Appendix TA - Y

OFF-SITE PARKING PLAN

London Resort Company Holdings Ltd

THE LONDON RESORT

Off Site Parking Plan

DECEMBER 2020

PUBLIC

London Resort Company Holdings Ltd

THE LONDON RESORT

Off Site Parking Plan

TYPE OF DOCUMENT PUBLIC

PROJECT NO. 70063529

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CONTENTS

TABLES

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FIGURES

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APPENDICES

APPENDIX A

2015 CAR PARKING SURVEY RESULTS

APPENDIX B

PARKING RESTRICTIONS PLAN

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1 INTRODUCTION

1.1 BACKGROUND

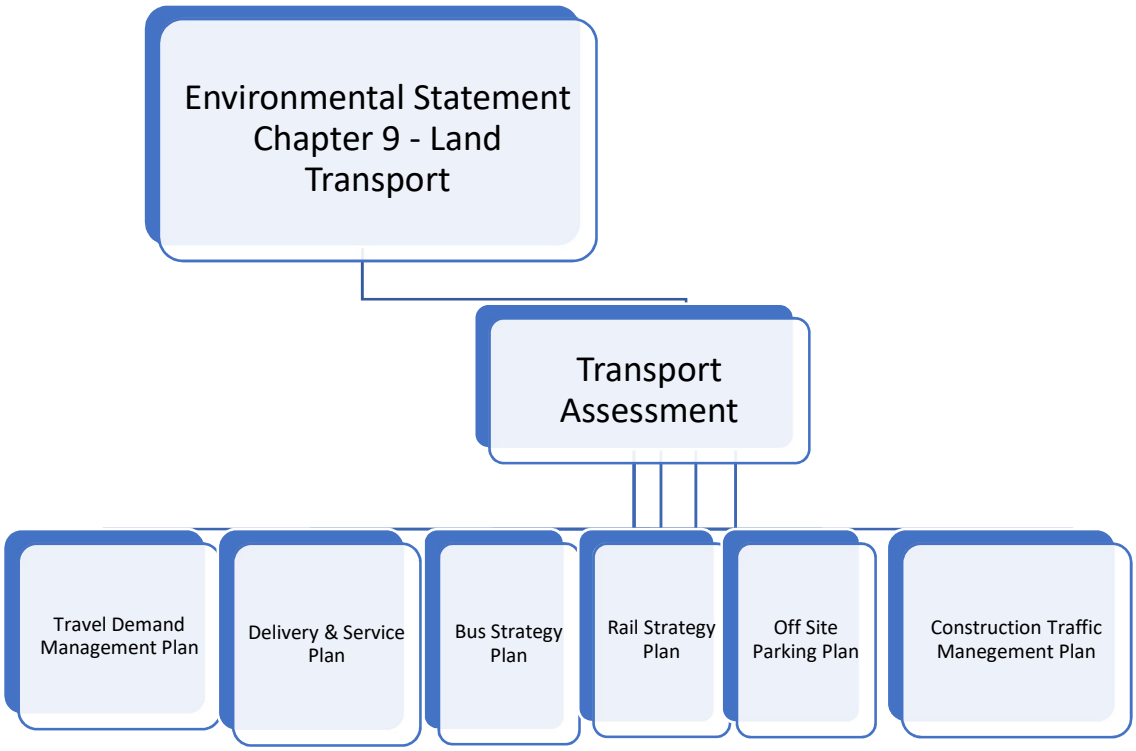
1.1.1. WSP has been appointed by London Resort Company Holdings Limited (LRCH) to advise on transport related matters in relation to the submission of a Development Consent Order (DCO) for The London Resort, located in Swanscombe, Kent.

1.1.2. This Off-Site Parking Plan (OSPP) provides details of the framework strategy to manage any off site parking that may arise in association with the Proposed Development.

1.1.3. The London Resort development looks to provide a truly world class entertainment Resort, focusing on a main park initially, before building out the second gate feature of the site. The second park area will be complimentary to the main gate, and users will be able to visit two world leading parks in the same area, with each delivering its own unique content and visitor experience. The park will also benefit from a retail, dining and entertainment (RDE) area to create an exceptional visitor attraction.

1.1.4. The OSPP is part of a suite of documents which address the transport impacts of the Proposed Development and identify where mitigation measures are required.

1.1.5. The suite of documents are headed up by the ES Chapter 9 – Land Transport (document reference 6.1.9). The following figure shows the relationship between the Land Transport Chapter of the ES, the Transport Assessment and the suite of transport management plans and strategies.



1.1.6. The ES Chapter 9 – Land Transport (document reference 6.1.9) addresses the environmental impacts associated with changes in traffic flow as a result of the Proposed Development. The Transport Assessment (TA) is included as an Appendix to this and considers the transport strategy for the construction and operation of the Proposed Development.

1.1.7. The TA is supported by additional transport documents. These are the Delivery & Servicing Plan (DSP), Construction Traffic Management Plan (CTMP) the Rail Strategy Plan (RSP), the Bus Strategy Plan (BSP), Off Site Parking Plan (OSPP) and the Travel Demand Management Plan (TDMP). The implementation of these documents will be secured either through the DCO Requirements or the Development Obligation. Copies of these Plans are provided as Appendices to the Transport Assessment.

1.1.8. The CTMP provides details on the requirements for the management of transport impacts associated with the construction phases of the Proposed Development. Once the principal contractor has been appointed there will be opportunity for them to review and adjust the CTMP in agreement with the local authorities. The RSP and BSP set out the strategy to provide rail and bus accessibility to the Proposed Development.

1.1.9. The OSPP sets out the measures proposed to monitor whether on street vehicular parking associated with the Proposed Development occurs on roads and streets surrounding the Site. This document also sets out the proposed strategy to be implemented in the event that on street parking attributed to The Resort is identified in order to prevent stress on the existing level of on street parking serving surrounding residential areas.

1.1.10. The TDMP outlines a comprehensive and flexible approach to managing the travel demands of key audiences that will travel to and from the Resort. Specifically, this focuses on travel demands associated with Resort visitors and those employed at the Resort (employees).

1.1.11. Finally, the DSP sets out the key requirements and management guidance for individual occupiers to follow and implement in terms of the delivery of goods and stock required by The Resort as well as the approach to servicing the Proposed Development once operational.

1.2 PROPOSALS

1.2.1. The development proposals at The London Resort include the provision of up to 10,000 car parking spaces which is considered to more than sufficient to cater for the proposed demand of the London Resort and therefore there is limited risk to offsite parking occurring. The level of parking and impacts on other modes of transport is discussed in length within the Transport Assessment.

1.2.2. The proposals are split into two project sites. The Kent Project Site (which will have direct access to The London Resort) and the Essex Project Site. The Essex Project Site is located north of the river, in Tilbury. It is considered that visitors arriving from Essex, and other areas north of the river would choose to park at Tilbury and access the main Resort via a ferry service. Therefore, approximately 2,500 car parking spaces (1/4 of the total parking provision) are to be located here with the remaining 7,500 provided at the Kent Project Site. The illustrative masterplan for the proposals of The London Resort are presented in document reference .2.21.

1.2.4. The access strategy has been developed so that vehicular access will be provided via the primary road network, using the A2 (T) in order to reach the Kent Project Site and the A1089 in order to reach the Essex Project Site. there is no requirement therefore for visitors to utilise the secondary local highway network. To reduce the likelihood of visitors parking in residential streets that surround The London Resort, the access strategy utilises: on-site parking, integrated ticketing management (that requires or promotes visitors to select their mode of travel at the time of booking) and the availability of nearby sustainable travel (rail, bus and ferry).

1.3 CONSULTATION AND DOCUMENT PURPOSE

1.3.1. Through the numerous consultation exercises undertaken during pre-application, a key concern from local residents was related to parking and the potential for visitors to The Resort together with future employees to misuse local streets to access the site. As such, this document has been prepared to assess the likelihood of off site parking associated with The Resort taking place, together with the identification of an appropriate strategy to monitor this situation and if necessary the suitable mitigation measures that might apply. This will enable the Proposed Development to integrate itself within the local area without affecting local residents and creating additional pressures to the local highway network.

1.3.2. The approach to this exercise has been discussed with Kent County Council, who are supportive.

1.3.3. One such mitigation measure that this strategy has considered is a Controlled Parking Zone (CPZ). This is a parking restriction that solely allows residents or other permit holders to park in on-street spaces during certain times of the day. These are designed to enable residents to park in their neighbourhood by stopping commuters or visitors occupying on-street spaces all day. CPZ's are often used in residential areas around entertainment complexes, such as Twickenham Stadium and St Marys Stadium, Southampton, and around transport interchanges to reduce vehicular parking demand as a result of large visitor numbers and the adverse consequences that may arise in terms of extra traffic demand, highway safety impacts and implications to residential amenity.

1.3.4. This TN has reviewed the potential local areas where a CPZ could be adopted in the event that off site parking attributed to London Resort is shown to occur. This adoption and enforcement would be funded by LRCH as a last resort measure, given the mitigation measures already devised in the access strategy.

