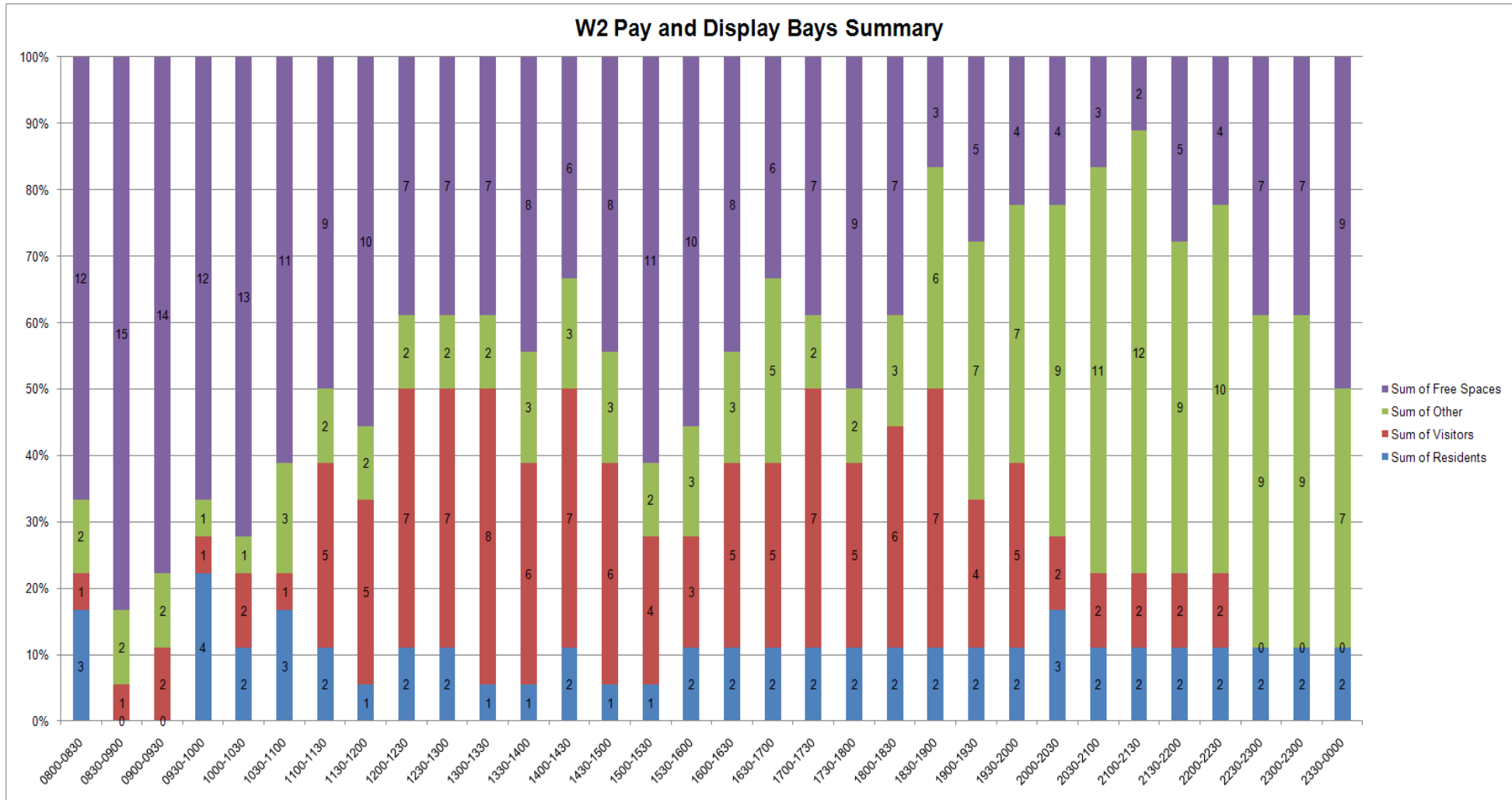


Figure 6.13: W2 Pay and Display bays summary – Thursday 14<sup>th</sup> June

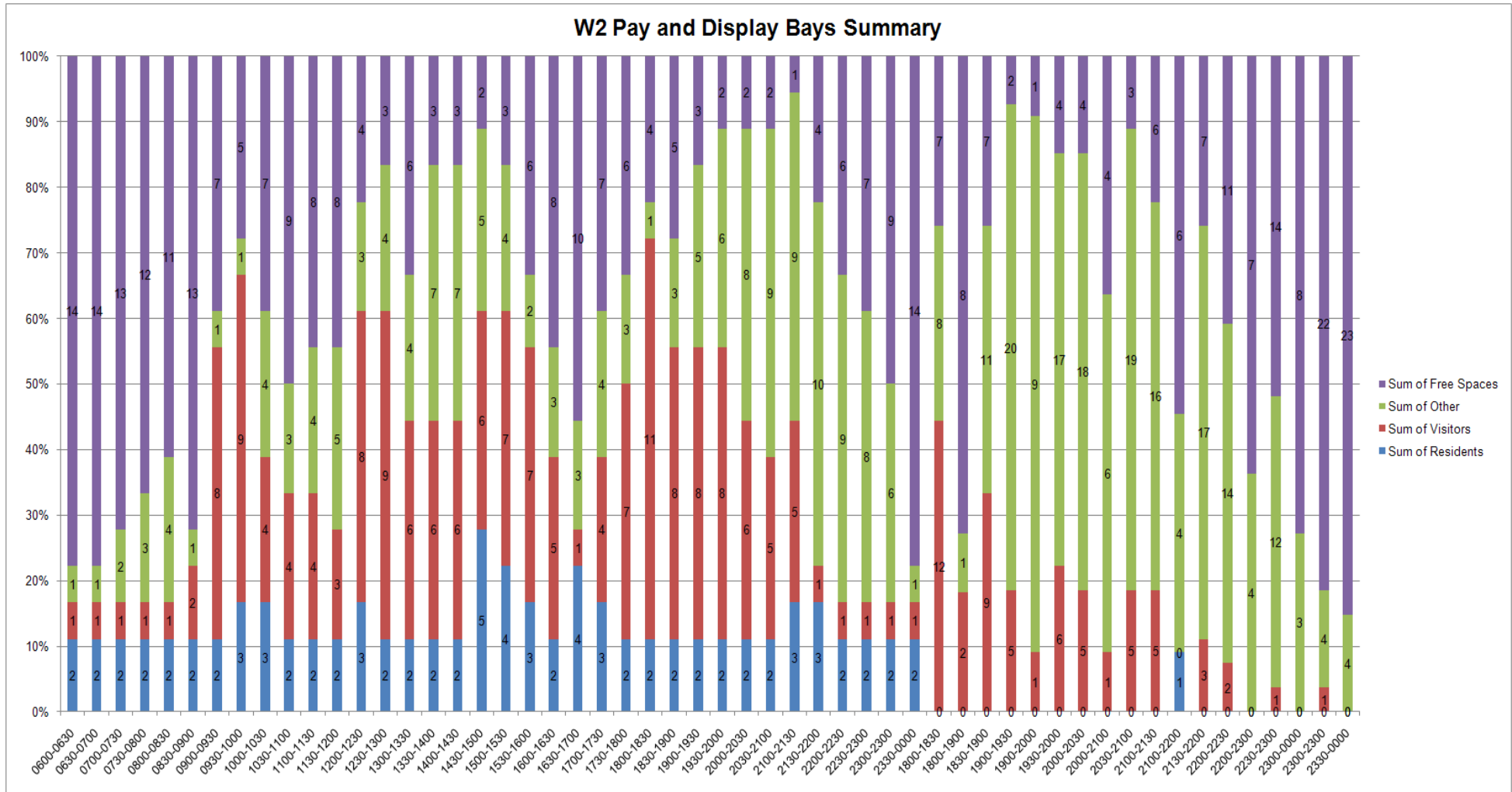


Figure 6.14: W2 Pay and Display bays summary – Sunday 17<sup>th</sup> June

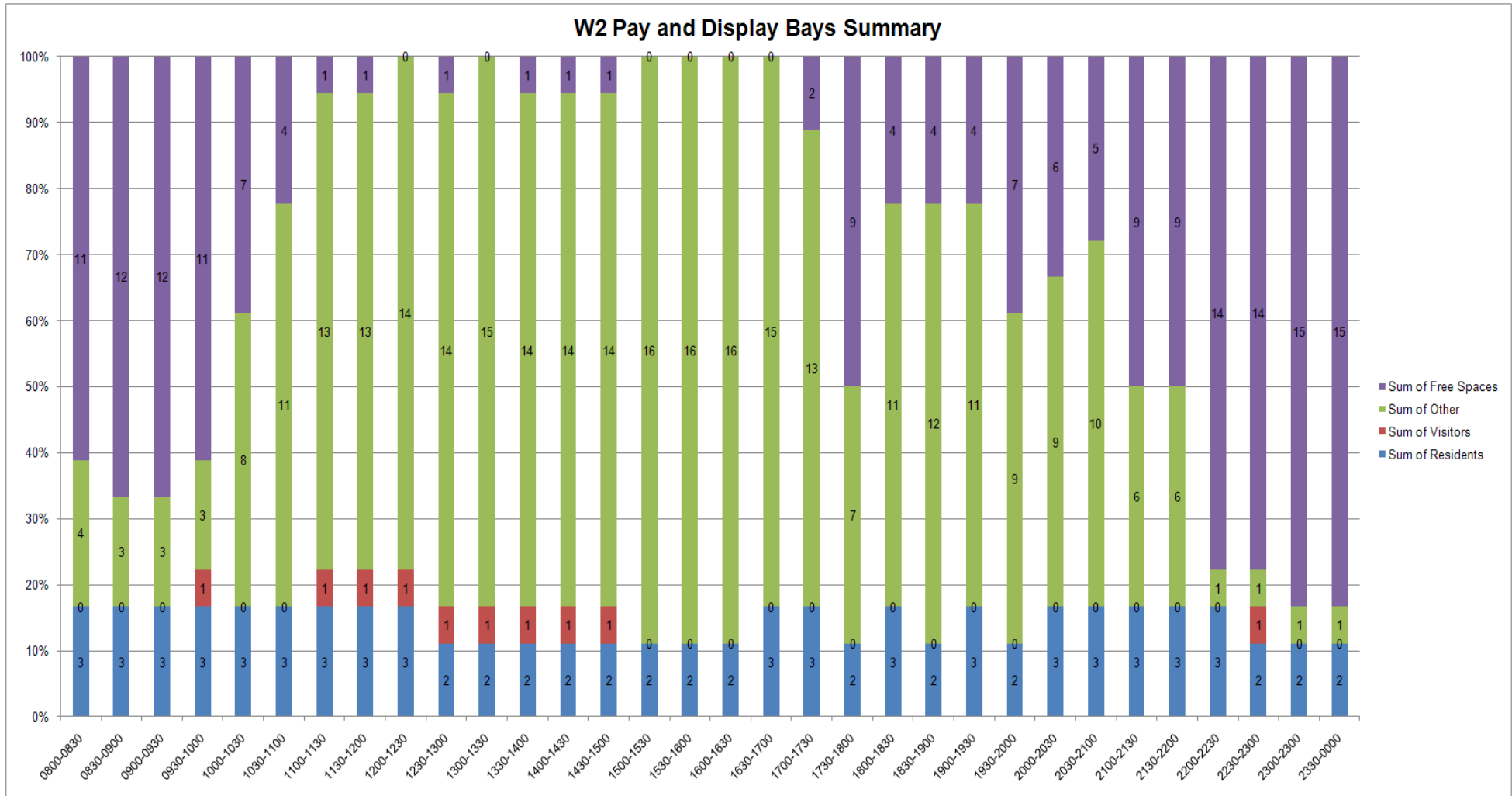




Figure 6.15: W2 Pay and Display bays summary – Saturday 16<sup>th</sup> June