1.3.5. LRCH therefore propose to monitor and manage off-site parking stress in order to identify whether London Resort through either visitors or staff are contributing to any changes to off site parking demand that may occur in residential areas. This would be in conjunction with relevant stakeholders, including; Kent County Council (KCC), Gravesham Borough Council, (GBC) Dartford Borough Council (DBC) and Thurrock Council (TC). It would also be expected that local resident groups will form part of the working groups.

1.3.6. This document is structured as follows:

- **Chapter 2**: Existing Off Site Parking / Context – this considers availability of existing parking opportunities off site and the propensity for visitors / staff to use them;
- **Chapter 3**: Car Parks Serving Other Operators – this considers propensity of car parks provided by other operators to be used;

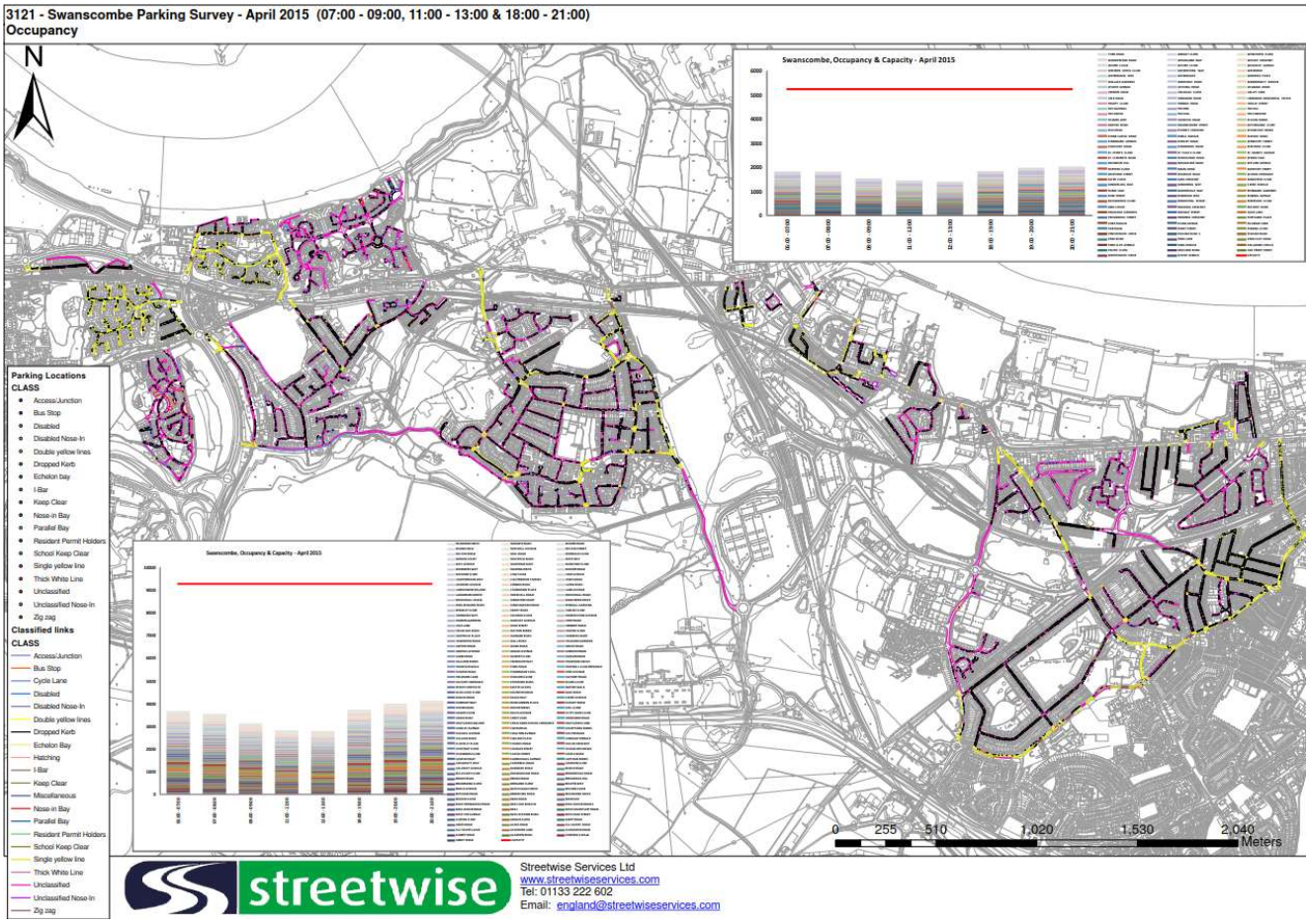
- **Chapter 4**: Off Site Parking Strategy – this presents the proposed mitigation strategy for off site parking; and
- **Chapter 5**: Conclusions.

2 EXISTING OFF-SITE PARKING CONDITIONS/ CONTEXT

2.1 INTRODUCTION

2.1.1. In order to understand the existing level of on-street parking in the nearby vicinity of The London Resort, a large-scale car parking survey was undertaken in 2015. The car parking survey covered a considerable area, as presented in **Figure 1** and included the type and the duration of stay. The survey was carried out to determine the scale of on-street parking demand and areas of existing stress. This parking survey was undertaken by Streetwise Services during April 2015 and focused on the minor roads in the vicinity of The London Resort Site. A copy of the parking survey is included in **Appendix A**.

Figure 1 – Car Parking Survey Location



2.1.2. The Essex Project Site and its vicinity was not subject to a similar survey as it was not included within the 2014 / 2017 proposals. Given the current Covid-19 situation, it has not been possible to undertake a survey considering the Essex Project Site nor a further survey of the Kent Project Site as this would not provide representative results given the influence the pandemic has had on reducing travel.

2.1.3. Notwithstanding this, site visits were undertaken during September 2020, alongside desktop studies in order to understand the current parking conditions in the vicinity of The London Resort. These studies have allowed for an anecdotal update to the previously surveyed parking restrictions and provided additional background information on specific areas suffering from on-street parking stress.

2.1.4. 2011 Census Data has also been reviewed to identify the ratio of cars per households in the local area. The wards in Dartford and Gravesham relevant to the Kent Project Site are: Castle, Greenhithe, Stone and Swanscombe, Central Gravesend, Coldharbour, Northfleet North, Northfleet South, Painters Ash, Pelham and Woodlands. The ward relevant to the Essex Project Site is Tilbury Riverside and Thurrock Park. Information for these wards has been extracted and is analysed in **Table 2-1** below:

Table 2-1 – 2011 Census Data Car Ownership

Number of cars	Dartford and Gravesham Wards	Tilbury Riverside and Thurrock Park Wards	Kent	Essex	England
Households without a car	25.1%	34.2%	20%	18%	25.8%
Ratio of cars per households	1.12	0.95	1.29	1.35	1.15

2.1.5. **Table 2-1** presents that the ratio of cars per households is lower in the wards of Dartford and Gravesham than across Kent as a whole. The situation is the same north of the river where the households without a car in the nearby wards is lower than across Essex. The car ownership figures in the Dartford and Gravesham wards are similar to figures for England as a whole with quarter of households without access to a car and approximately 1.10-1.15 cars per household.

2.2 FUTURE CAR PARKING CHANGES AND ONGOING REVIEWS

2.2.1. Dartford Borough Council (DBC) have produced guidance on 'Prioritising the investigation and implementation of Parking Management Schemes' 1

2.2.2. DBC acknowledge that the demand for schemes to address ongoing pressure on parking in the Borough is increasing particularly in and around Dartford Town Centre exacerbated by new developments.

1 http://committeedmz.dartford.gov.uk/documents/s68795/20200702%20Prioritising%20Parking%20Management%20Schemes%20Guidance%20v0.5adocx.pdf

2.2.3. As part of the review DBC have set out a strategy to determine how developments may impact on parking areas.

2.2.4. DBC addresses priority of parking schemes under the following categories;

- Category 1 – Serious Safety
  - Evidence of significant safety issues/risks - Based on crash and casualty data. Persistent casualty types or trends over a three to five year period provides justification for further investigation in collaboration with KCC.
- Category 2 – Moderate Safety
  - Evidence of some potential safety issues/ risks – Based on observed incidences categorised as per items 2-6 under 'Evidence of safety issues' below. Confirmed repeated incidences over a three month period contributes towards the justification for further investigation in collaboration with KCC.
- Category 3 – Significant Parking Pressures
  - To determine whether parking issues impact residents in their immediate or wider locality and when the impact is greatest.
  - Evidence of significant parking displacement for majority of residents in street contributes towards the justification for further investigation by the Council.
- Category 4 – Limited Parking Pressures
  - To determine whether parking issues impacts residents in their immediate or wider locality and when the impact is greatest.
  - Evidence of some parking displacement but limited proportion of residents affected contributes towards the justification for further investigation by the Council.
- Category 5 – Support of local residents and Ward Councillors
  - To confirm support of local residents and Ward Councillors.
  - Evidence of majority support of local residents and all Ward Councillors to provide justification for further investigation by the Council.
- Category 6 – Evidence of Parking Pressures within Area of Significant Parking Pressure in the Borough
  - To confirm location is within the boundary of the Town Centre. Demand to address ongoing pressure on parking in the Borough is increasing in and around the Town Centre.