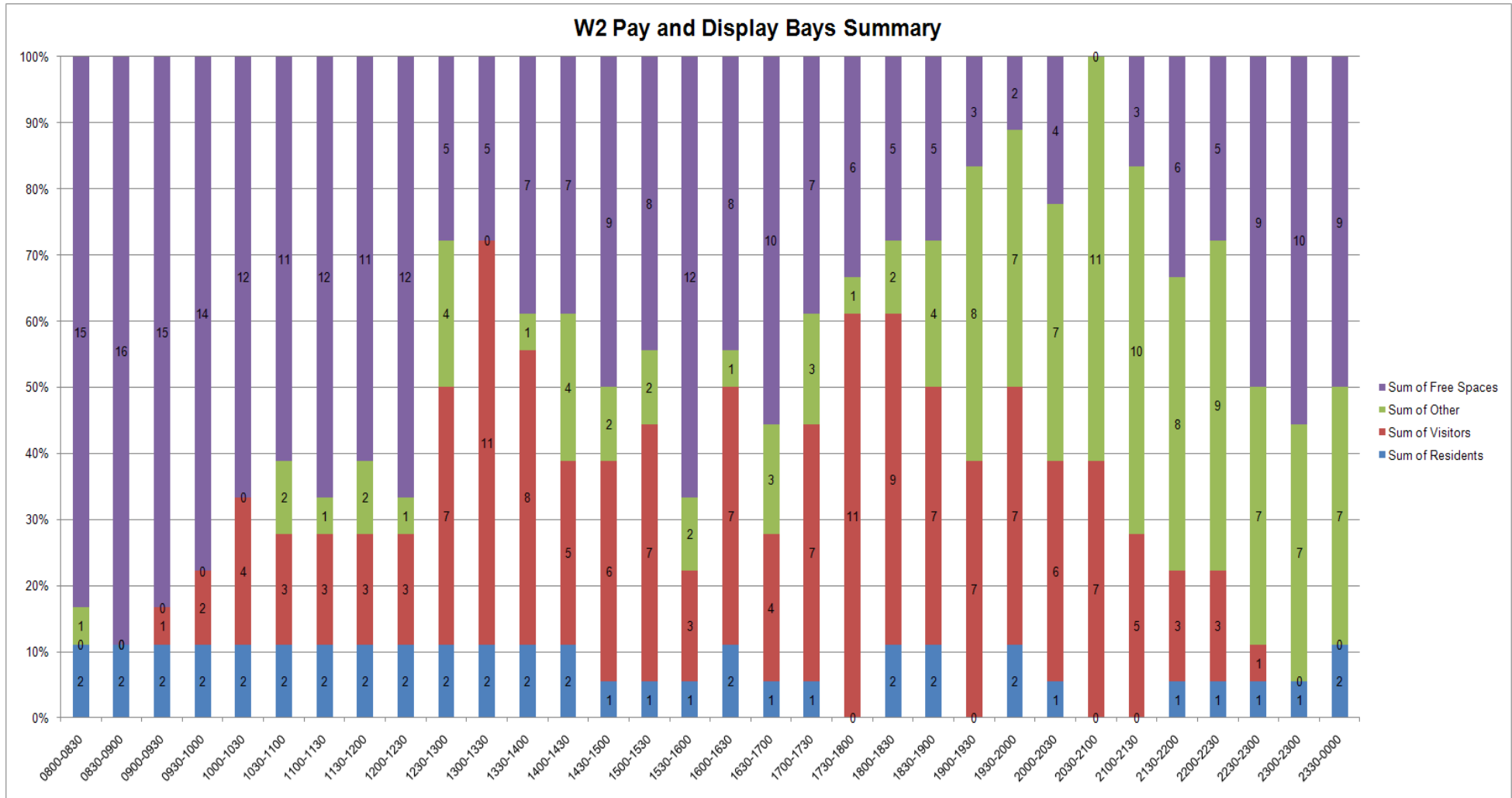


Figure 6.16: W3 Shared Bays Summary – Saturday 9<sup>th</sup> June

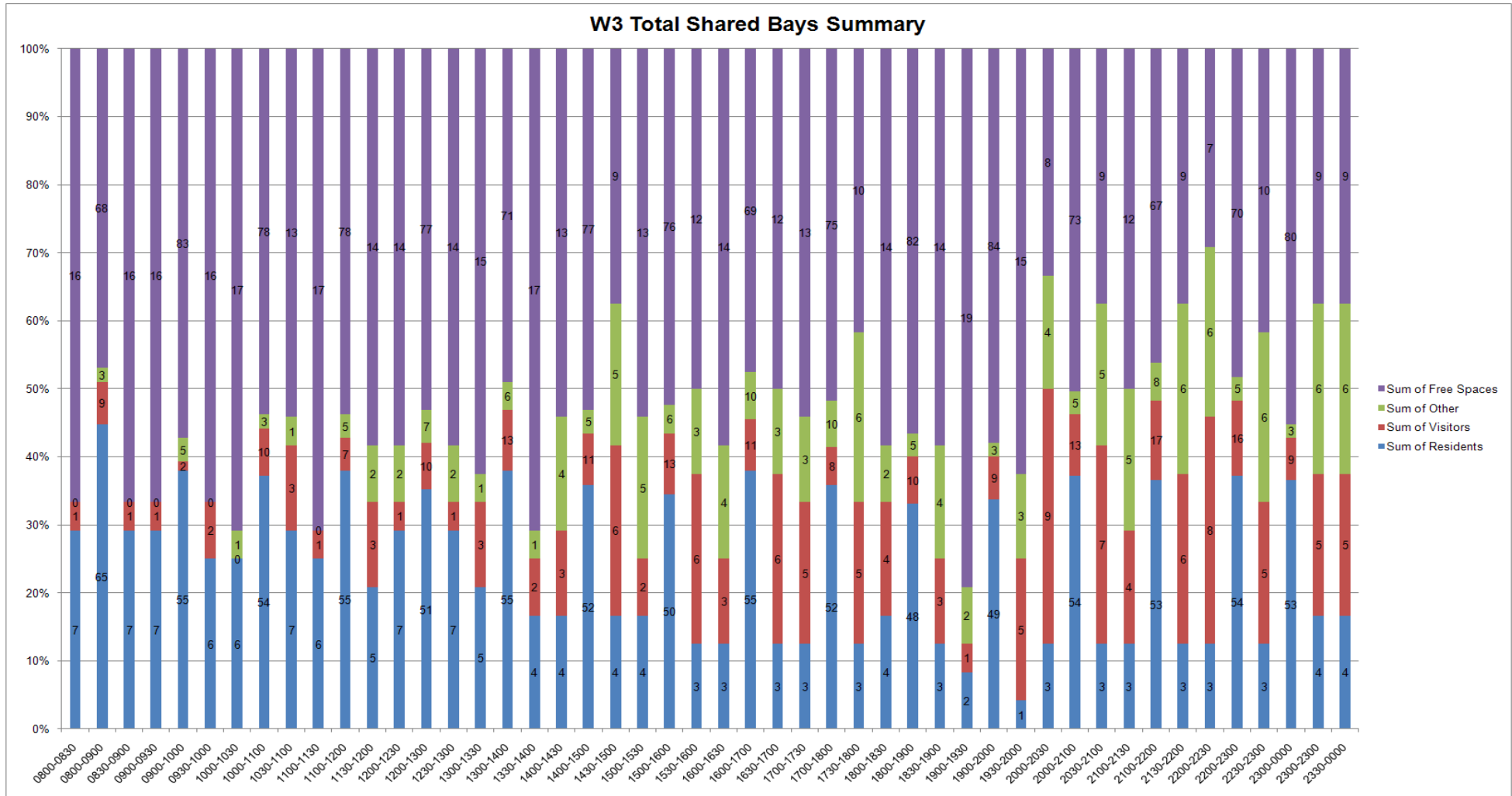


Figure 6.17: W3 Shared Bays Summary – Thursday 14<sup>th</sup> June

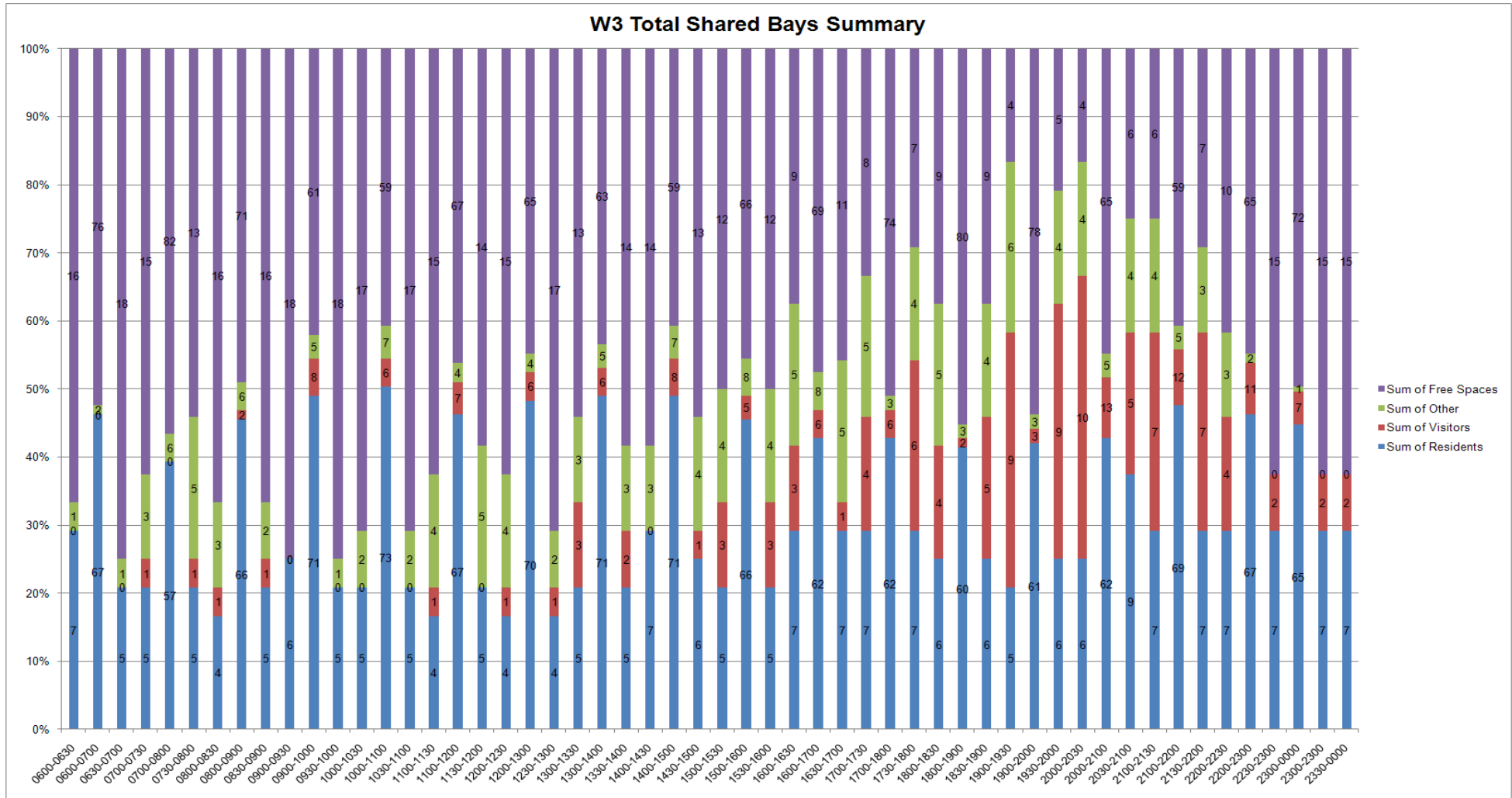
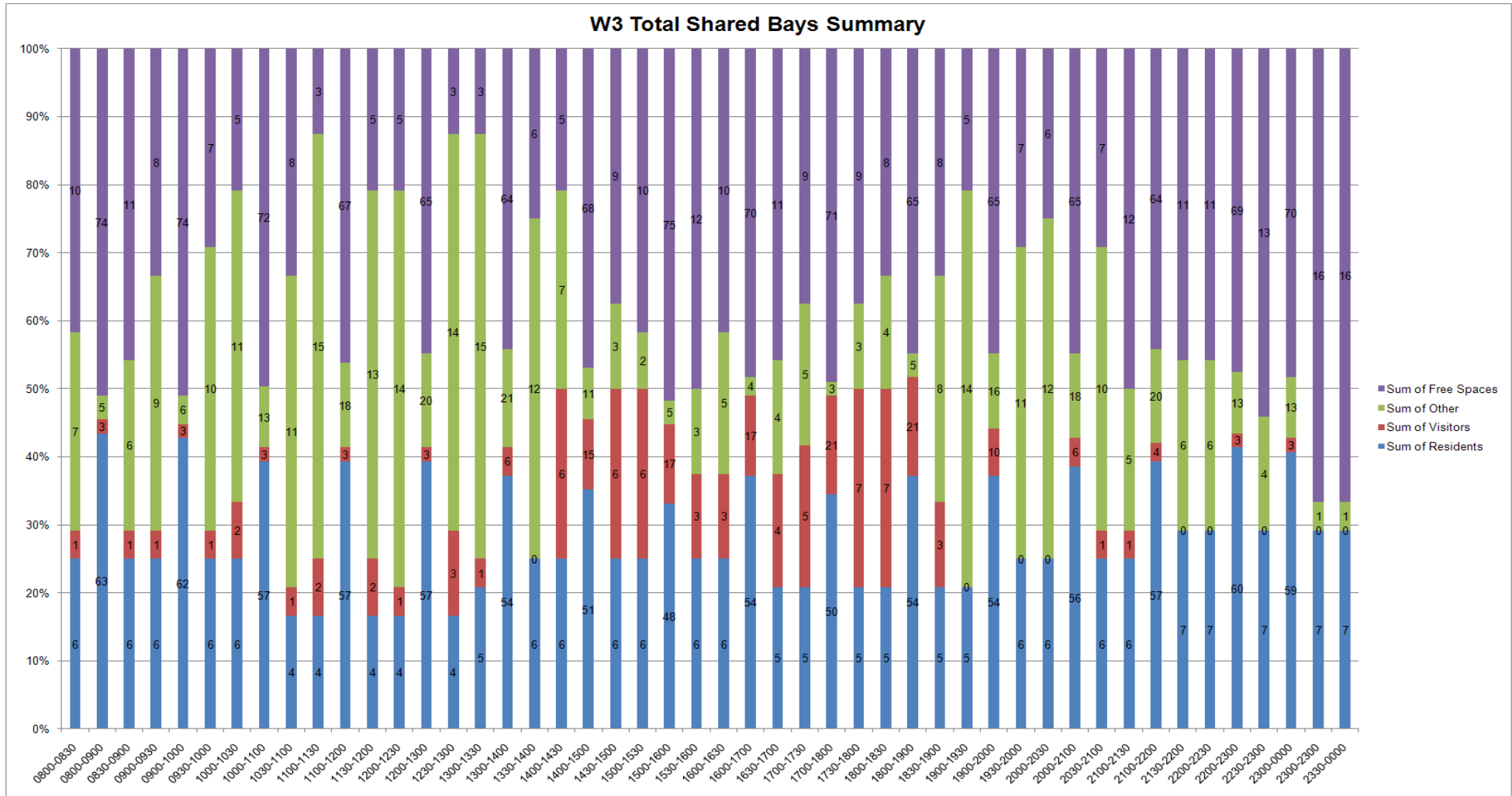


Figure 6.18: W3 Shared Bays Summary – Sunday 17<sup>th</sup> June



**Figure 6.19: W3 Pay and Display bays summary – Saturday 9<sup>th</sup> June**

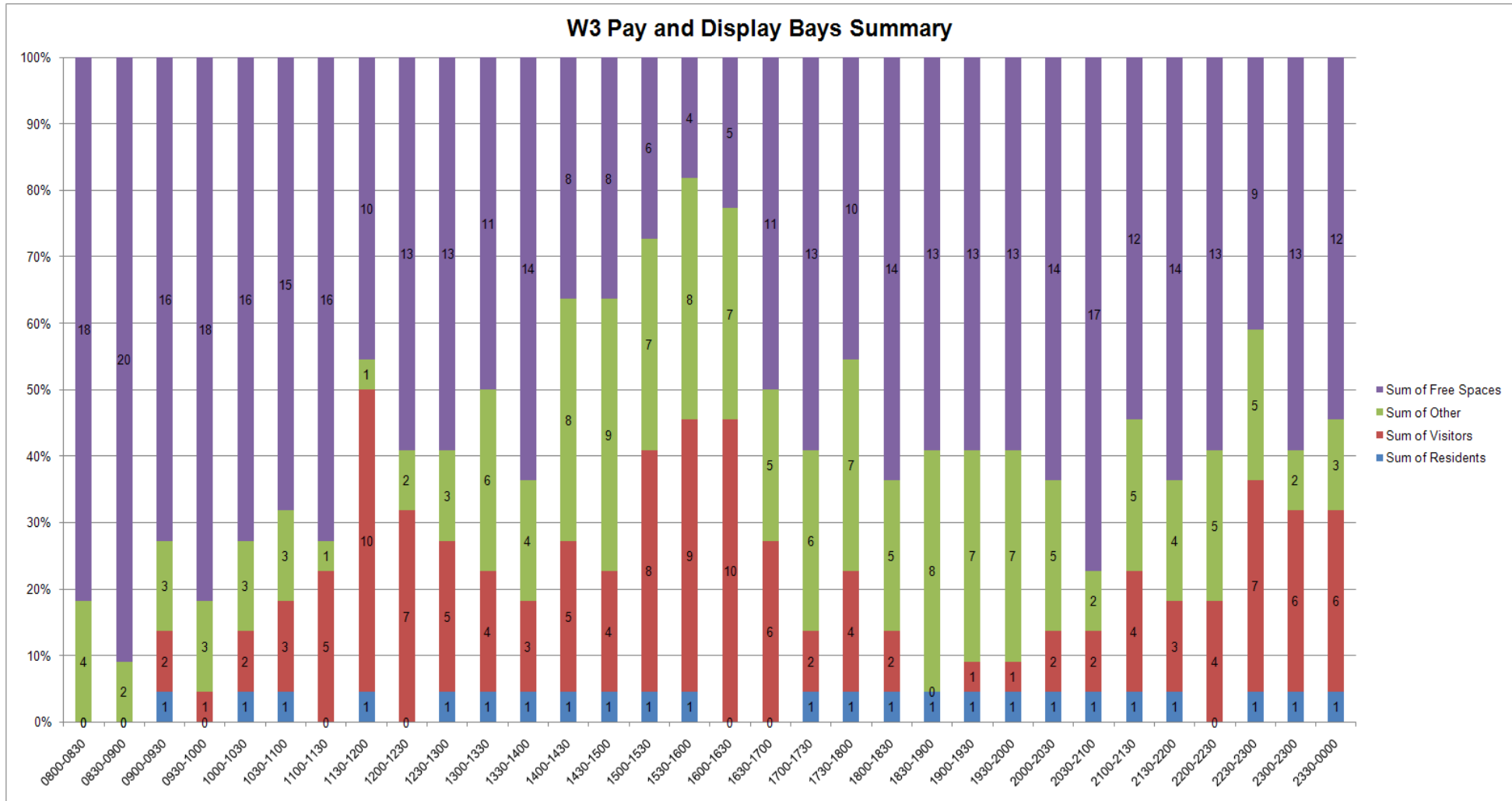


Figure 6.20: W3 Pay and Display bays summary – Thursday 14<sup>th</sup> June

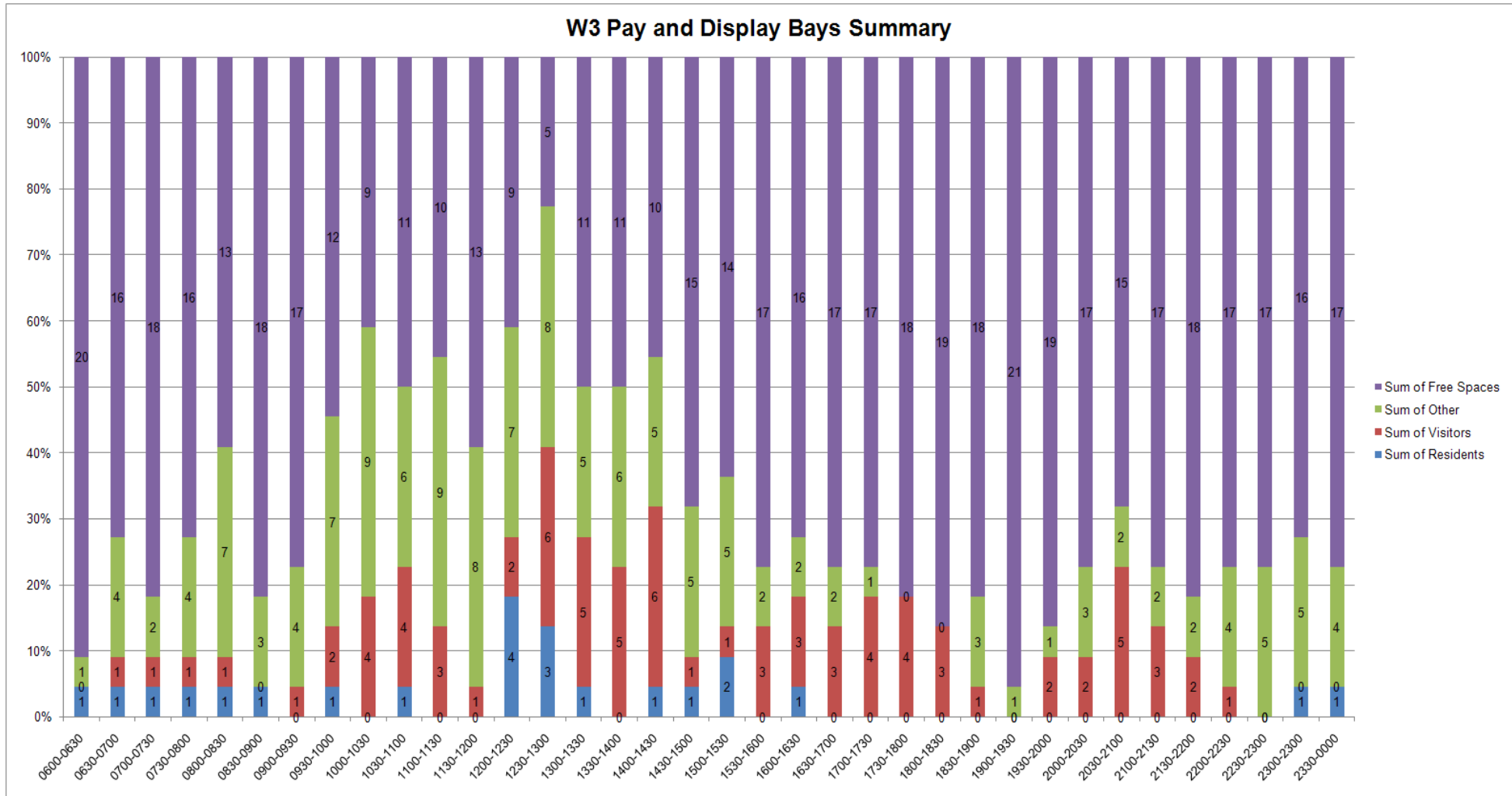


Figure 6.21: W3 Pay and Display bays summary – Sunday 17<sup>th</sup> June

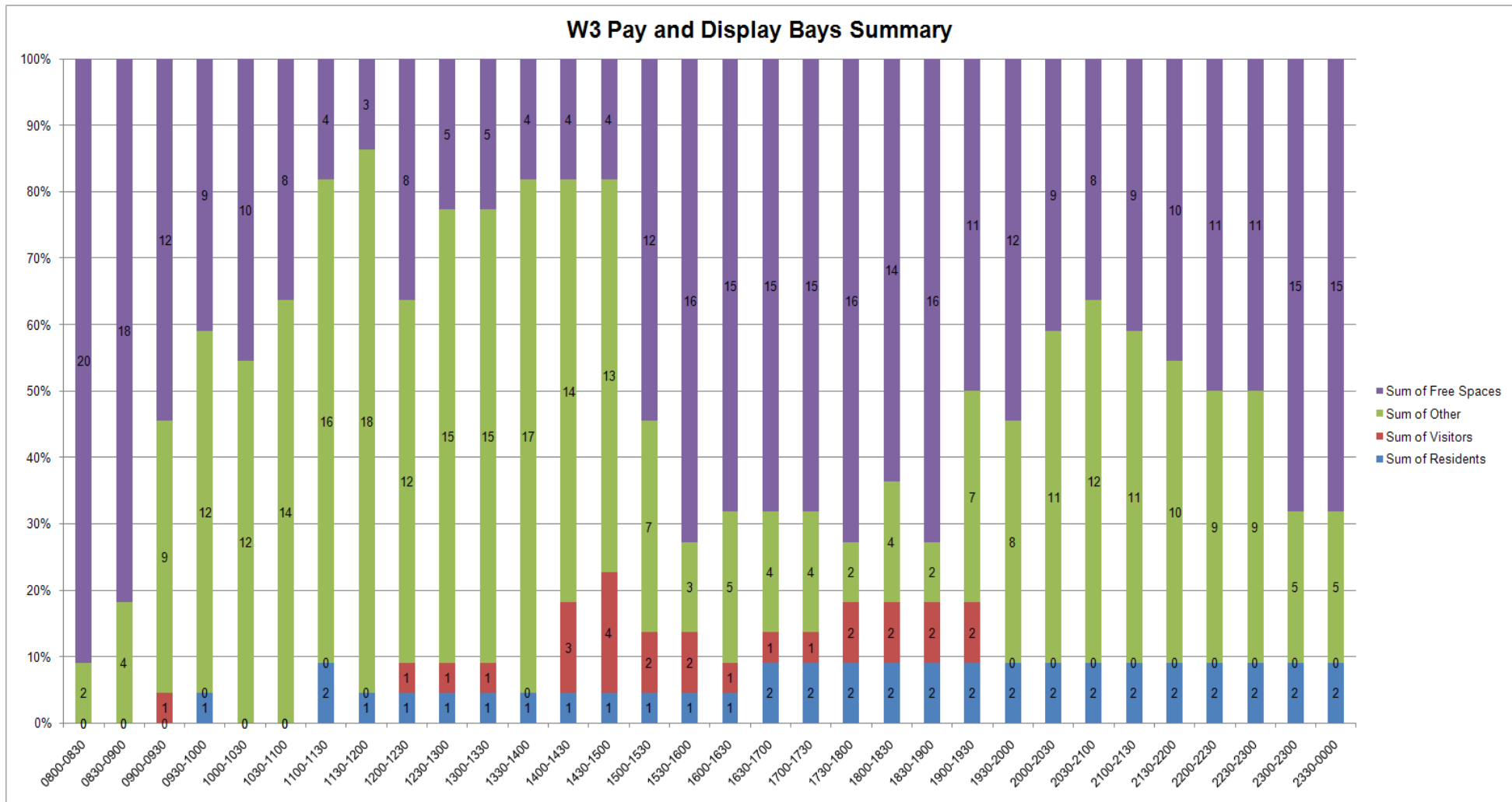


Figure 6.22: W4 Shared Bays Summary – Saturday 9<sup>th</sup> June

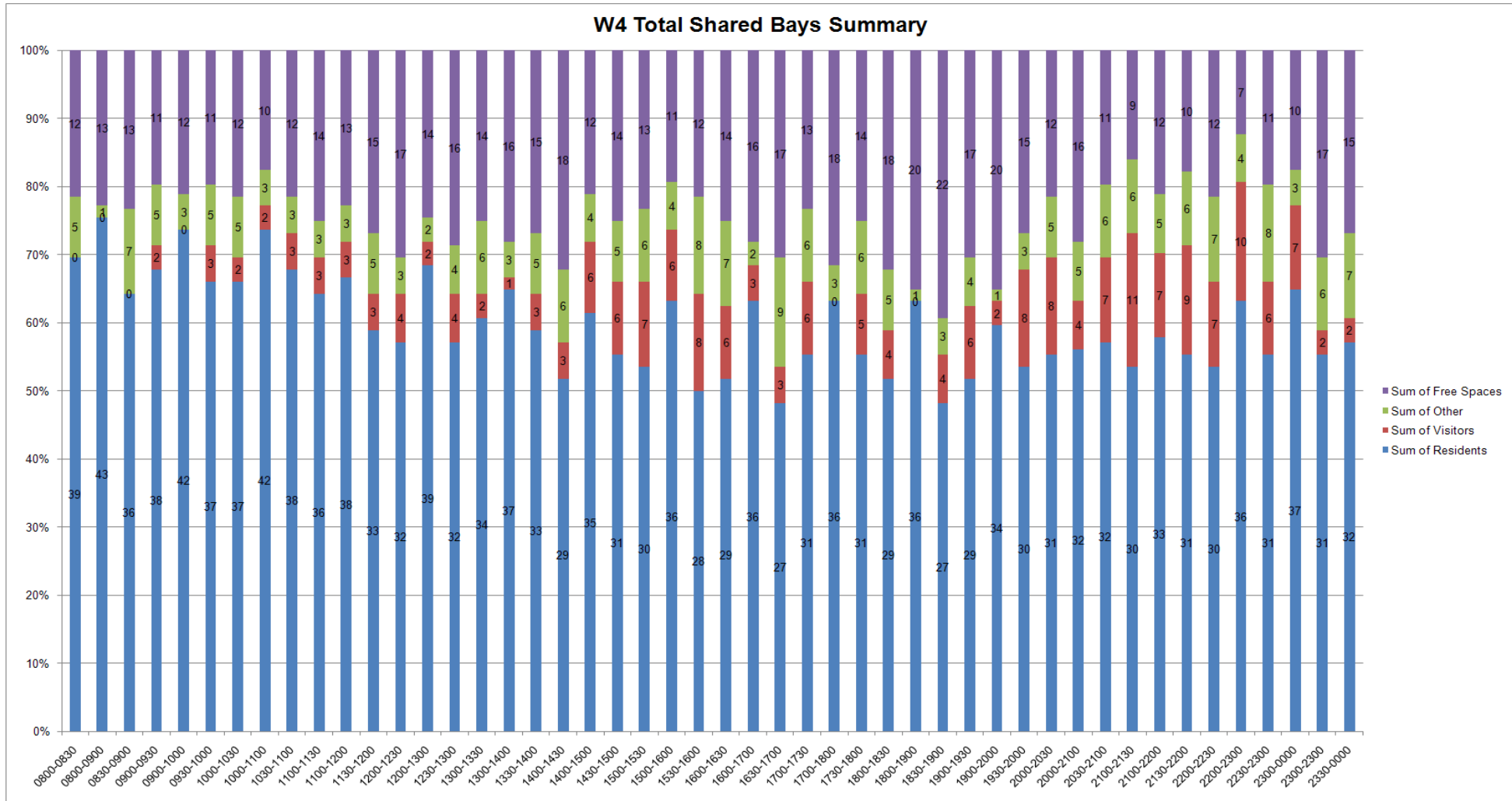
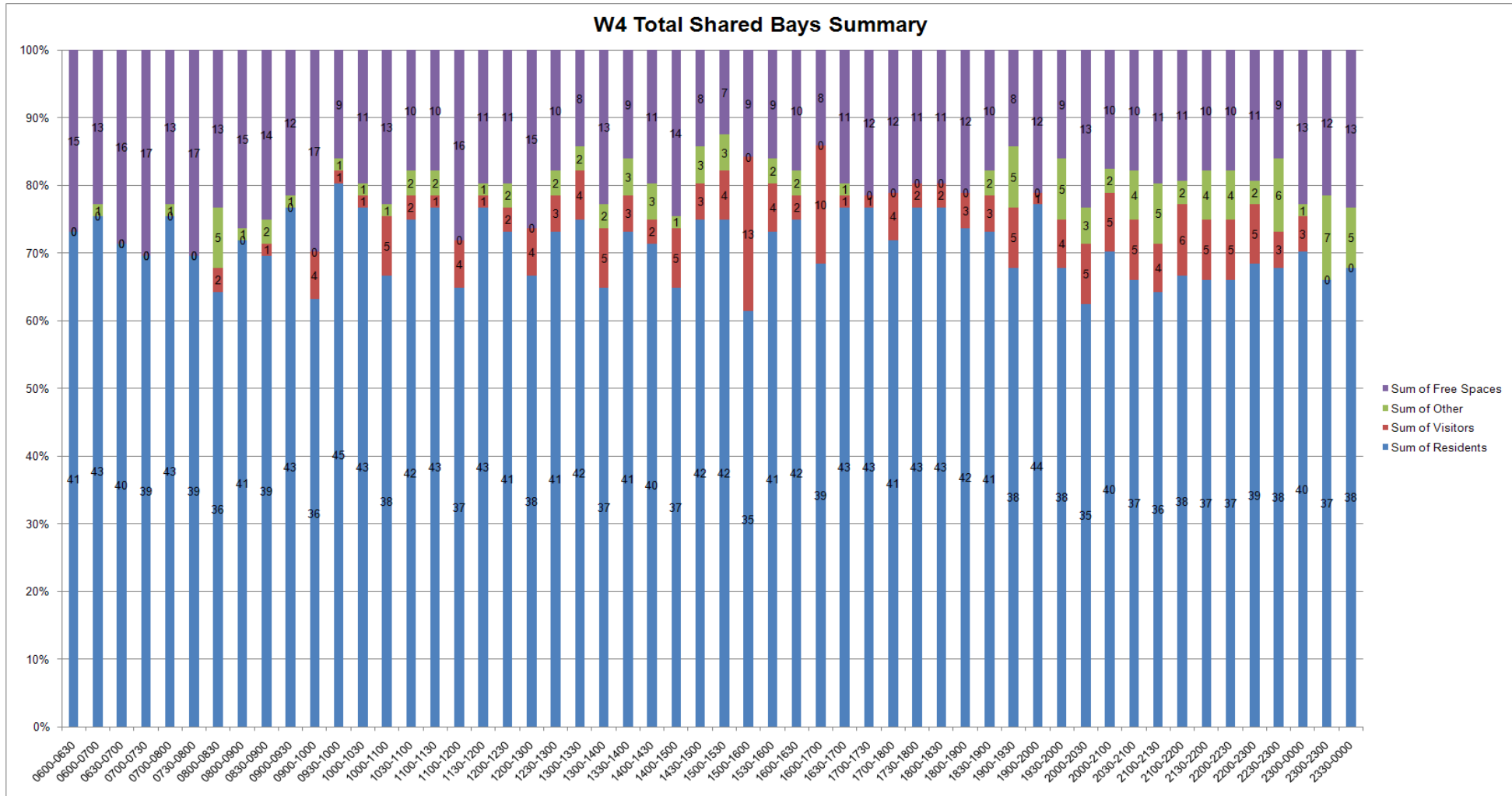