2.2.5. As part of the guidance, an update on the Parking Management Schemes currently being considered by the Council is available. A number of schemes being reviewed by DBC considered whether a residents parking permit would be of benefit (Highfield Road Sough, Spring Vale, The Grove). As part of the consultation process, reviews of usage and surveys were undertaken to ascertain whether there was parking overspill or there was sufficient parking available. The conclusions of the surveys undertaken by DBC found that there was sufficient parking for residents and therefore the provision of on street parking management measures were not required.

2.2.6. It is also worth noting that DBC had plans to amend the operating hours of The Grove Car Park, in Swanscombe, to be effective Monday to Friday inclusive 8am to 6.00pm. As The Grove Car Park is

located in Area B of this off-site parking strategy (discussed further below), these amendments could potentially place more stress on on-street parking in the area during those hours.

2.2.7. DBC currently review on average two parking schemes per year. Should an issue arise from a change in parking, such as the operating hours of The Grove Car Park, DBC will evaluate the need for a parking scheme based on their above priority criteria. It is suggested that a similar priority-based system could be used in the review of parking areas that may be impacted by The London Resort.

2.3 PARKING SURVEY SUMMARY

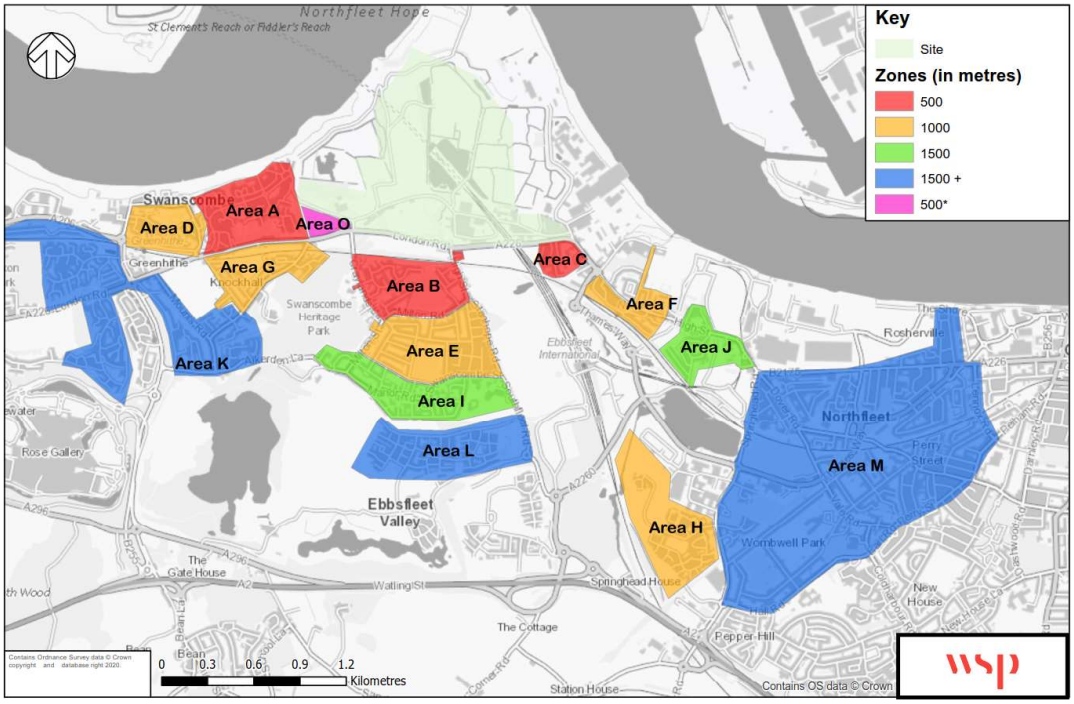
2.3.1. The 2015 parking survey has been used as the basis to identify the level of existing on street parking demand associated with the Kent Project Site. The area considered by the 2015 on-street car parking survey has been split into four separate zones based on their walking distance from The London Resort to consider the potential implications of off site parking together with its propensity to occur. The split is based on walking time and a convenience factor from each zone at 500m intervals. A 500 metre distance equates to a walking journey time of 6 - 7 minutes. The National Travel Survey from 2019 shows that approximately 75%2 of walking journeys are for trips less than one mile, therefore a journey of one mile equates to approximately a 20-minute walking journey. WSP believe this is likely to be the upper limit for staff and visitors who may choose to parking nearby and walking to the Resort. Parking beyond this distance is likely to negate any convenience or cost saving from parking away from the main Resort car parks. Given that the majority of the paying visitors will be infrequent, it is considered that convenience is a significant determining factor for those travelling to the Resort. The following outlines the four zone splits:

- Approximately 500m from The London Resort (6-7 minutes);
- Approximately 1000m from The London Resort (12-14 minutes);
- Approximately 1,500m from The London Resort (20 minutes); and
- Over 1,500m from The London Resort (over 20 minutes);

2.3.2. **Figure 2** and **Figure 3** provides a graphical representation of how each of the four zones outlined above, have been split into areas to provide a focused review on the existing parking conditions.

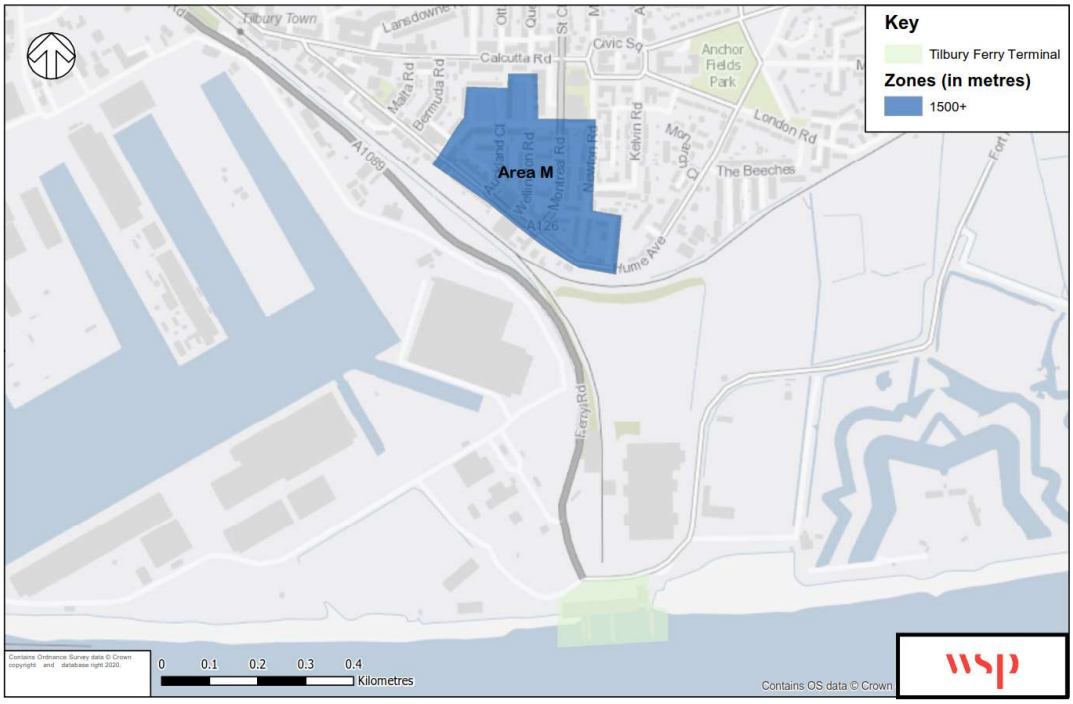
[2] *https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/906276/national-travel-survey-2019.pdf*

Figure 2 – Four Parking Surveys Zones South of the River



*Residential development at Croxton and Garry which is currently be constructed.

Figure 3 – Parking Zone North of the River



2.3.3. The following sections provides a breakdown of the various distance bands and summarises the areas around the main resort of the site.

2.3.4. The areas presented above have been assessed on the following:

- Distance from the Resort – This is an approximate distance and is based on the walking distance from the centre of the area to either The Resort itself or the People Mover from Ebbsfleet International. Areas which would benefit from accessing the People Mover take account of the journey time and the wait time;
- Average of the peak on-street car parking occupancy – is the average of the peak occupancy based on a car parking survey from 06:00-21:00 at eight regular intervals throughout the day;
- Peak Occupancy – is the maximum number of vehicles parked on street throughout the day this is in official and unofficial spaces; and
- Area Capacity – The area capacity is based on the total number of official spaces for on-street parking. These spaces are classified as follows based on the description given in the car park survey results:
  - "Disabled";
  - "Disabled Nose-In";
  - "Echelon Bay";
  - "Nose-in Bay";
  - "Parallel";
  - "Resident Permit Holders";
  - "Unclassified"; and
  - "Unclassified Nose-In".