Figure 6.23: W4 Shared Bays Summary – Thursday 14<sup>th</sup> June



**Figure 6.24: W4 Shared Bays Summary – Sunday 17<sup>th</sup> June**

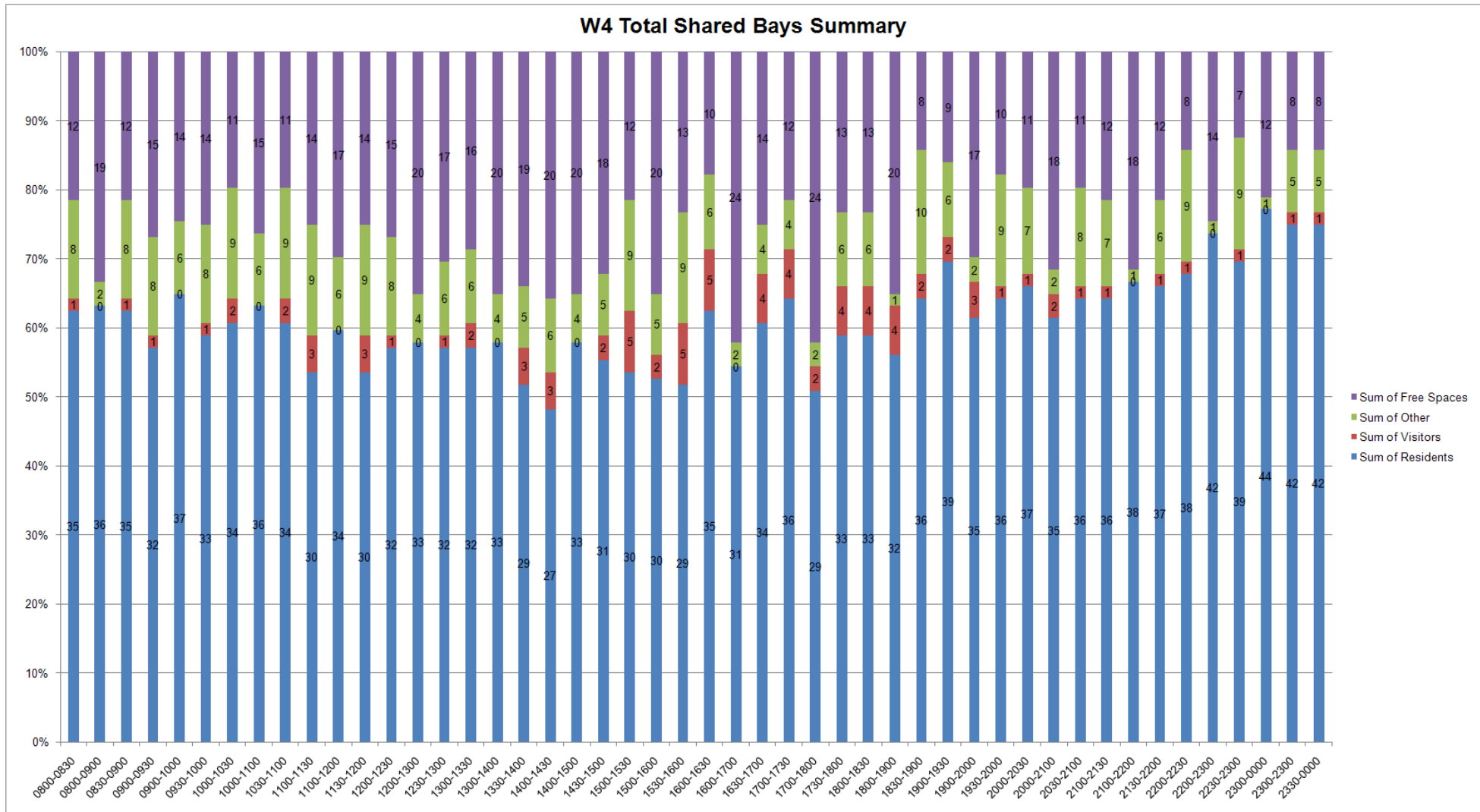


Figure 6.25: W4 Pay and Display bays summary – Saturday 9<sup>th</sup> June

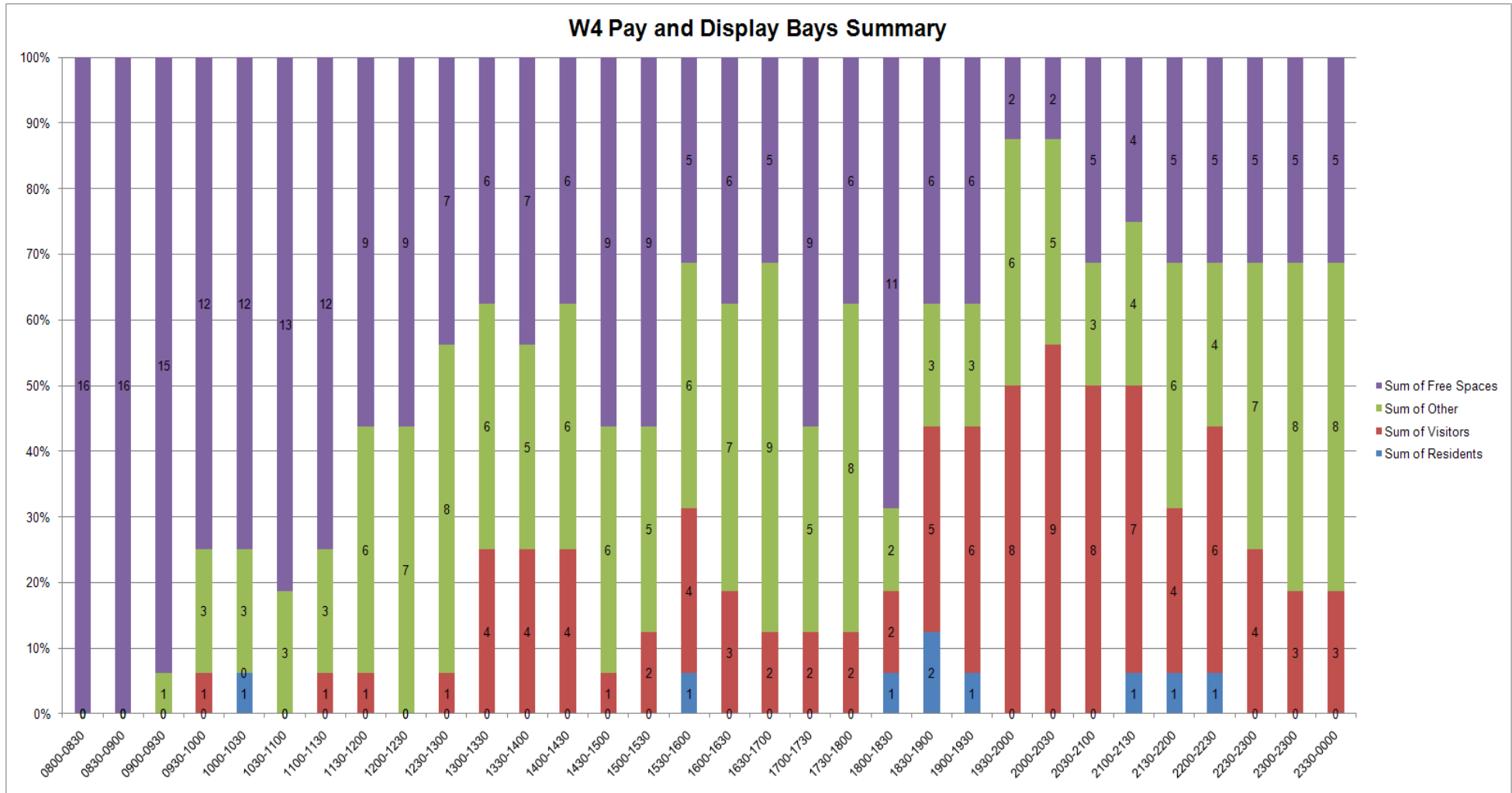


Figure 6.26: W4 Pay and Display bays summary – Thursday 14<sup>th</sup> June

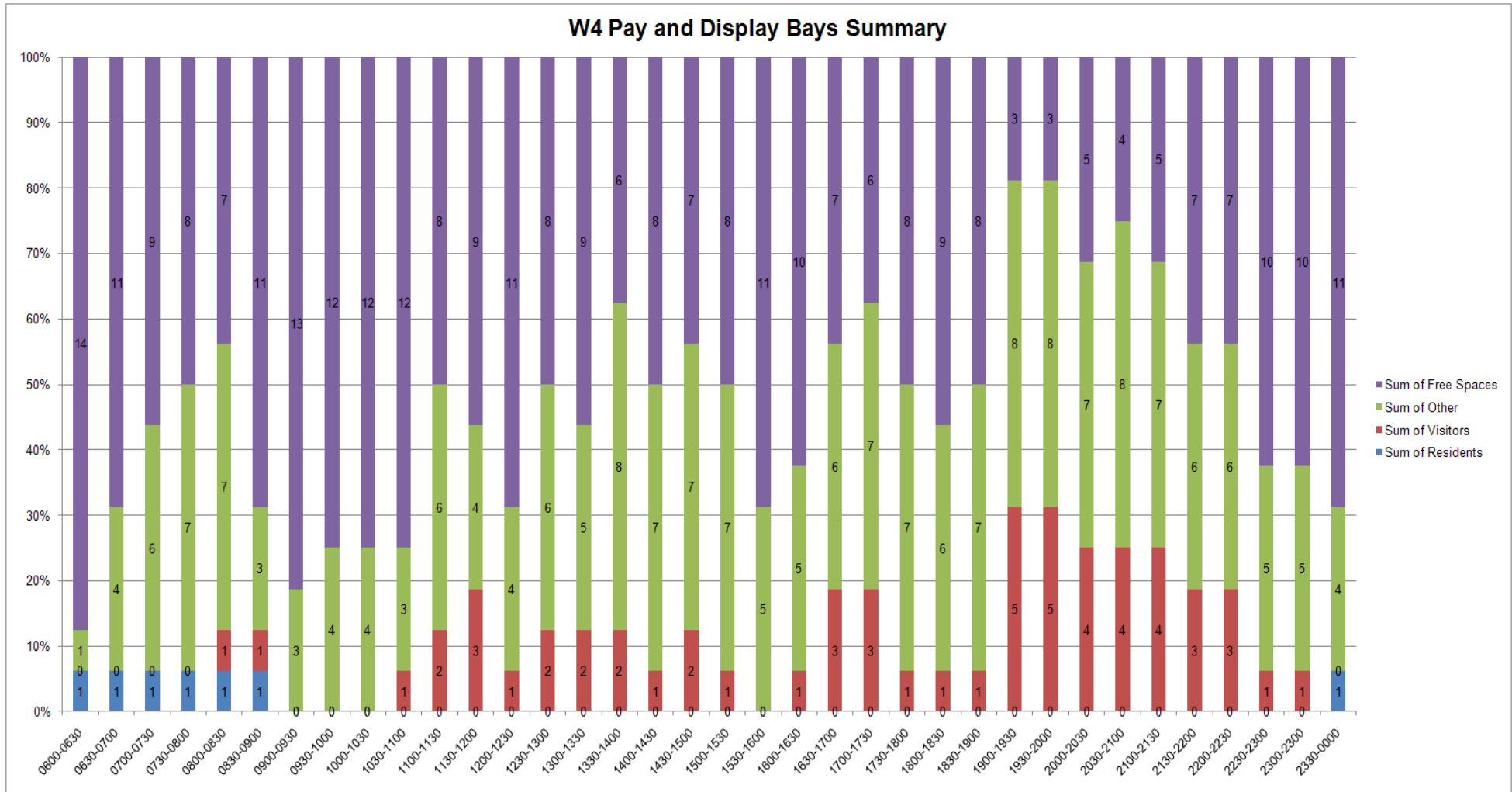
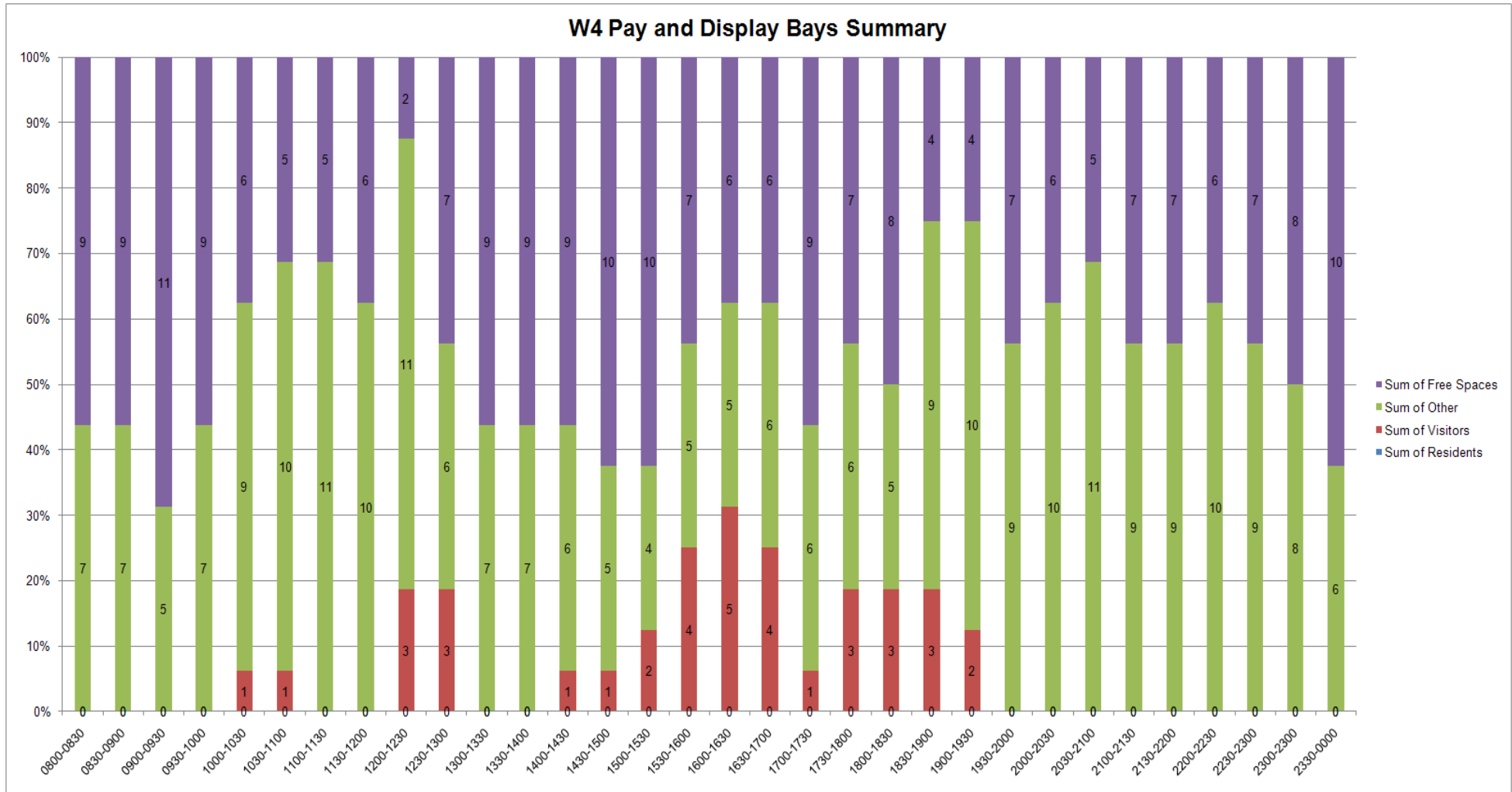


Figure 6.27: W4 Pay and Display bays summary – Sunday 17<sup>th</sup> June



**Figure 6.28: 4F Shared Bays Summary – Saturday 9<sup>th</sup> June**

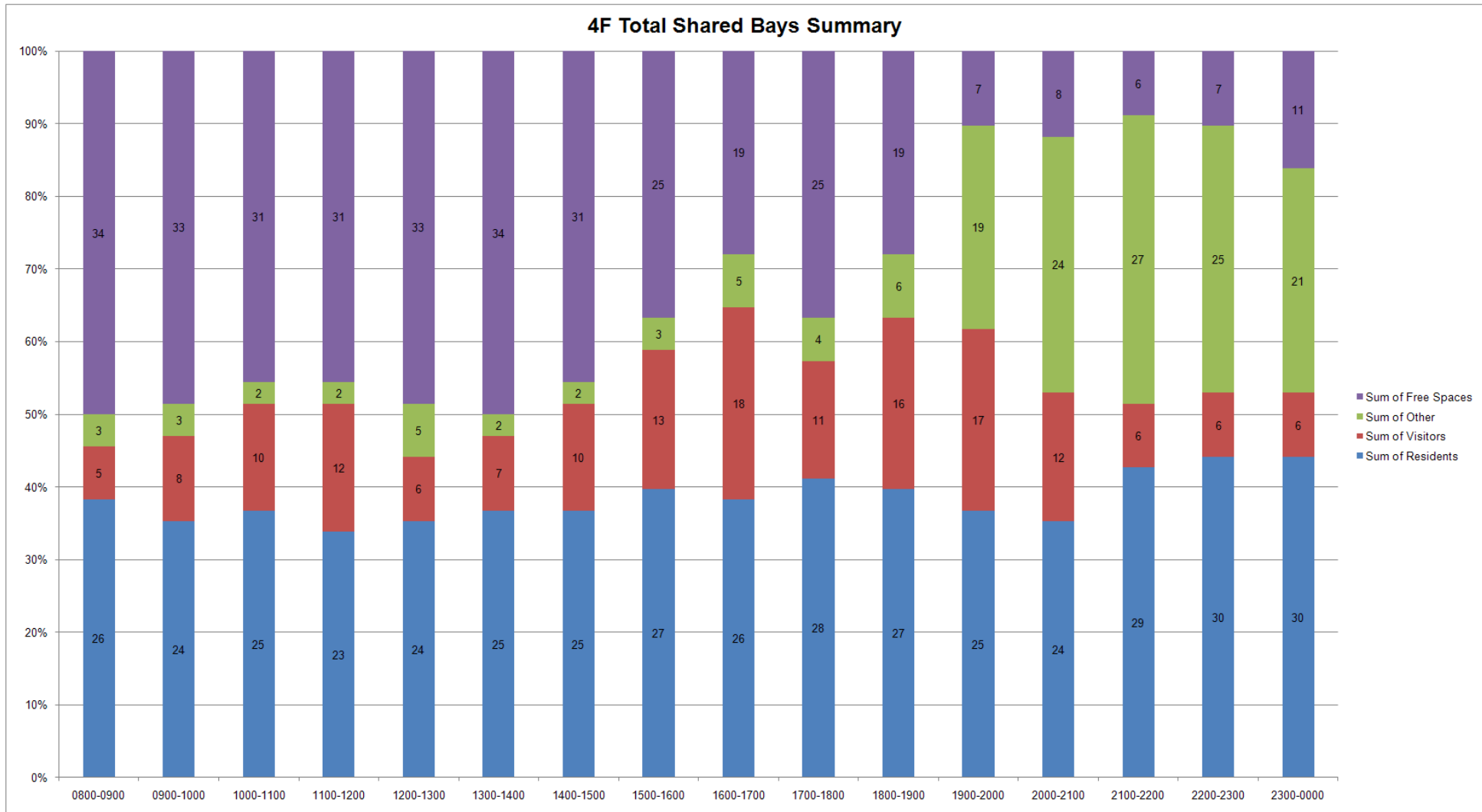
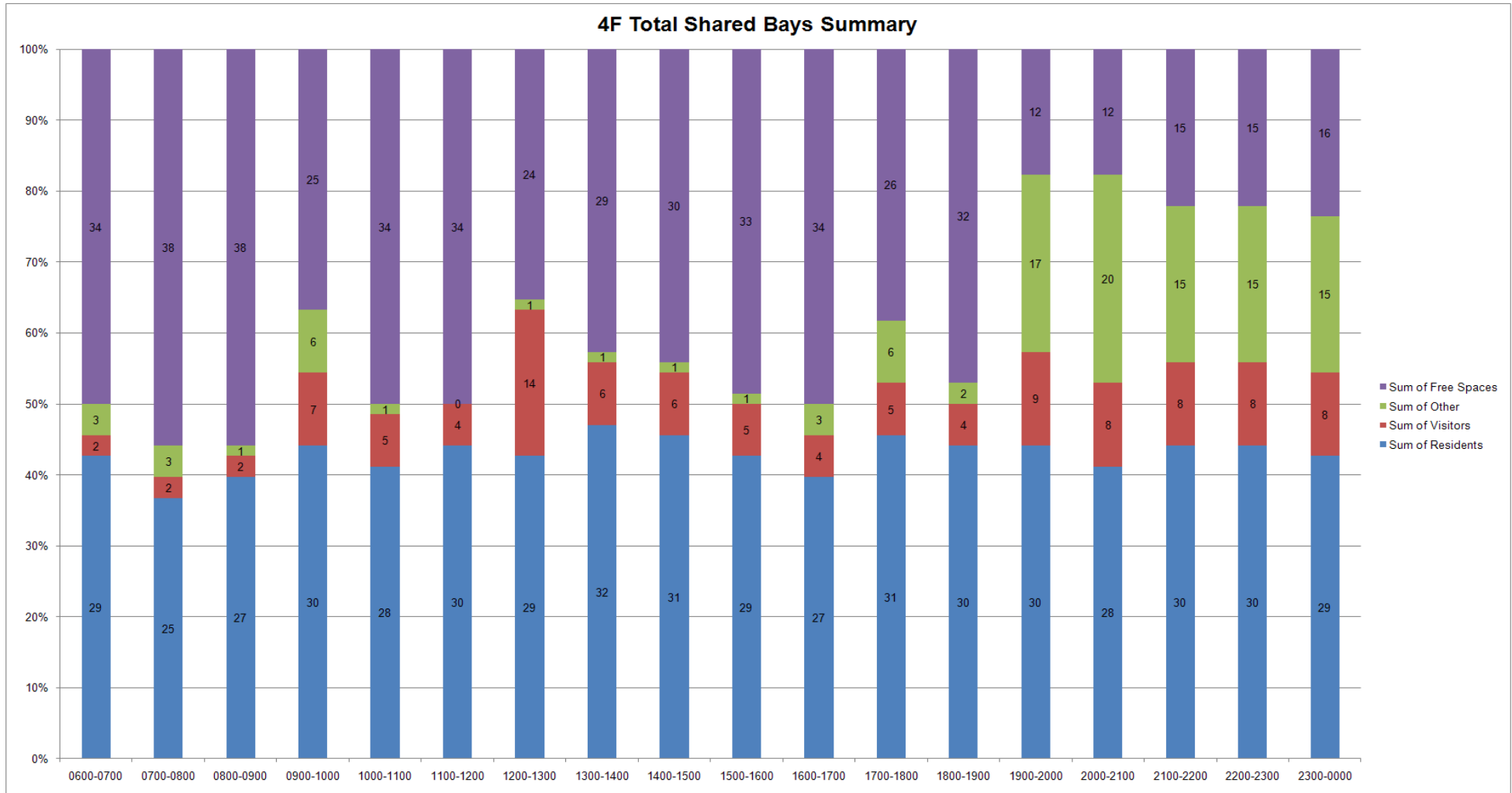
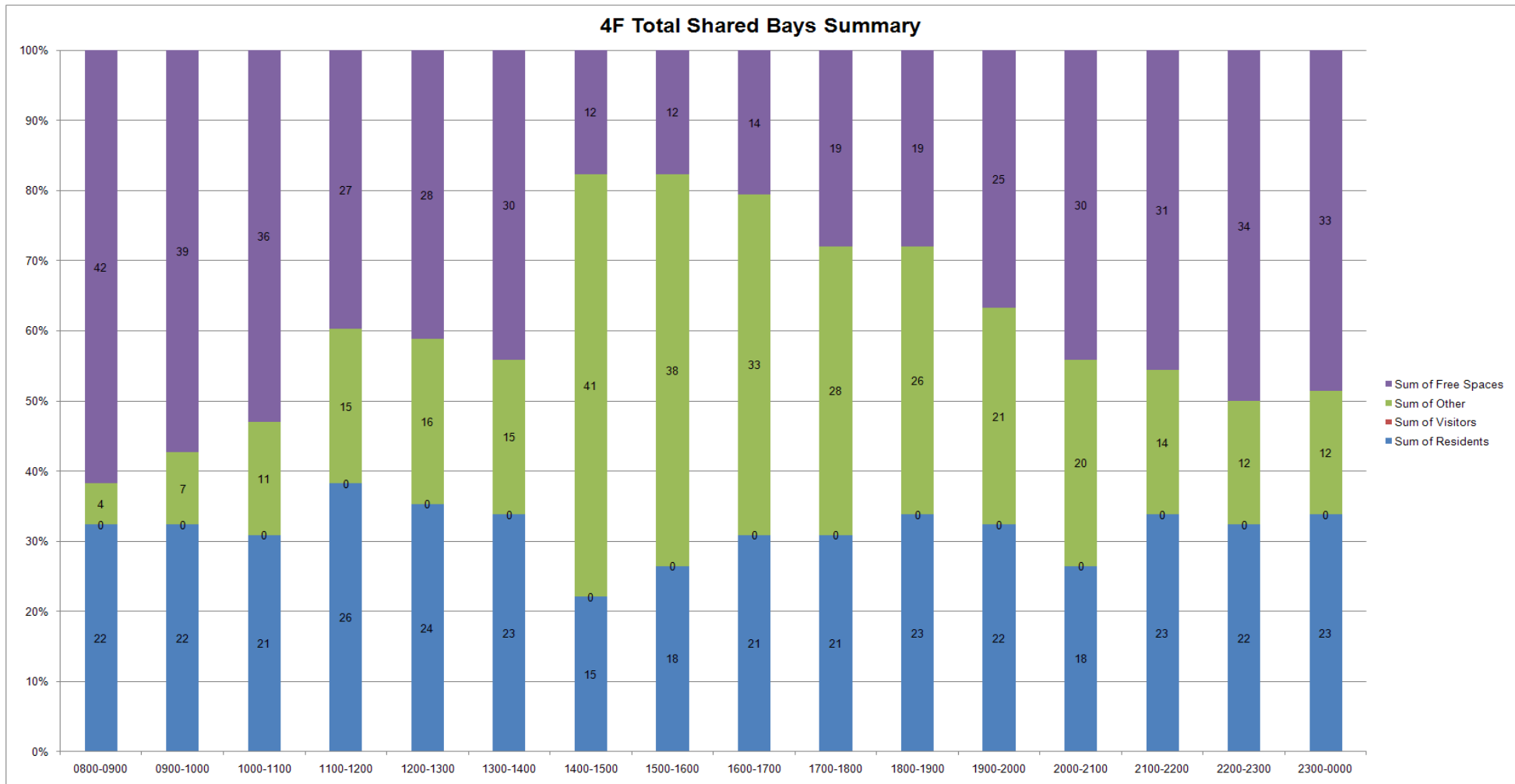