2.3.5. It is acknowledged that some staff may also choose to park off site, however this sill be discouraged by LRCH. Notwithstanding this, it is important to recognise that journeys for staff will be time dependant. Therefore, adding additional journey times associated with walking from a parked vehicle that is located some distance from the site is unlikely to be an attractive proposition.

AREAS APPROXIMATELY 500M FROM THE SITE

2.3.6. Consideration is now given to the areas located 500 metres from the Site, where on street parking could potentially occur.

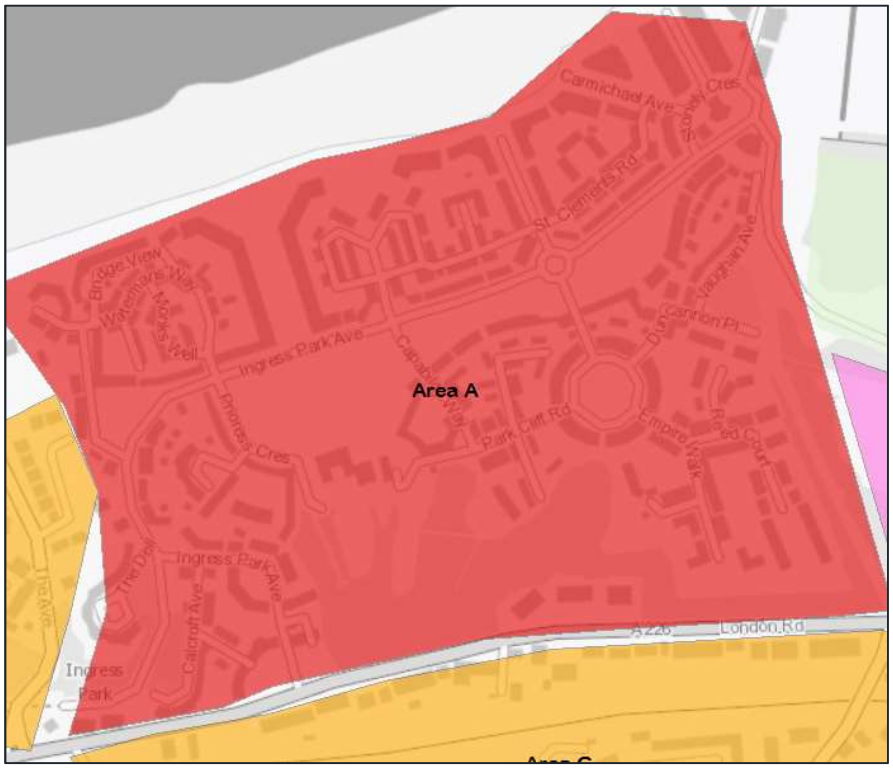
Area A – Ingress Park Avenue

2.3.7. Area A is situated north of the A226 London Road. The area incorporates the residential streets north and south of Ingress Park Avenue, as shown in **Figure** 4. **Table 2-2** below provides a summary of the parking capacity in the area.

Table 2-2 - Summary of Parking Analysis in Area A

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area A	500m	340 spaces	20:00 – 21:00 / 26%	1,519 spaces

Figure 4 – Area A (Ingress Park Avenue)



2.3.8. **Table 2-2** provides a summary of results from the parking survey for Area A. As outlined, the peak occupancy occurs between 20:00 - 21:00 when 26% of the on-street parking spaces are occupied. Overall, this would suggest that there are potential opportunities for on-street parking for visitors of The London Resort.

2.3.9. The area has been identified by residents during several public consultations as an area that already suffers from parking stress with limited space available. However, upon observation, it is considered this is generally due to limited curtilage parking provision associated with each residential unit and 'on-street' spaces available. As such, the parking survey has not indicated a high level of on street parking within Ingress Park.

2.3.10. Where on-street parking does occur, the survey shows that there is a spread of duration of stay, with many short stays as well as longer stays. This would suggest that some of the space within Ingress Park is being used by commuters, parking in this location for Swanscombe Railway Station, bus stops and the remainder by local residents.

2.3.11. If visitors or employees park within the vicinity of Ingress Park Avenue, they will be able to access The London Resort via the western access. Visitors will be able to utilise the residential footways within the estate to access the new pedestrian / cycle way connecting to Wainwright Avenue. Given the proximity to the Site, it may be attractive for some visitors and staff to park in this area.

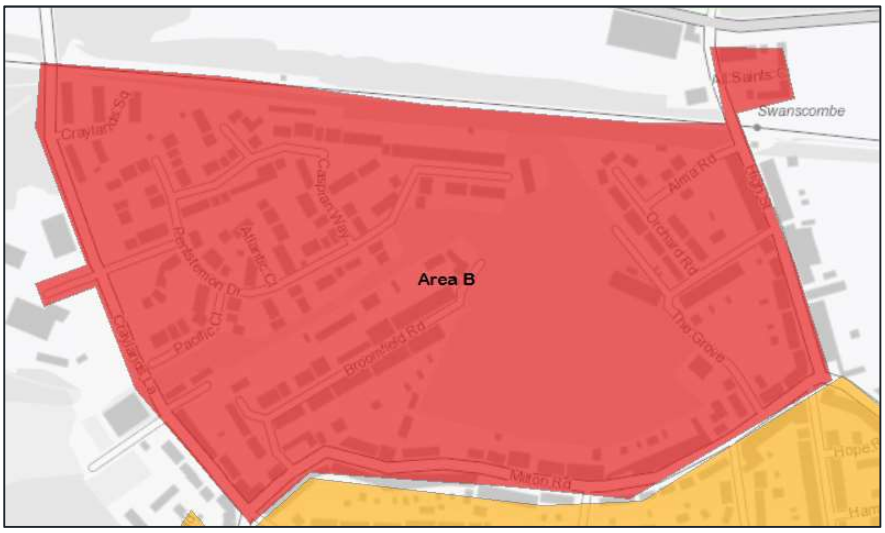
Area B – North Swanscombe (North of Milton Road)

2.3.12. Area B focuses on North Swanscombe. It is situated south of the A226 London Road, east of Craylands Lane, west of Swanscombe High Street and north of Milton Road, as shown in **Figure 5**. **Table 2-3** below provides a summary of the parking capacity in the area.

Table 2-3 - Summary of Parking Analysis in Area B

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area B	500m	222 spaces	20:00 – 21:00 / 38%	687 spaces

Figure 5 – Area B (North Swanscombe – North of Milton Road)



2.3.13. **Table 2-3** presents a summary of the Area B parking survey analysis, as shown, the parking capacity is 687 on-street parking spaces. There is an hourly average between 06:00 and 21:00 of 222 spaces available, this equates to 32% of the total available on street parking capacity. The peak occupancy occurs between 20:00 - 21:00 when 39% of the on-street parking is filled.

2.3.14. The majority of roads in Swanscombe are unrestricted for on-street parking throughout the day. The car parking survey highlighted significant levels of on-street parking occurring on Alma Road, Broomfield Road, Craylands Square and on the High Street, with at least 60% of the on-street parking capacity occupied at one point during the day. Alma Road has no spare capacity during the day. This is likely due to the proximity of Swanscombe Rail Station with commuter parking taking place.

2.3.15. The parking survey shows there is spare capacity on some residential streets, however in certain locations this could exacerbate the existing on-street parking problems. To access the Site, visitors can either walk along Craylands Lane footway to the west or the High Street footway to the east to ultimately gain access to the A226 London Road. Given the proximity to the Site, it may be attractive for some visitors and staff to park in this area.

Area C – North West Northfleet

2.3.16. Area C is situated south west of the A226 London Road. The area is north of Northfleet Rail Station and west of Ebbsfleet Football Club, as shown in **Figure 6**.

2.3.17. The area is largely residential with parking occurring mostly on-street, with a small number of formalised parking bays on Snowden Hill, Robinson Way and Black Eagle Drive. There are no parking restrictions in these residential streets. **Table 2-4** below provides a summary of the parking capacity in the area.

Table 2-4 - Summary of Parking Analysis in Area C

	Distance from The London Resort	Average Occupancy (between 06:00 -21:00)	Peak Occupancy	Area Capacity
Area C	500m	190 spaces	18:00 – 19:00 / 89%	239 spaces

Figure 6 – Area C (North West Northfleet)

2.3.18. **Table 2-4** provides a summary of results from the parking survey for Area C. As outlined, peak occupancy occurs between 18:00 – 19:00 when approximately 89% of the on-street parking spaces are occupied. Area C suffers from particularly high on street parking in the morning and evening this is likely to be attributed to residents parking on-street overnight.

2.3.19. Access to the Resort can be obtained by walking approximately 500m west along the footways of the A226 Galley Hill Road / London Road. The footways on either side of the A226 are approximately 1-2m wide with an incline which makes the route not appropriate for families or visitors with a disability. Given the proximity to the Site, it may be attractive for some visitors and staff to park in this area, however given the nature of the walk routes to the Site, this would ideally see on street parking prevented.

APPROXIMATELY 1000M FROM THE SITE:

2.3.20. Consideration is now given to the areas located 1000 metres from the Site, where on street parking could potentially occur.