Figure 6.29: 4F Shared Bays Summary – Thursday 14<sup>th</sup> June



**Figure 6.30: 4F Shared Bays Summary – Sunday 17<sup>th</sup> June**





## 6.5 On-Street Results – Average Occupancy Per Section of Parking Space

6.5.1 The average survey findings for different periods of the survey day are illustrated at parking bay level in the following colour coded plans.

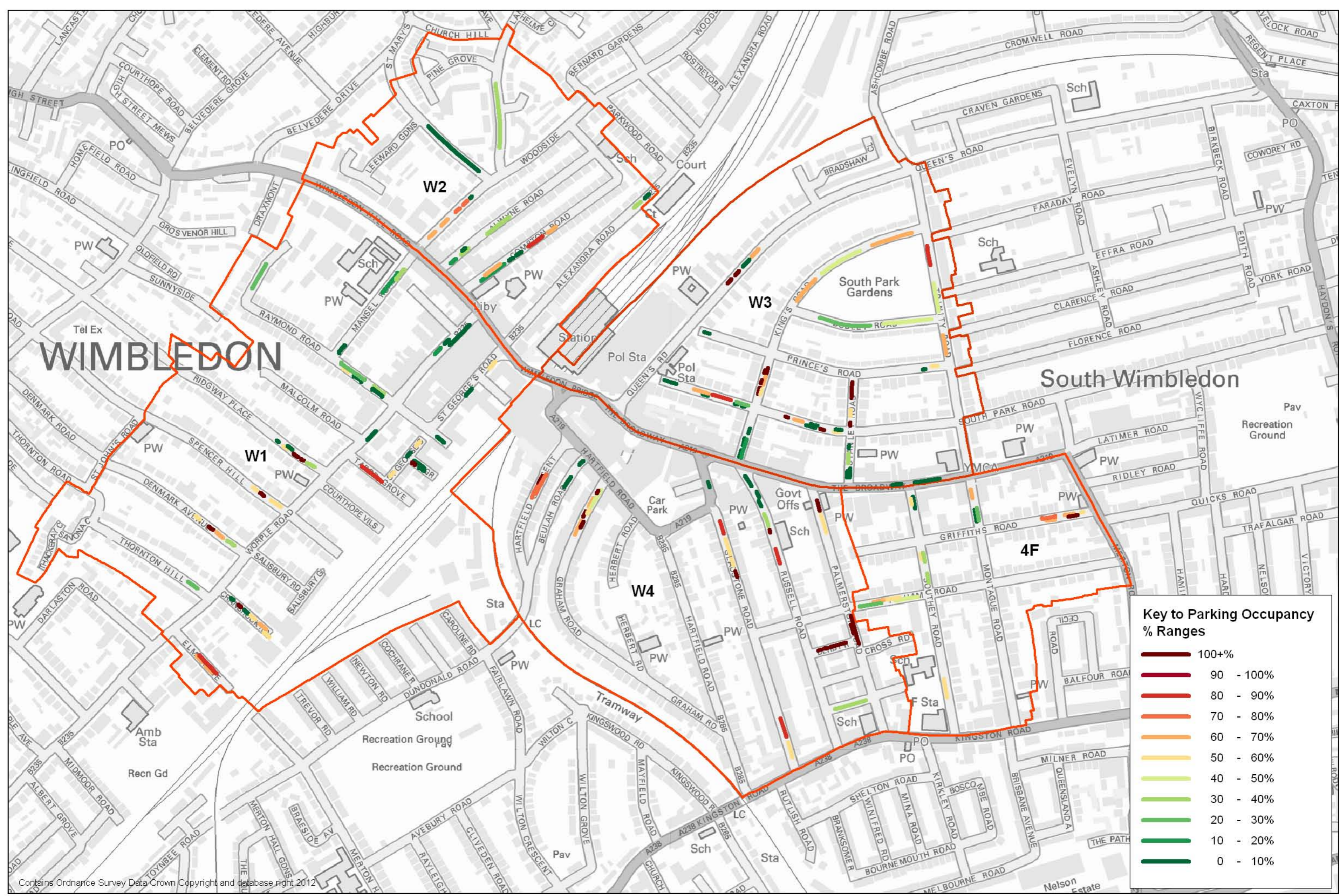
6.5.2 The plans use colour coded ranges/increments of 10%, starting with cold colours for low occupancy of 0-10% up to dark red for occupancy over 100%, to give a visual representation of the average parking occupancy % recorded in every section of parking surveyed.

6.5.3 The plans are provided as per the following order:

- 1) Saturday 9<sup>th</sup> June 2012: Average Morning Occupancy 08:00hrs-09:00hrs.
- 2) Saturday 9<sup>th</sup> June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
- 3) Saturday 9<sup>th</sup> June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
- 4) Saturday 9<sup>th</sup> June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.
- 5) Saturday 16<sup>th</sup> June 2012: Average Morning Occupancy 08:00hrs-09:00hrs.
- 6) Saturday 16<sup>th</sup> June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
- 7) Saturday 16<sup>th</sup> June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
- 8) Saturday 16<sup>th</sup> June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.
  
- 9) Thursday 14<sup>th</sup> June 2012: Average Morning Occupancy 06:00hrs-09:00hrs.
- 10) Thursday 14<sup>th</sup> June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
- 11) Thursday 14<sup>th</sup> June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
- 12) Thursday 14<sup>th</sup> June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.
  
- 13) Sunday 17<sup>th</sup> June 2012: Average Morning Occupancy 08:00hrs-09:00hrs.
- 14) Sunday 17<sup>th</sup> June 2012: Average Daytime Occupancy 09:00hrs-18:00hrs.
- 15) Sunday 17<sup>th</sup> June 2012: Average Evening Occupancy 18:00hrs-21:00hrs.
- 16) Sunday 17<sup>th</sup> June 2012: Average Nighttime Occupancy 21:00hrs-00:00hrs.

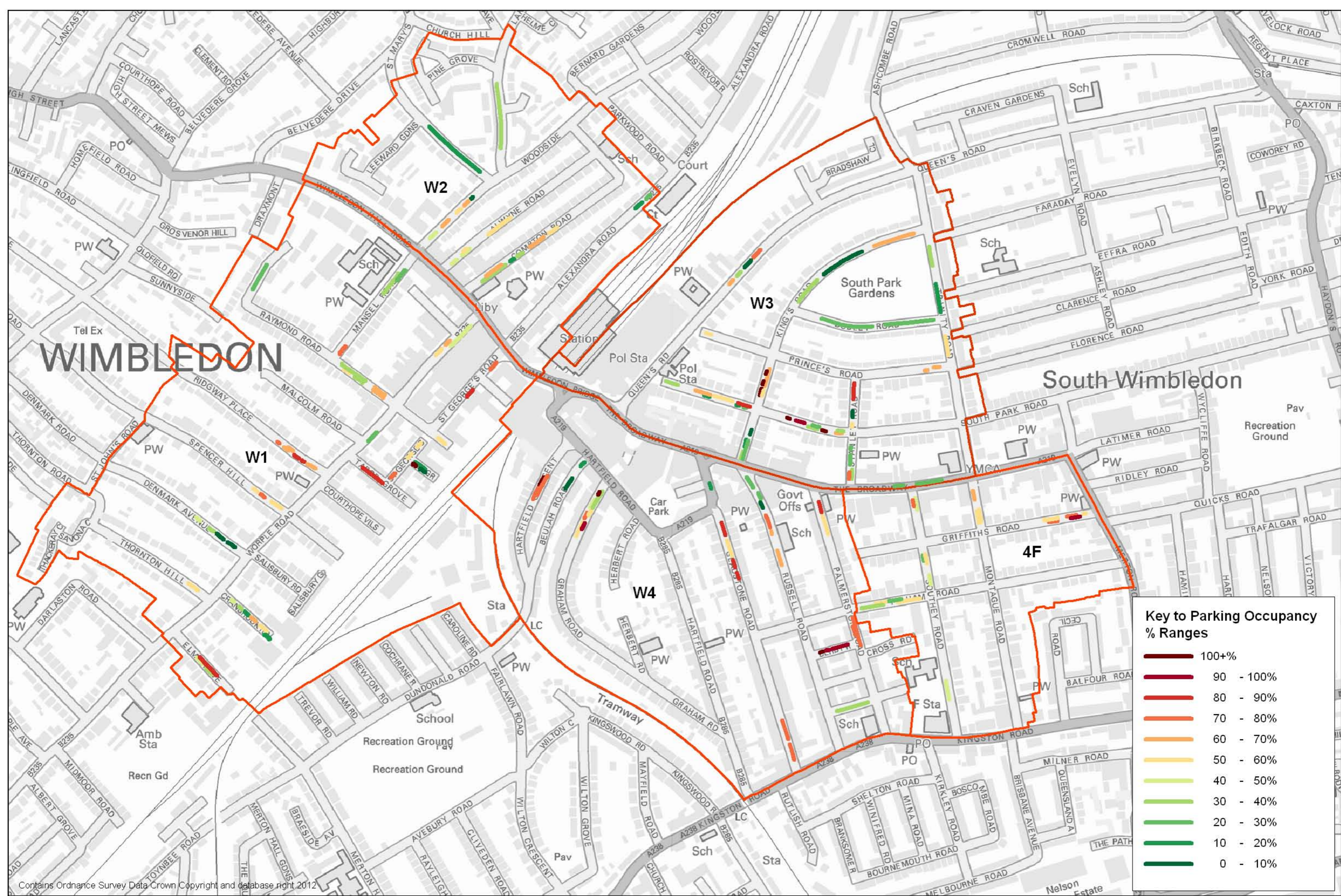






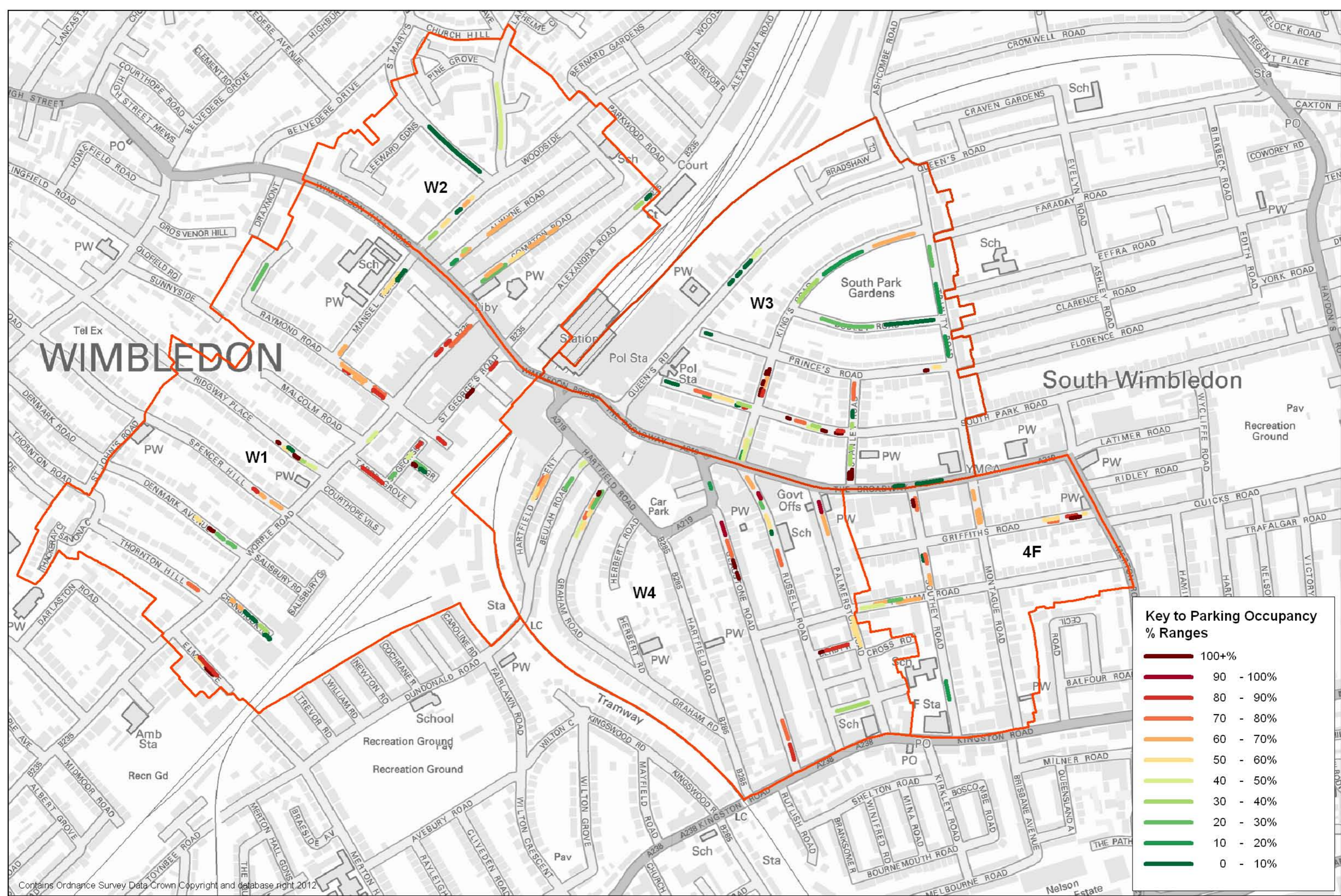
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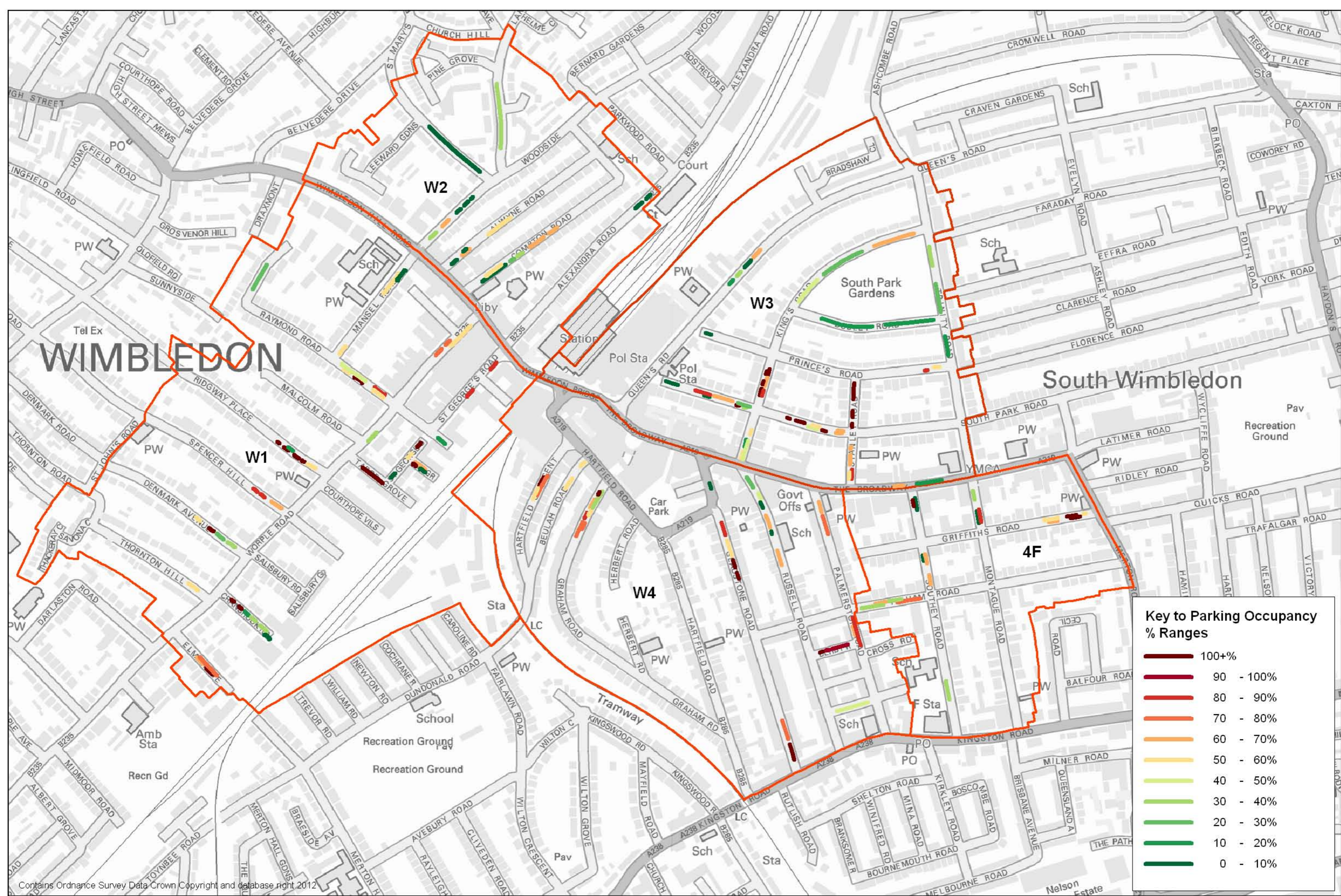
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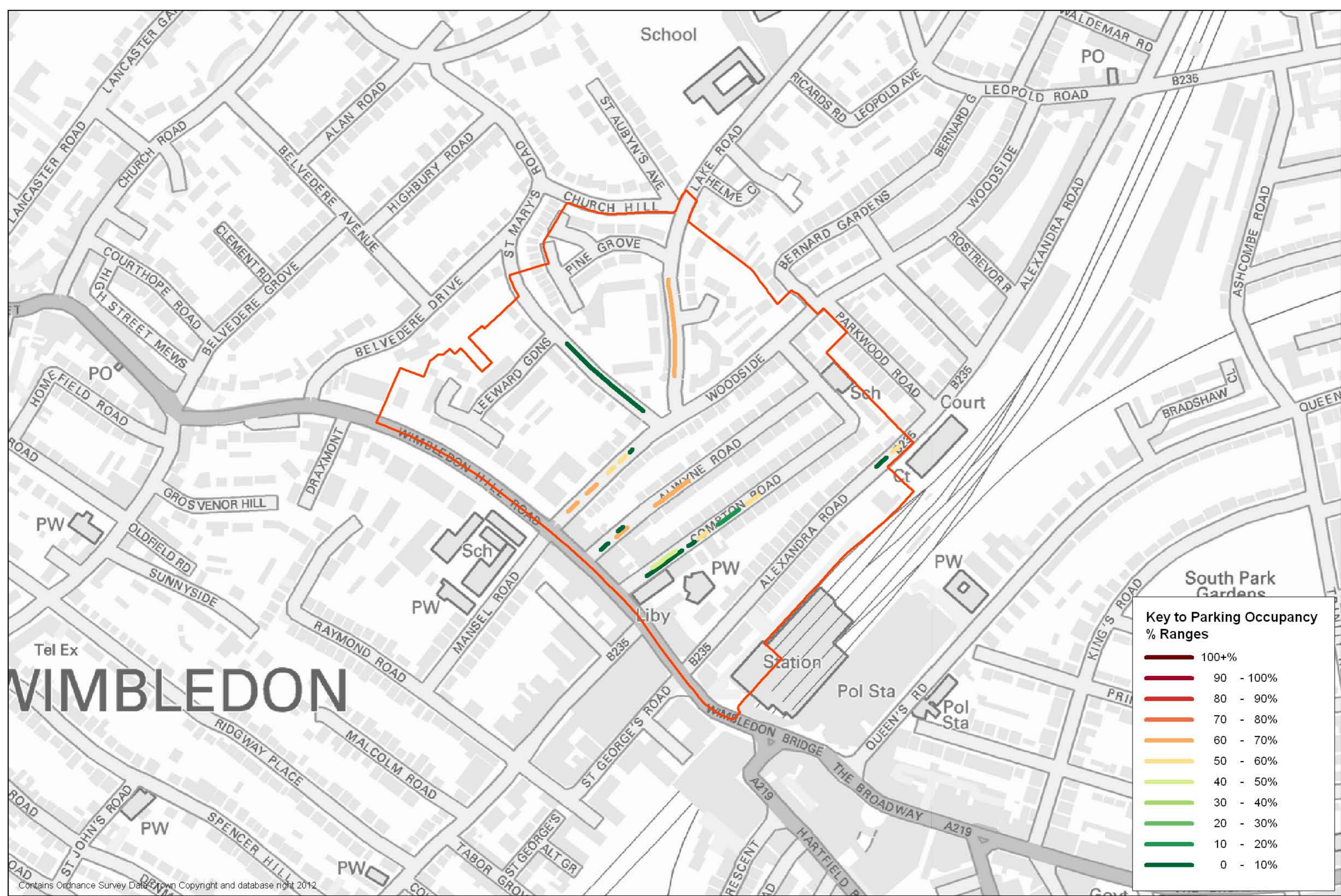
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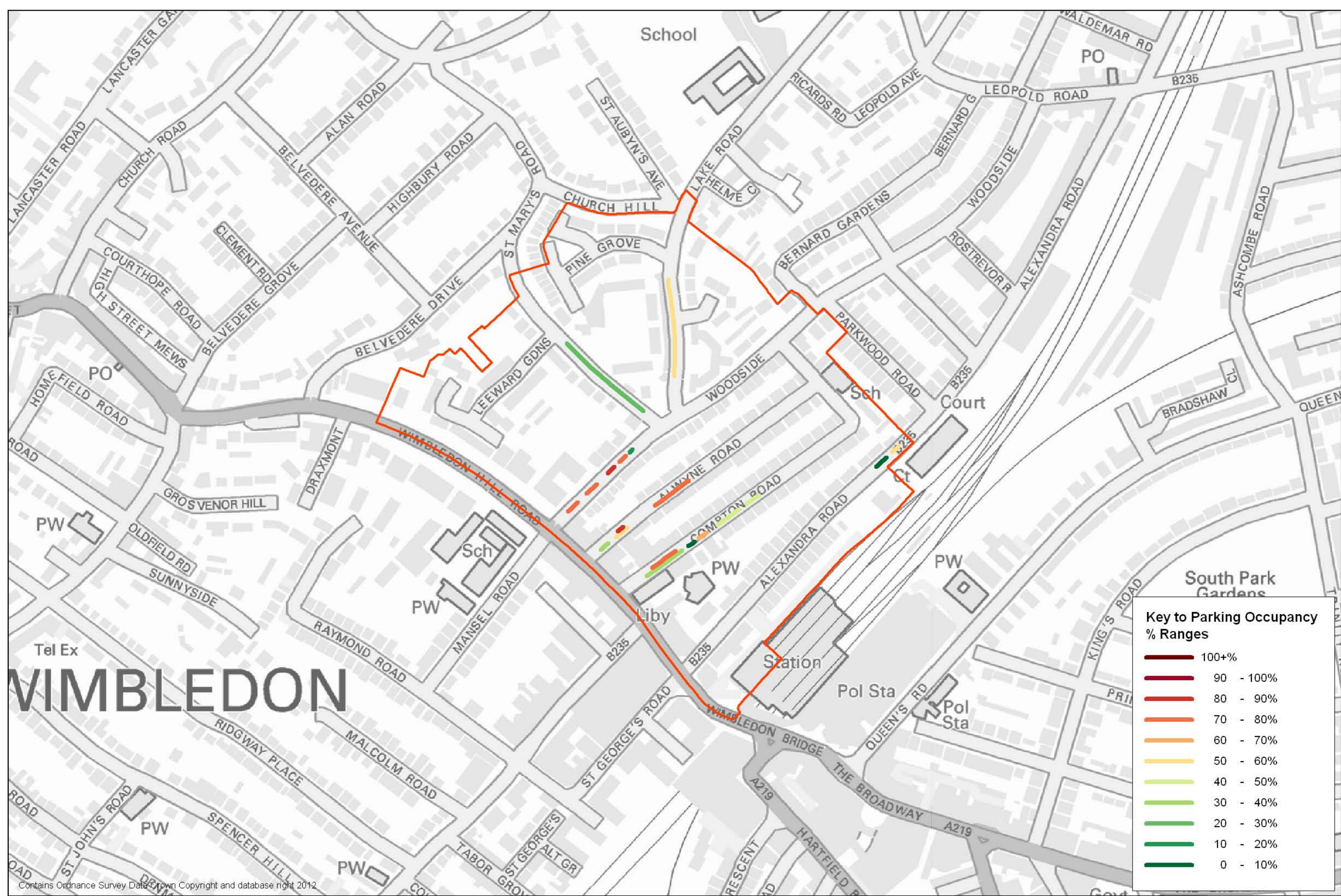


**Key to Parking Occupancy % Ranges**

Dark Red	100+%
Red	90 - 100%
Orange-Red	80 - 90%
Orange	70 - 80%
Light Orange	60 - 70%
Yellow	50 - 60%
Light Green	40 - 50%
Green	30 - 40%
Dark Green	20 - 30%
Very Dark Green	10 - 20%
Black	0 - 10%