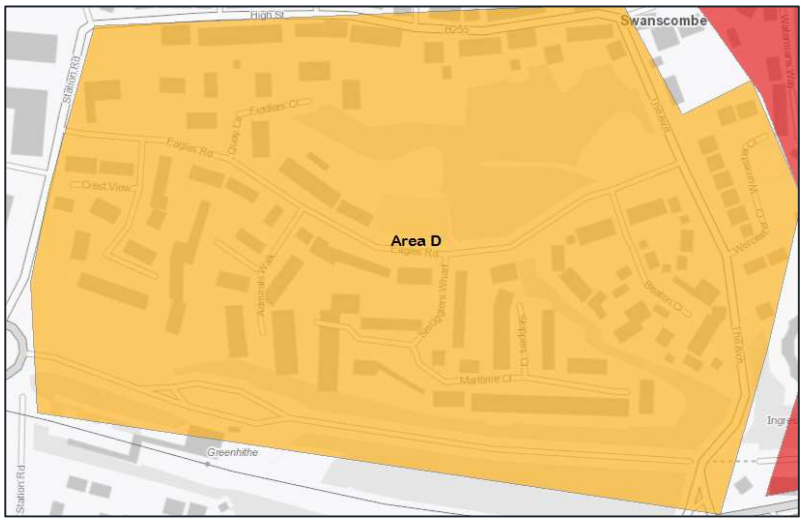
Area D – Eagles Road

2.3.21. Area D is also located north of the A226 London Road. The area is situated south of the High Street, west of The Avenue, east of the A206 and north of Greenhithe for Bluewater Station, as shown in **Figure 7**. The residential streets all branch off from Eagles Road. **Table 2-5** below provides a summary of the parking capacity in the area.

Table 2-5 - Summary of Parking Analysis in Area D

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area D	1000m	52 spaces	19:00 – 20:00 / 40%	185 spaces

Figure 7 – Area D (Eagles Road)



2.3.22. **Table 2-5** presents a summary of the Area D parking survey analysis. The area is largely residential and has parking restrictions such as double yellow lines in most of the area. Some on-street parking bays are available on Quay Lane, Smugglers Walk, Beaton Close, Admirals Walk and Eagles Road, with restrictions either for permit holders only or a 4 hours maximum stay Monday – Friday. Area D has very little available on-street parking for visitors throughout the day due to the parking restrictions currently in place.

2.3.23. There are numerous ways of accessing the Site from Area D. Visitors could head north along the footway of B255 The Avenue and onto Pier Road to access the footpath through Bridge View Playground that leads to Wainwright Avenue (to the east of Ingress Park Avenue). Visitors could also head south along the footway of B255 The Avenue to access A266 London Road. Given the

proximity to the Site, it may be attractive for some visitors and staff to park in this area, however it is likely to be less attractive than the areas located closer to the Site.

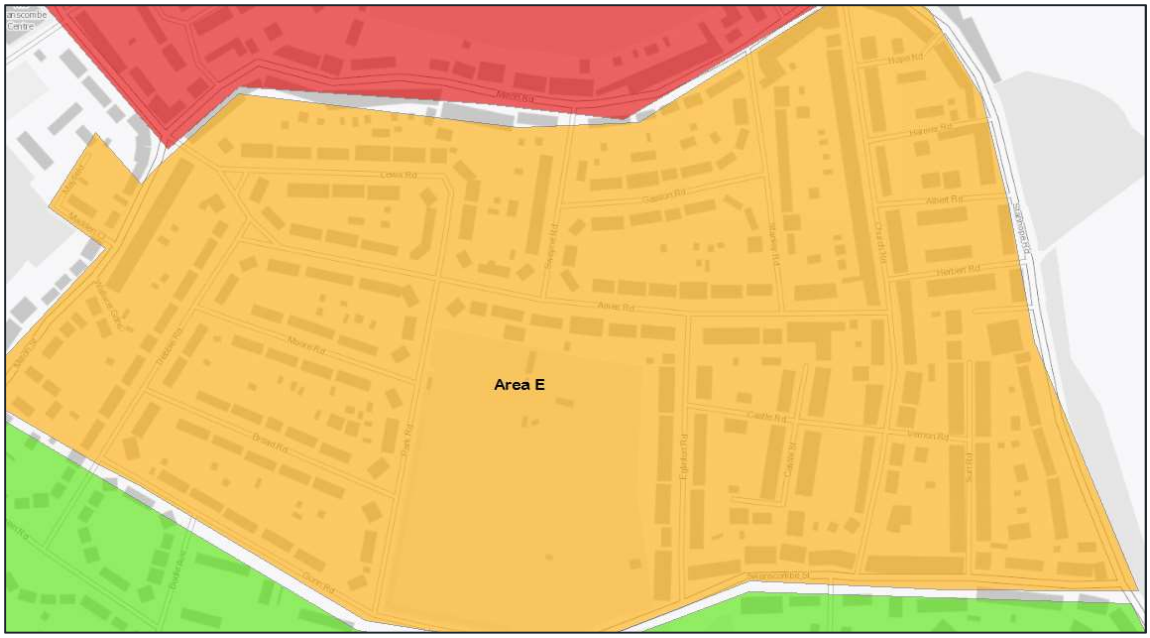
Area E – Gunn Road

2.3.24. Area E considers Swanscombe's central residential streets. It is located south of Milton Road and north of Gunn Road, as shown in **Figure 8**. **Table 2-6** below provides a summary of the parking capacity in the area.

Table 2-6 - Summary of Parking Analysis in Area E

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area E	1000m	577 spaces	20:00 - 21:00 / 56%	1,289 spaces

Figure 8 – Area E (Gunn Road)



2.3.25. **Table 2-6** provides a summary of results from the parking survey for Area E. There are limited parking restrictions on the residential streets in the centre of Swanscombe. This leads the area to have an abundance of available on-street parking throughout the day. Peak occupancy occurs between 20:00 – 21:00 when 56% of the on-street parking spaces are occupied.

2.3.26. The area could be attractive for visitor parking due to the walking accessibility to the Site. Visitors could follow footways on one of the many residential streets such as Park Road or Ames Road to gain access to the footways on Stanhope Road, Craylands Lane and the High Street, to ultimately gain access to the A226 London Road. Given the proximity to the Site, it may be attractive for some

visitors and staff to park in this area, however it is likely to be less attractive than the areas located closer to the Site.

2.3.27. During a site visit and WSP audit undertaken in September 2020, it was noted that daytime occupancy levels for on-street parking in Zone E were considerably higher than in the 2015 parking survey. Due to the COVID-19 global pandemic and a government recommendation to work from home where possible, it is accepted that this increased demand could be residents of Swanscombe not needing to travel to work and as such less available on-street parking. Similar to Ingress Park, dwellings in Zone E have limited curtilage parking and if working patterns and a reduced need to travel for work remains in place, albeit to a lesser extent, it is possible that any available on-street capacity observed in 2015 through the day could be absorbed by local residents.

Area F – Northfleet Station

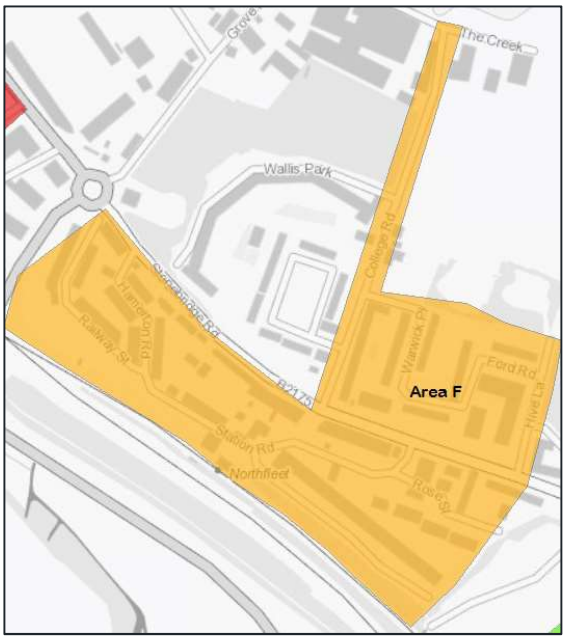
2.3.28. Area F focuses on the surroundings of Northfleet Station. The area is found north and south of B2175 High Street, as shown in

2.3.30. Figure 9. **Table 2-7** below provides a summary of the parking capacity in the area.

Table 2-7 - Summary of Parking Analysis in Area F

	Distance from The London Resort	Average Occupancy (between 06:00 -21:00)	Peak Occupancy	Area Capacity
Area F	1000m	161 spaces	06:00 - 07:00 / 114%	164 spaces

Figure 9 – Area F (Northfleet Station)



2.3.31. **Table 2-7** presents a summary of the Area F parking survey analysis. There are a number of single yellow lines located throughout the area on routes such as Railway Street, Hamerton Road and College Road, however, vehicles are continuing to park here despite these restrictions. This is particularly prevalent on Railway Street which given on street parking restrictions in theory should have no availability for on street parking, but has a minimum of 30 vehicles parking street. This suggests that the restriction is not being enforced. On Rose Street there is resident parking only. Along Hive Lane there are allocated on-street parking bays but this parking is restricted to Monday – Saturday 8am – 6.30pm, 30 minutes only. This is highlighted in the results of the parking survey which shows the total number of vehicles parked outstrips the number of spaces available in the morning between 06:00 – 08:00 and in the evening between 19:00 – 21:00.

2.3.32. In order to access the Resort from Area F, visitors would use the footways along B2175 High Street and the A226 Galley Hill Road / London Road. Similar to Area C, the footways either side of the A226 are not particularly wide and with the incline on the approach to The London Resort it would not be considered as a particularly attractive route for visitors. Given the nature of the walk routes to the Site, this would ideally see any on street parking associated with The Resort prevented.

Area G – Knockhall Road

2.3.33. Area G is situated south of the A226 London Road and east of the B225. It is located southeast of Greenhithe and west of Swanscombe, as shown in **Figure 10**. **Table 2-8** below provides a summary of the parking capacity in the area.

Table 2-8 - Summary of Parking Analysis in Area G

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity

Area F	1000m	294 spaces	20:00 – 21:00 / 54%	673 spaces

Figure 10 – Area G (Knockhall Road)

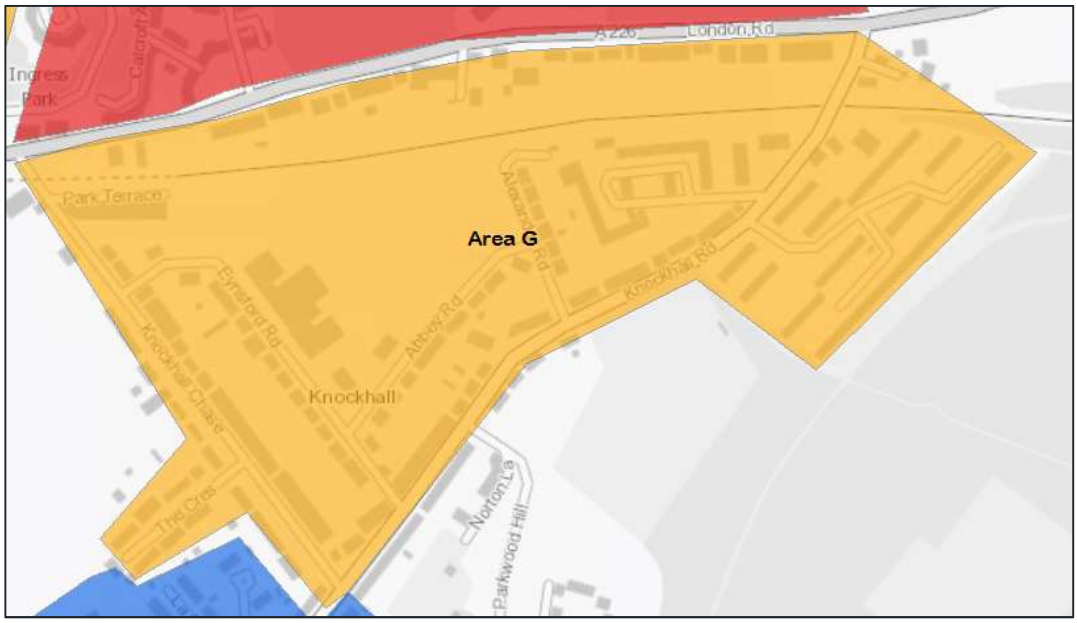


Table 2-8 provides a summary of results from the parking survey for Area G. The area is classed as residential in character with a mixture of on and off-street parking provision and some parking restrictions. On-street parking is widely used throughout this area, with the majority of streets taken up by parked vehicles.

2.3.34. In order to access the Site, visitors would have to walk 1km, on footways along Knockhall Road and the A226 London Road. There are footways on both sides of Knockhall Road, except over the railway line, where the western footway is removed, due to the width of the bridge. On the A226 London Road there are footways on both sides of the carriageway, but it would not be the most attractive route for pedestrians, due to the high volumes of HGVs travelling along the A226 London Road. Again, given the nature of the walk routes to the Site, this would ideally see any on street parking associated with The Resort prevented.

Area H – Springhead Park

2.3.35. Area H is located in north west Springhead. It is situated south of the A2260, east of the highspeed rail link between Ebbsfleet International and Ashford International and west of Springhead Road, as shown in **Figure 11**.

Figure 11 – Area H (Springhead Park)

2.3.36. The area is a new residential estate and was not complete at the time of the 2015 survey. The north western part of the estate is still under construction and as such it is not yet known the type of parking to be provided on-street within this area. The south eastern section of the estate is currently complete. A desktop survey of the area shows some roads with parking restrictions in place and other residential roads with no parking restrictions in place.

2.3.37. The People Mover from Ebbsfleet International could be accessed by heading north on footways on Springhead Parkway, Ebbsfleet Gateway and International to arrive at the People Mover. Given the proximity to the Site and the People Mover, it may be attractive for some visitors and staff to park in this area, however it is likely to be less attractive than the areas located closer to the Site.

APPROXIMATELY 1500M FROM THE SITE

Area I – South Swanscombe

2.3.38. Area I concentrates on South Swanscombe. It is situated south of Gunn Road and north of Leonard Avenue, as shown in **Figure 12**.

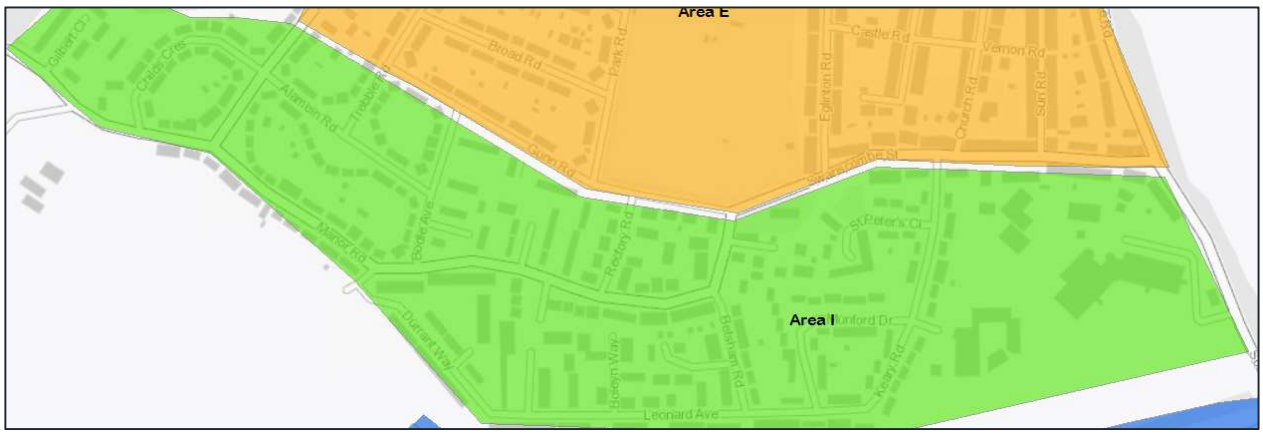
2.3.39.

2.3.40. **Table** 2-9 below provides a summary of the parking capacity in the area.

Table 2-9 – Summary of Parking Analysis in Area I

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area I	1000m	358 spaces	20:00 – 21:00 / 34%	1,255 spaces

Figure 12 – Area I (South Swanscombe)



2.3.41.

2.3.42.

2.3.43. **Table** 2-9 presents a summary of the Area H parking survey analysis. Area H is a residential area with few parking restrictions. Those parking restrictions present in the area include double yellow lines along the north side of Manor Road, but these do not run along the full course of the road. This also occurs on Swanscombe Street where double yellow lines are present on both sides of the road but do not run along the full course of the road. The smaller residential streets such as Leonard Avenue, Munford Drive and Rectory Road do not have parking restrictions and there is some on-street parking available.

2.3.44. Visitors could follow footways on one of the many residential streets to reach Stanhope Road. Once at Stanhope Road, visitors would head north to the High Street to ultimately gain access to the A226 London Road. Given the proximity to the Site, it may be attractive for some visitors and staff to park in this area, however it is likely to be less attractive than the areas located closer to the Site.

Area J – North of Sawyer's Lake

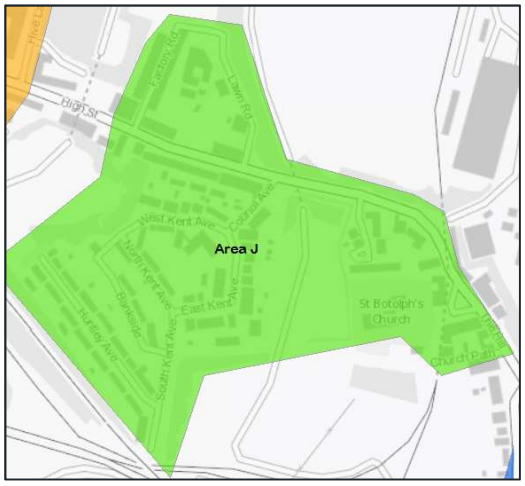
2.3.45. Area J is located north of Sawyer's Lake and south of B2715 High Street, as shown in

2.3.46. **Figure** 13. **Table 2-10** below provides a summary of the parking capacity in the area.