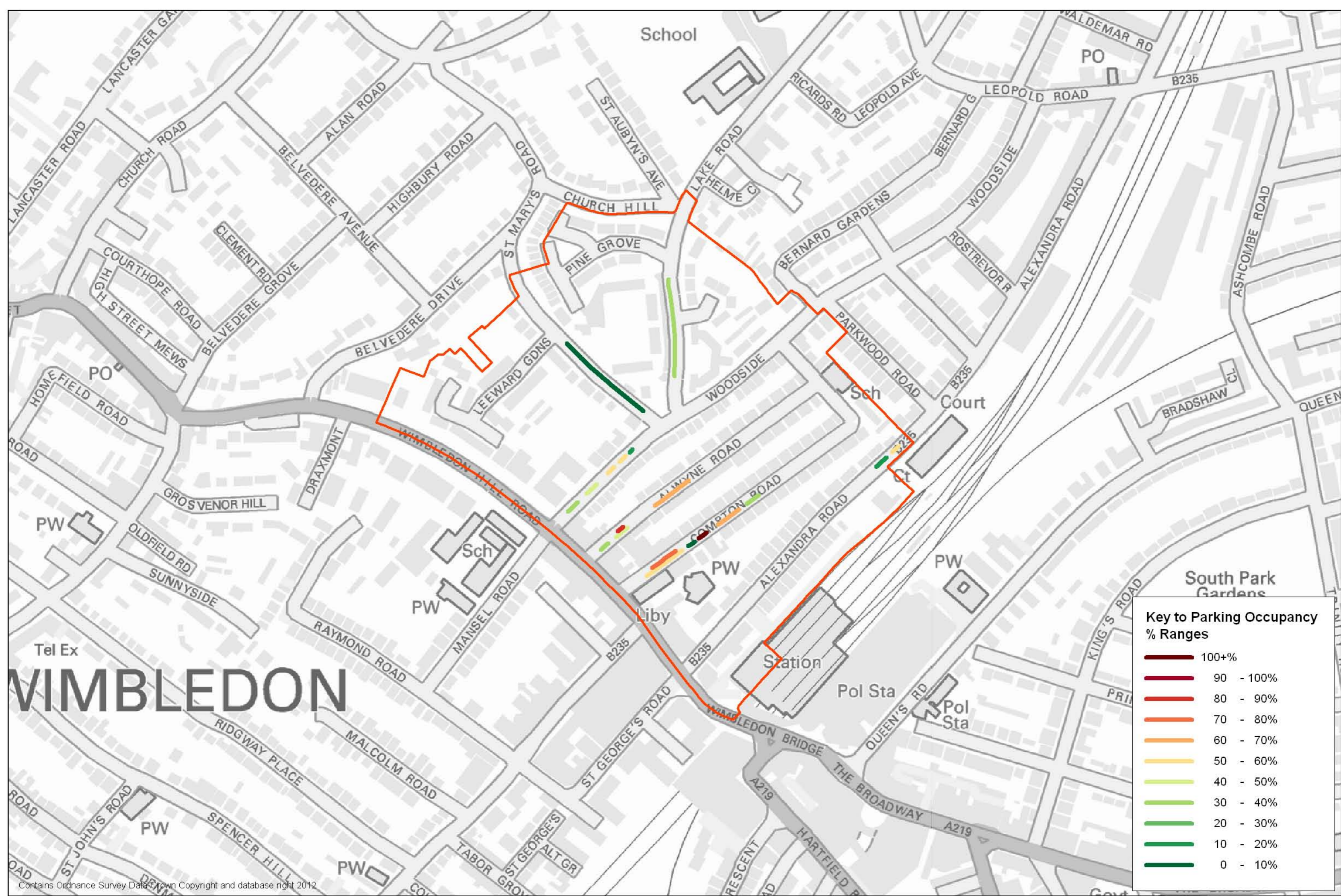
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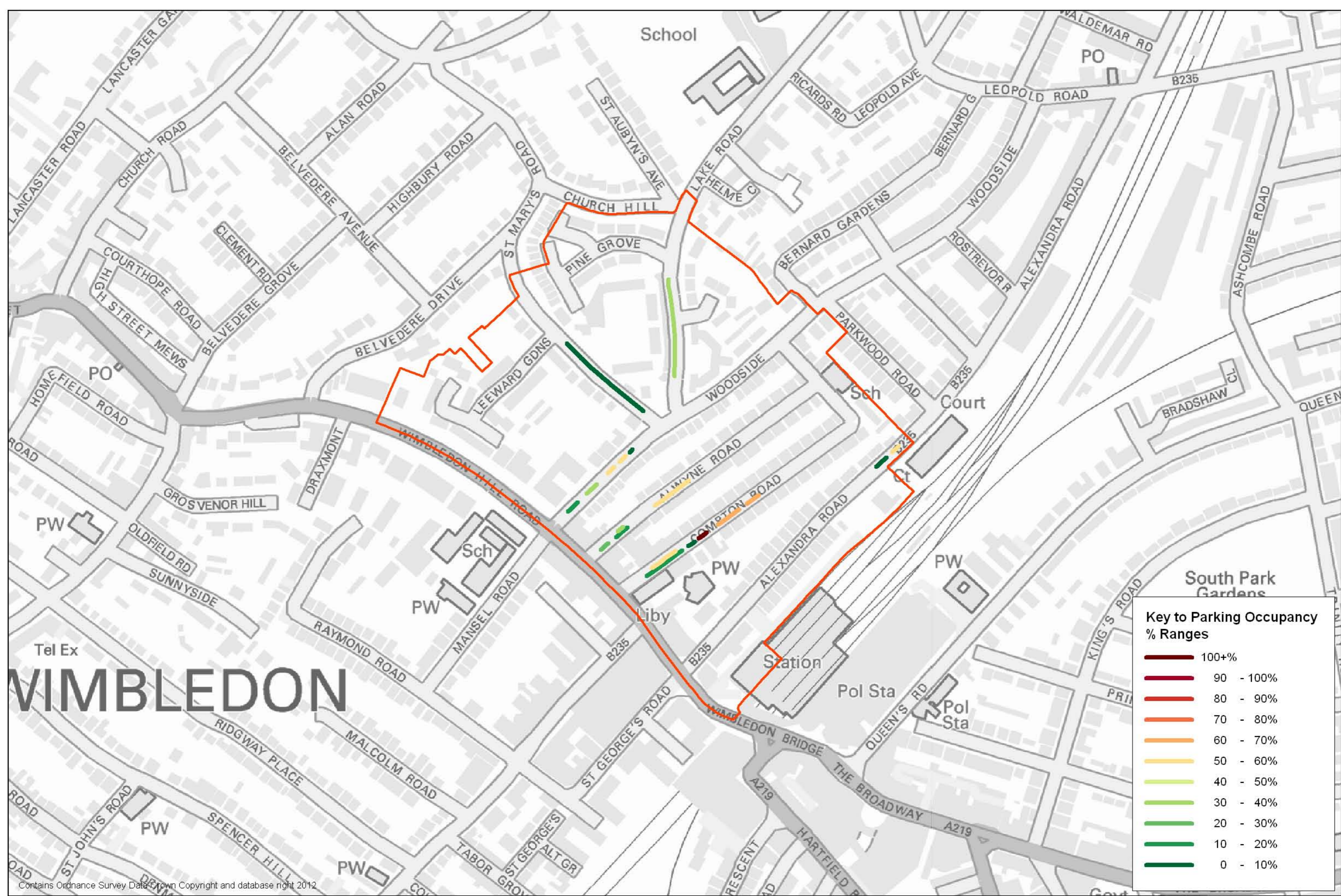
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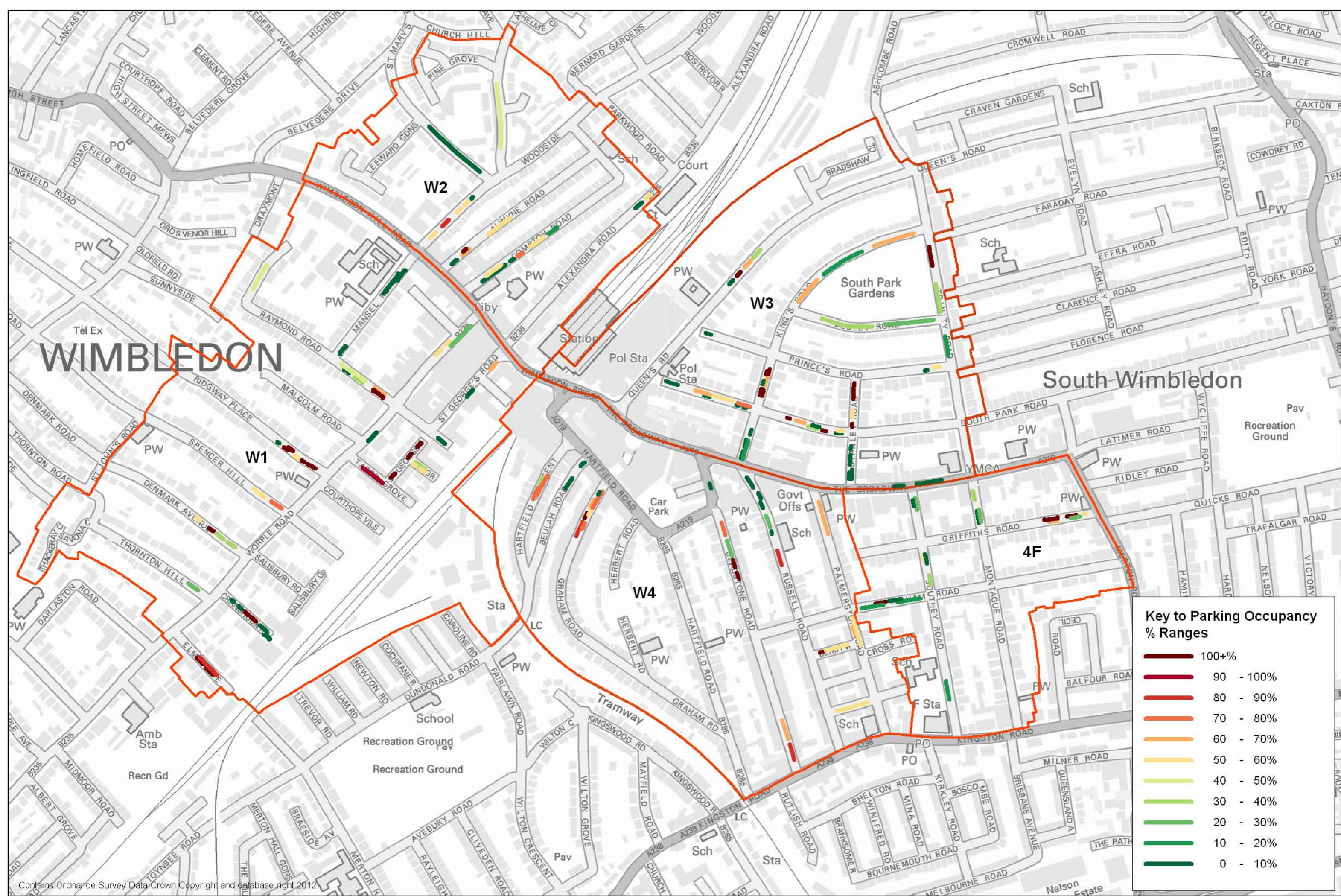
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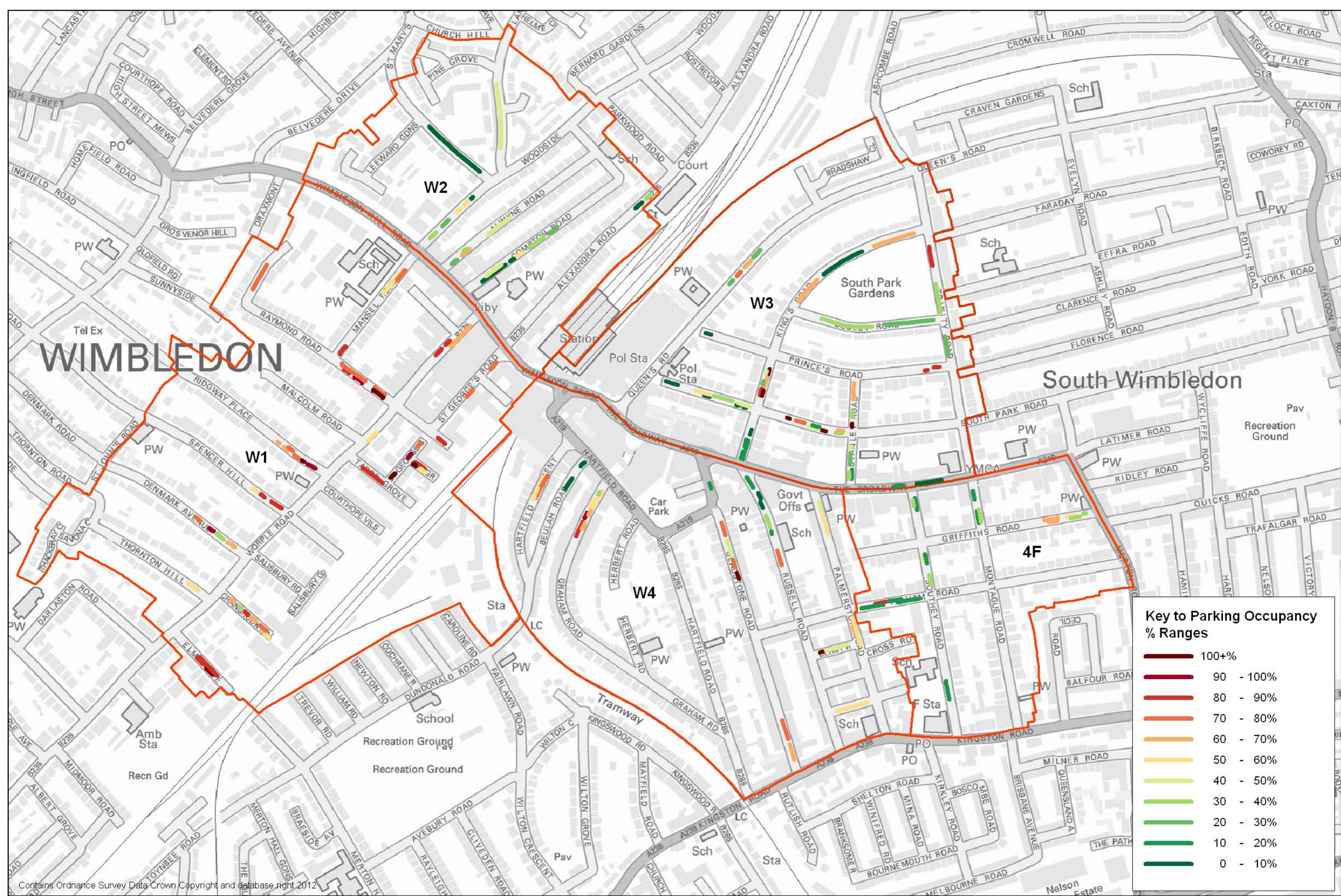
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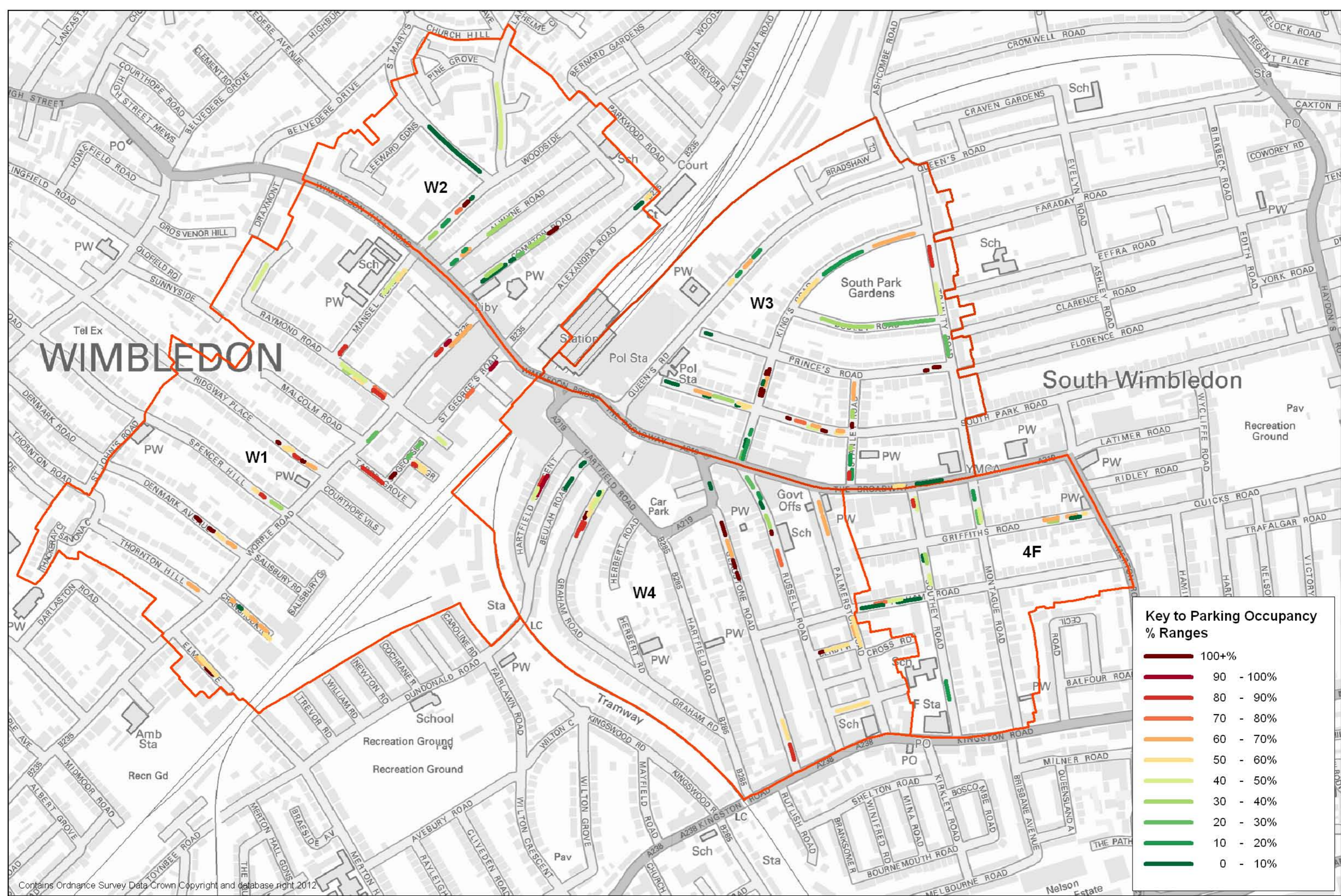
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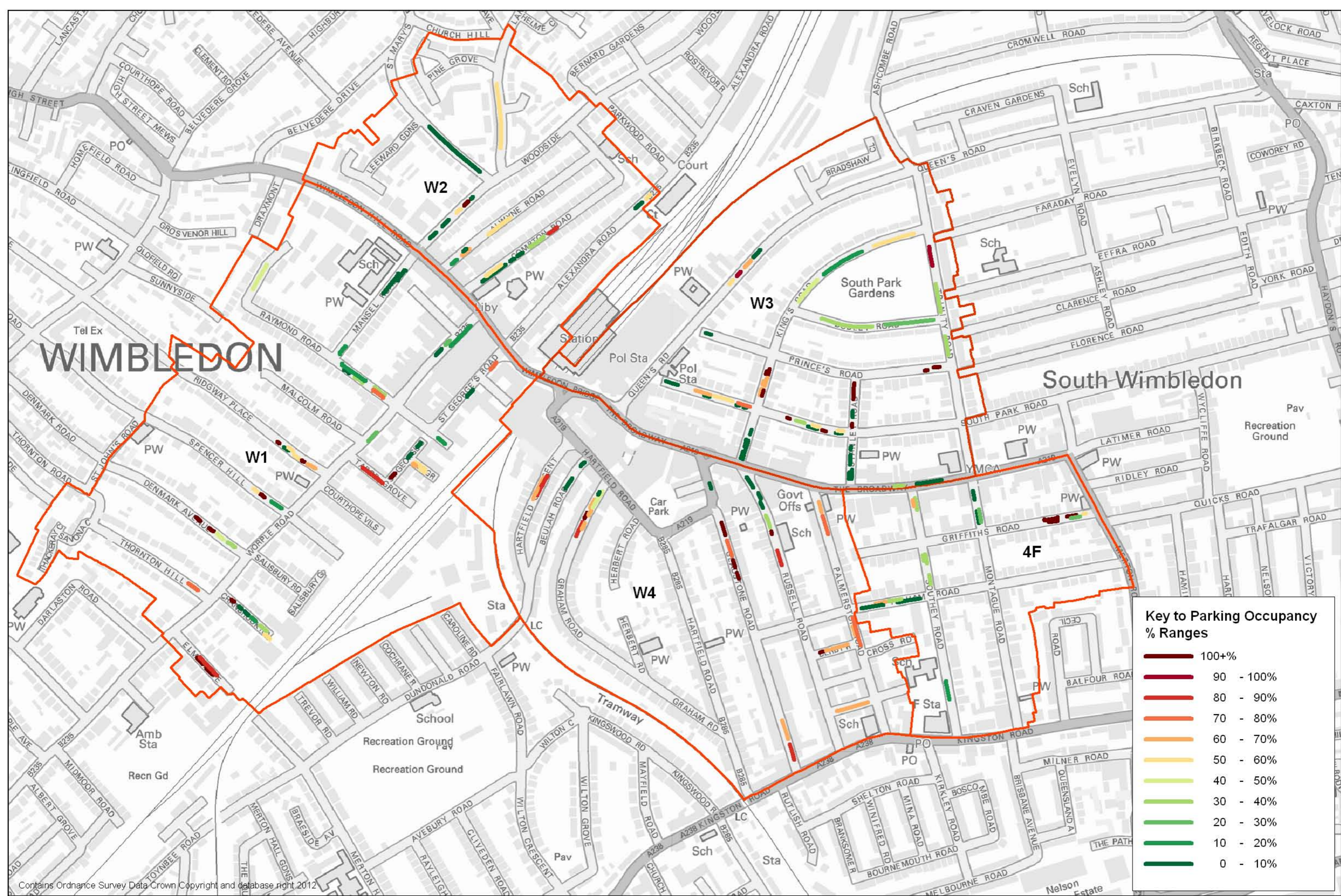
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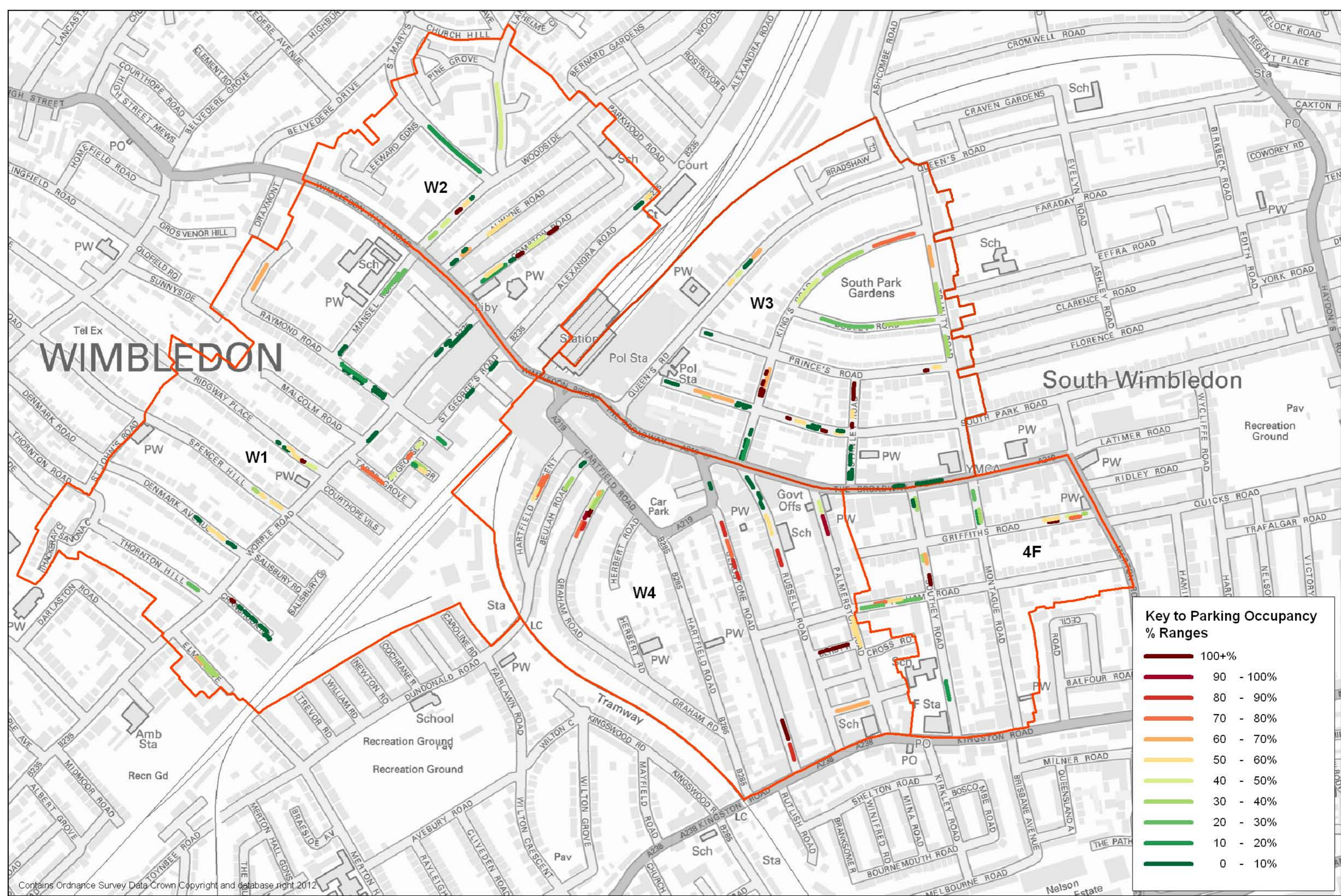