Table 2-10 - Summary of Parking Analysis in Area J

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area J	1000m	135 spaces	20:00 – 21:00 / 36%	438 spaces

Figure 13 – Area J (North of Sawyer's Lake)



2.3.47. **Table 2-10** provides a summary of results from the parking survey for Area I. Area I is a residential area with no parking restrictions. There is on-street parking along several streets such as Factory Road, Bankside, Huntley Avenue, East Kent Avenue and South Kent Avenue.

2.3.48. To access the Site, visitors could head north along the footways of the B2175 High Street, crossing the Stonebridge Road / Grove Road Roundabout and continuing north along the footways of the A226 Stonebridge Road and Galley Hill Road. Similar to Areas C and F, the pedestrian route to The London Resort is not a particularly attractive route for visitors. Given the nature of the walk routes to the Site, this would ideally see any on street parking associated with The Resort prevented.

DISTANCE OVER 1500M FROM THE SITE:

2.3.49. Consideration is now given to those areas in the vicinity of the Site that are approximately 1500 metres from the Proposed Development. In general terms, it should be considered that for most people, this will involve a walk journey of around 20 minutes. It is considered that this is likely to act as a significant deterrence factor, particularly those with families, who will want to make good progress in terms of reaching The Resort.

Area J – North of Bluewater

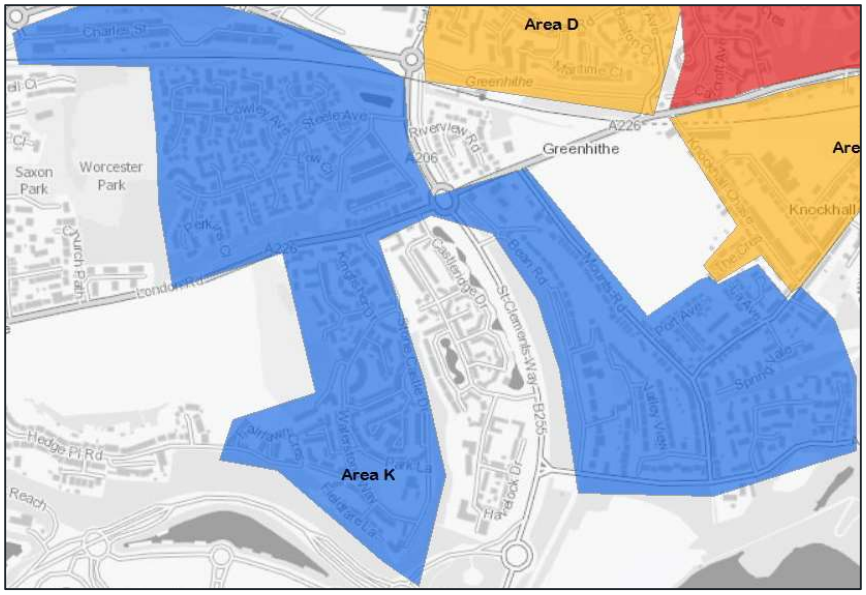
2.3.50. Area K is a large area that incorporates streets north and south of the A226 London Road. It includes the residential streets north of Bluewater Shopping Centre and south of the A206, as

shown in **Figure 14**. The area is mostly residential in nature. **Table 2-11** below provides a summary of the parking capacity in the area.

Table 2-11 - Summary of Parking Analysis in Area K

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area K	1500m +	637 spaces	20:00 – 21:00 / 32%	2,454 spaces

Figure 14 – Area K (North of Bluewater)



2.3.51. **Table 2-11** presents a summary of the Area J parking survey analysis. The area has significant on street parking available throughout the day. However, there are also considerable levels of parking restrictions in the area south of the A206. The Steele Avenue estate has double yellow lines throughout. There are also several on-street parking bays, but these spaces are restricted to Monday – Friday 8am – 6pm, with a maximum stay of 4 hours. Along King Edward Road, there is a residential parking permit zone, operating Monday to Friday 9.30am – 4pm.

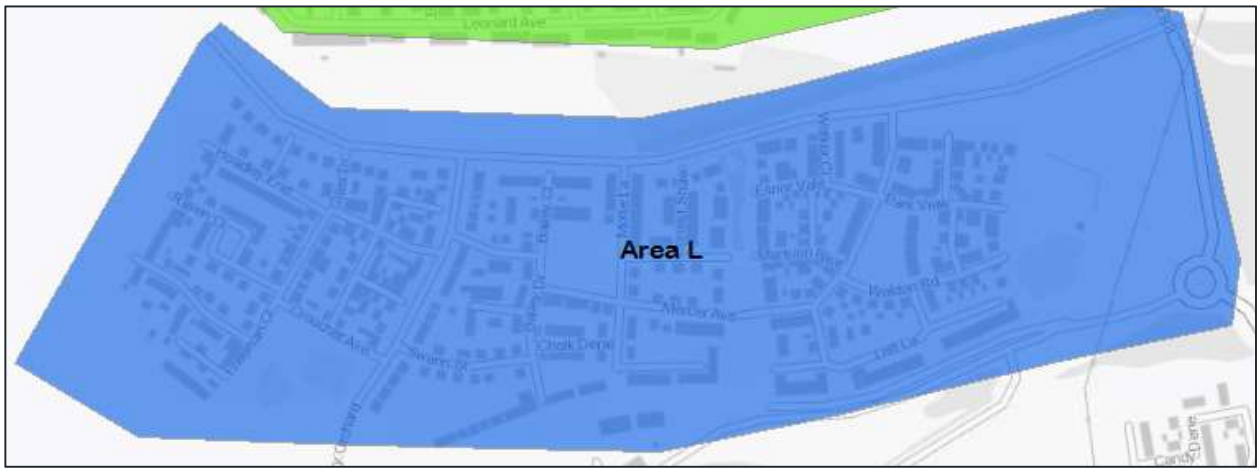
2.3.52. South of the A226 London Road, streets such as Castleridge Drive, Waterstone Way and Woodpecker Drive do not have parking restrictions and have numerous unallocated parking bays. To access the Site from Area J, visitors may consider using the Fastrack Bus Service from Bluewater Bus Station. This service connects Dartford, Bluewater, Ebbsfleet and Gravesend, allowing visitors to reach the Site. The nearest bus stop to the Site is currently The George and Dragon in Swanscombe. The bus journey from the A206 to the Site access will take approximately 10-15 minutes. Including the wait time for the bus, this journey could add an additional 35-40 minutes to the overall travel time. In our judgement, this is likely to be create a level of deterrence for some people.

Area L – Ebbsfleet Valley

2.3.53. Area L focuses on Ebbsfleet which is located west of the B259, east of the B255, south of Swanscombe and north of the A2, as shown in

2.3.54. **Figure** 15.

Figure 15 – Area L (Ebbsfleet Valley)



2.3.55. The area is a new residential estate and he 2015 parking survey did not include the Ebbsfleet Valley area as it was under construction at that time. The estate has a mixture of both unallocated parking bays (for example on Forest Shaw) and parking restrictions. The parking restrictions present are Monday – Friday 8am – 6pm, 4 hours only (for example on Elinor Vale and Mercer Avenue).

2.3.56. The Site could be accessed by heading north on footways on B259 Southfleet Road, B259 Stanhope Road and the High Street to arrive at the A226 London Road or via the Fastrack bus service as outlined for Area J. Given its distance from the Site, it is not considered to be an attractive option for most visitors.