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Yellow-Orange	60 - 70%
Yellow	50 - 60%
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Green	30 - 40%
Dark Green	20 - 30%
Very Dark Green	10 - 20%
Black	0 - 10%

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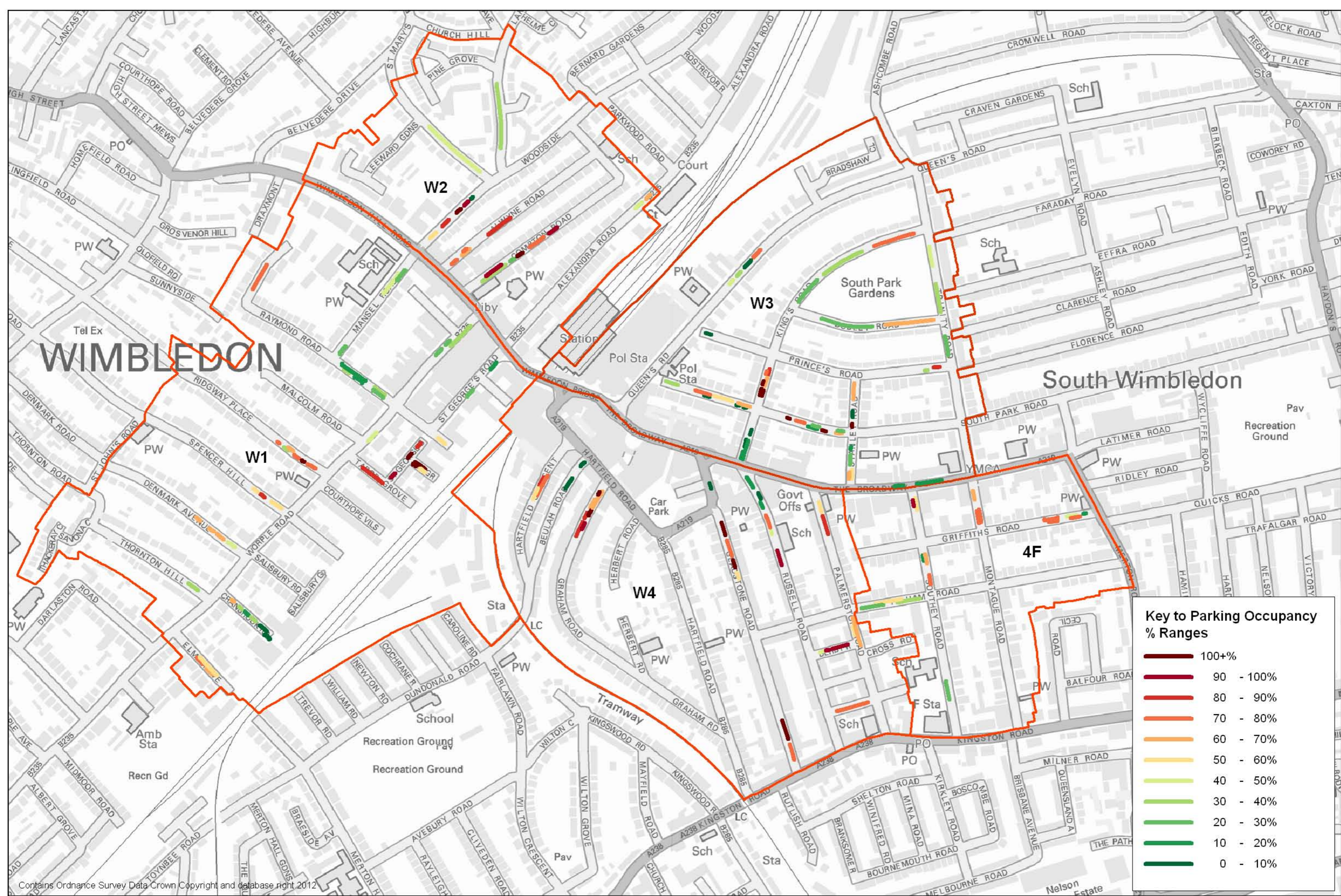


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Orange	70 - 80%
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Yellow	50 - 60%
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Green	30 - 40%
Dark Green	20 - 30%
Very Dark Green	10 - 20%
Black	0 - 10%

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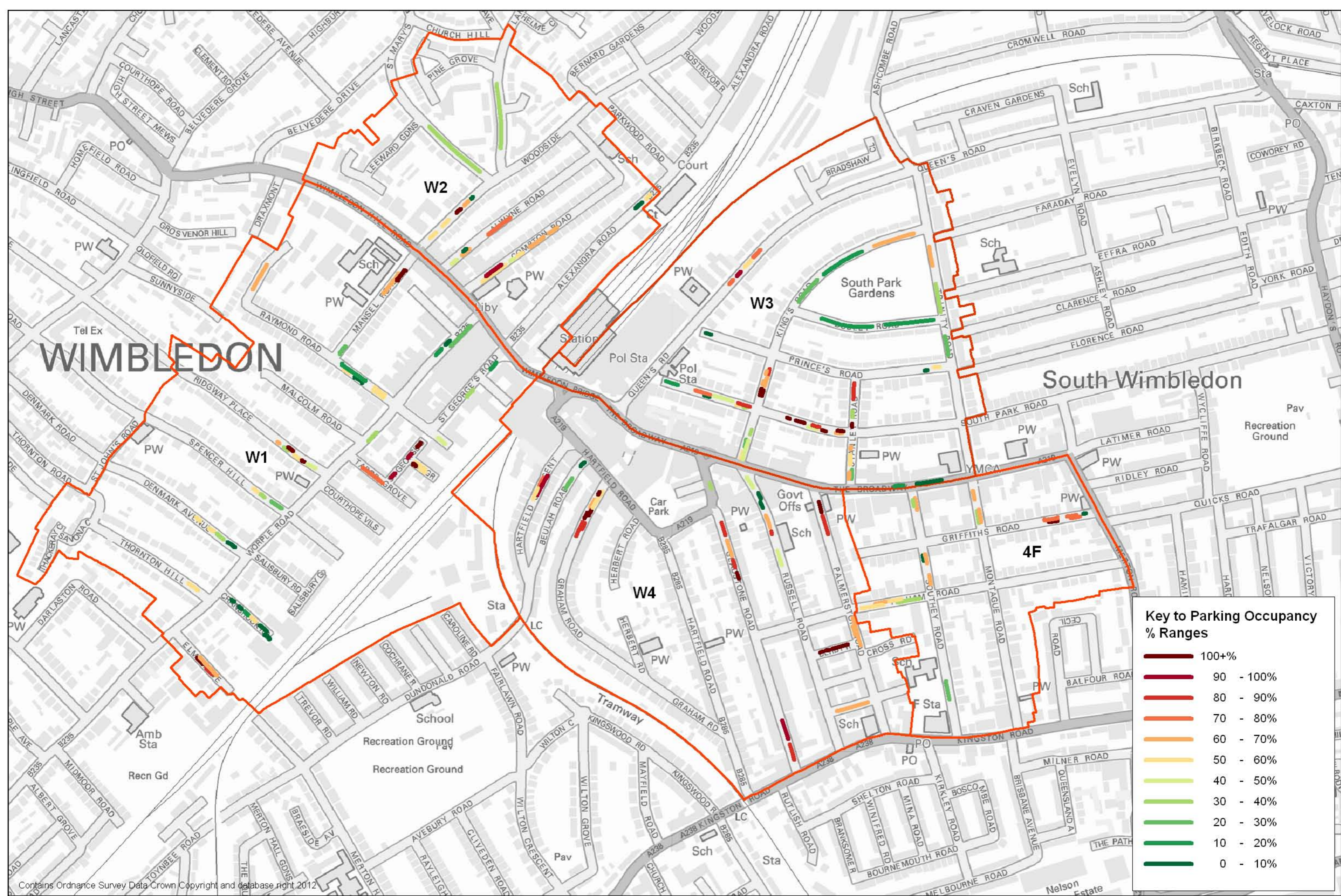


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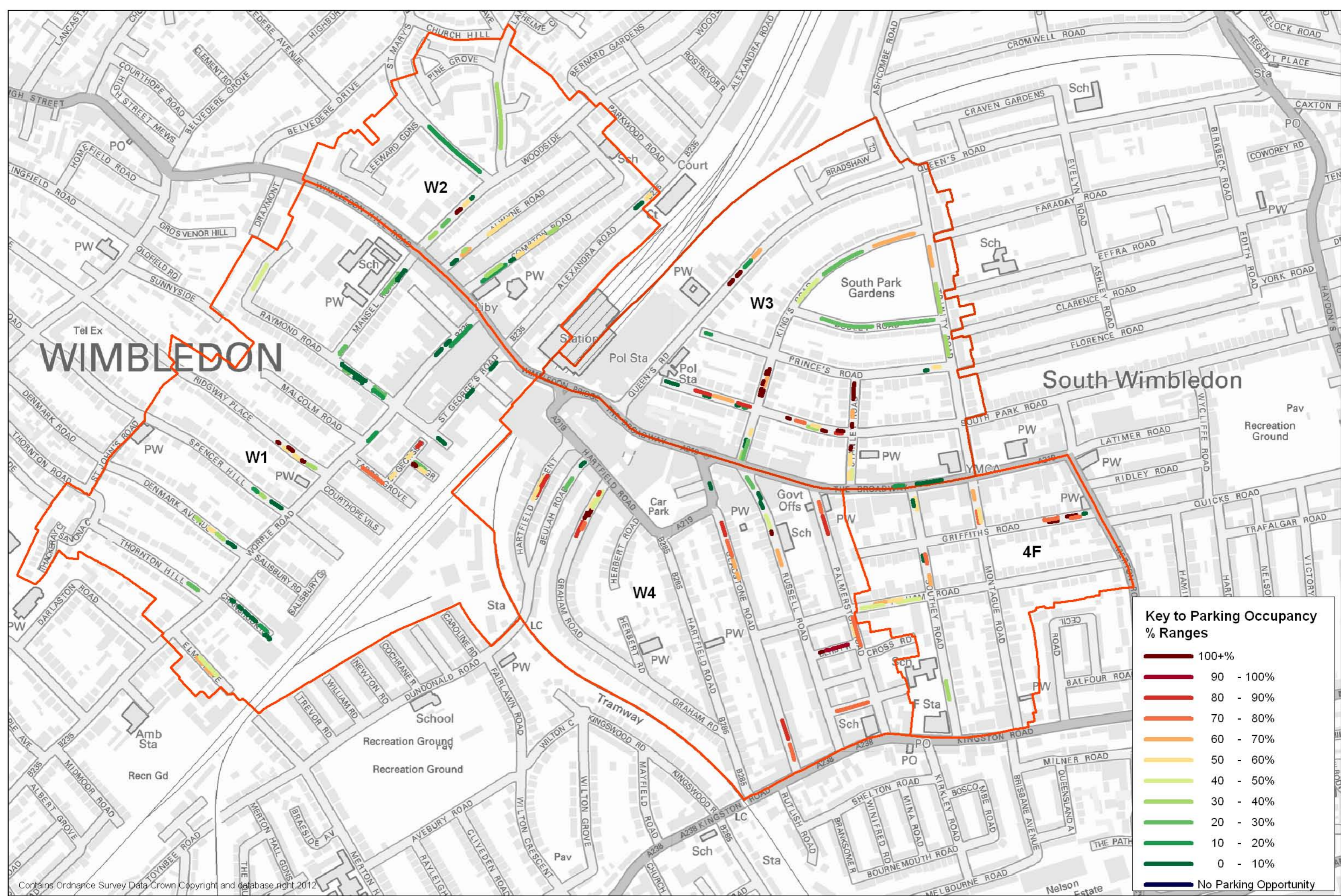


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