Area M – Northfleet / Springhead / Gravesend

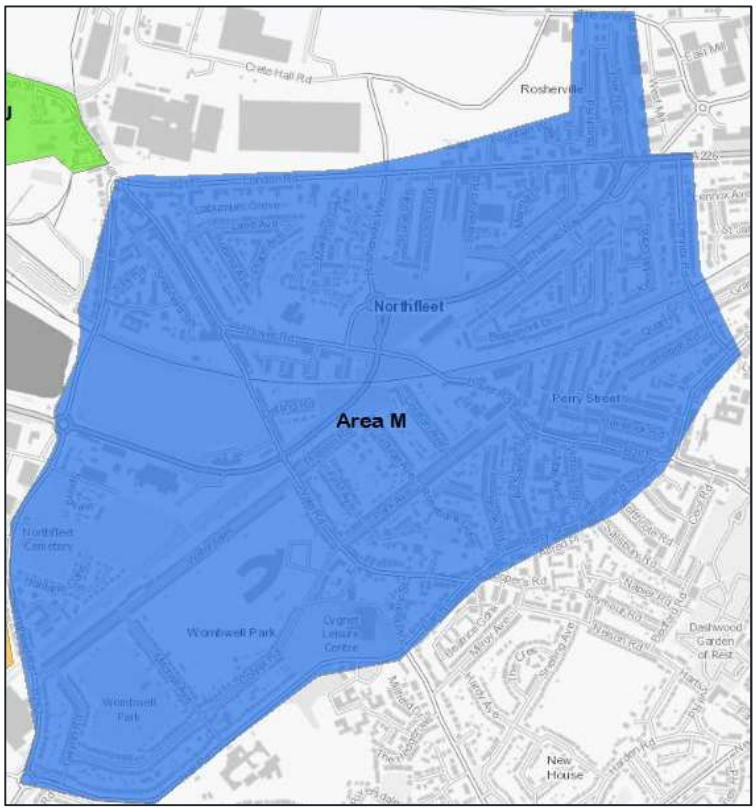
2.3.57. Area M is a large area that spans Northfleet, Springhead and Gravesend. It is mostly residential with some industrial and commercial development to the north of Northfleet and Gravesend, as shown in

2.3.59. Figure 16. **Table 2-12** below provides a summary of the parking capacity in the area.

Table 2-12 - Summary of Parking Analysis in Area L

	Distance from The London Resort	Average Occupancy (between 06:00 - 21:00)	Peak Occupancy	Area Capacity
Area M	1500m +	1,810 spaces	20:00 – 21:00 / 55%	3,818 spaces

Figure 16 – Area M (Northfleet/ Springhead/ Gravesend)



2.3.60. **Table 2-12** provides a summary of results from the parking survey for Area L. Within Northfleet there are few parking restrictions and much of these residential areas do not have any major parking restrictions placed on them. This includes streets such as Springhead Road and Lime Avenue.

2.3.61. Gravesend also contains a high density of residential dwellings, with a large proportion of these terraced with on-street parking available only, with most spaces being utilised throughout the day. Given the nature of the walk routes to the Site, this would ideally see any on street parking associated with The Resort prevented.

Area N – Tilbury

2.3.62. Area N considers at Tilbury, north of the River Thames, south of Chadwell St Mary, east of the A1089 and west of East Tilbury, as show in Figure 17.

Figure 17 - Area N (Tilbury)

2.3.63. The area is largely residential in nature with some industrial and commercial development. The area between Sydney Road and Newton Road (encompassing Auckland Close, Wellington Road, Montreal Road and Dock Road) has a considerable amount of parking restrictions, with spaces available to permit holders only. These are effective Monday – Friday 8am – 6pm, with the exception of marked bays, that do not require a permit. The parking permit area ends on Dock Road between its junction with Montreal Road and Newton Road.

2.3.64. The Ferry Terminal at Tilbury could be accessed by using the pedestrian bridge over the railway from A126 Dock Road and heading south on the footway on A1089 Ferry Road to reach Tilbury Ferry Terminal. This would take at least a 20-minute walk. However, this is unlikely to be an attractive route for pedestrians, due to the high volumes of HGVs and freight traffic travelling along the A1089 Ferry Road to reach Tilbury Ferry Terminal, Tilbury Docks and Freightliner Rail Terminal. Further to this, the average wait time at the Tilbury Ferry Terminal is likely to be eight minutes as the proposed ferry service is to provide up to four services per hour with a forecast journey time of eight minutes to The London Resort. This would increase the total travel time to be closer to 45 minutes which is likely to make the route less attractive and convenient for visitors to The London Resort given the displaced nature of on street parking relative to the access to the Site via the ferry.

CROXTON AND GARRY DEVELOPMENT WITHIN 500M OF THE SITE

Area O – Croxton and Garry

2.3.65. Area O considers the Croxton and Garry residential development which is located north of London Road and south west of Titman Avenue, as shown in Figure 18 below.

Figure 18 - Area O (Croxton and Garry)

2.3.66. The residential development is understood to accommodate 221 units, with the main vehicular access points located from Titman Avenue. Given that the Site is located within 500 metres of this area, it may be attractive for some staff and visitors.

PARKING AUDIT SUMMARY

2.3.67. During the parking survey and through various site visits, observations were made in terms of on-street parking near traffic lights and on-kerb parking. Further information on parking restrictions and a plan is provided in **Appendix B**.

2.3.68. As shown, most of the sites reviewed exhibit on-street parking and show peak occupancies late evening or early morning. This is indicative of local residents using the available on street parking and it can be assumed that a number of commuters then travel during the peak periods towards their areas of employment.

2.3.69. As the Resort is due to open at 10:00, it is unlikely that staff or visitors will seek to park in the nearby areas before the highway network AM peak hour. As such, during this time period and throughout the day, the interaction between Park visitors and existing residents parking is unlikely to cause an issue. However, as The London Resort is a full day experience, include evening entertainment and retail / dining, visitors are likely to have an extended period of stay. This could cause issues with returning residents in the PM periods and during weekends, seeing competing demands for on street parking.

2.3.70. Whilst it is considered that the number of staff and visitors likely to park off-site is considered to be extremely low, it is prudent to consider a strategy to ensure that impacts to local businesses and residents are do not result in significant parking issues or unforeseen highway safety issues. Details of the proposed strategy in respect of dealing with Off Site Parking are set out in Section 4 of this document.

3 CAR PARKS SERVING OTHER OPERATORS

3.1 INTRODUCTION

3.1.1. In addition to the monitoring and management of the local highway network, nearby car parks could provide visitors with a place to park and ride / stride to the Resort. These could include car parks at Bluewater and Ebbsfleet International Railway (to the south of the Thames), and Lakeside and Tilbury Fort (to the north of the Thames.)

3.2 BLUEWATER

3.2.1. Bluewater shopping centre is located south west of The London Resort and provides 13,000 free car parking spaces. It would be a minimum 40-minute walk (3km) from the shopping centre to The London Resort. This is not considered to be a convenient route for visitors of the Resort. However, there are bus services connecting Bluewater to the Site access, which might offer visitors a park and ride location.

3.2.2. In terms of cost, based on an estimate of three people per vehicle, a return bus journey from Bluewater to The London Resort would cost approximately £10. Whilst this is not a significant amount, the combined journey time (parking at Bluewater, waiting for a bus, travelling to The Resort) makes this travel mode less attractive from the convenience perspective. This is because the bus journey time from Bluewater to The London Resort is approximately 10-15 minutes. This, together with waiting time for a bus would therefore add on an additional 35-40 minutes per return trip.

3.2.3. Notwithstanding this, ongoing discussions with Bluewater management will be undertake throughout the Resort's operation to manage any potential conflict that could occur, and where combined strategies can be introduced that support both locations.

3.3 EBBSFLEET INTERNATIONAL

3.3.1. Ebbsfleet International Station has 5,000 car parking spaces and provides quick and easy access to the people mover at Ebbsfleet International, which would provide direct access to The London Resort. Ebbsfleet International Station car park has a charging strategy based on the location. Car Park A, B and C cost £10.50 pre-pay and £11.70 on the day, while Car Park D costs £6.00 pre-pay and £6.50 on the day and Car Park F costs £14.10 a day. Depending on the pricing and ticketing strategy for The London Resort car park, this may be attractive for some visitors to save money, without significantly increasing their journey time.

3.3.2. However, with the ongoing Garden City development, and with the primary purpose of parking at Ebbsfleet being for commuters, it is expected that the vast majority of parking will be used prior to 9.00am in the morning, long before resort visitors arrive on site.

3.3.3. Similar to Bluewater, LRCH will continue to review parking conditions at Ebbsfleet with HS1 and local authorities to understand any potential impacts.

3.4 NORTH OF THE RIVER

3.4.1. Intu Lakeside shopping centre, to the north of the Thames, could provide visitors with an option to park and ride to the ferry crossing location at Tilbury Docks. Currently Lakeside has approximately

12,000 free car parking spaces. A return public transport journey would cost each individual visitor approximately £5. The journey time varies between 15 and 40 minutes and involves a train and bus service. This is unlikely to be convenient or economically viable for visitors based on the average occupancy of three people per vehicle.

3.4.2. The Tilbury Fort Car Park could provide visitors with another option to park and stride to the ferry terminal. The fort car park can accommodate approximately 50 vehicles. The car park is located less than 500m east of Tilbury Ferry Terminal. The car park will be included within the monitoring process and if significant usage is attributed to The London Resort, LRCH will be contact the car park operator (English Heritage) to find an acceptable solution. This could form a charge that is recouped for those accessing the Tilbury Fort for example.

3.5 SUMMARY

3.5.1. LRCH will continue dialogue with the operators of the car parks at Bluewater, Lakeside and Ebbsfleet International following the opening of The London Resort. This will help understand the impact, if any, from visitors utilising the existing car parks and suitable mitigation that suits our individual neighbouring operators.

4 STRATEGY FOR MANAGEMENT OF OFF-SITE PARKING

IMPACT OF COVID-19

4.1.1. The COVID-19 pandemic of 2020 has had fundamental impacts on the way people work and live their lives. Transport has been one of the areas impacted most significantly, with reductions in all transport use. Whilst levels of traffic are likely to return to pre-pandemic levels, technology together with corporate support from businesses have been a significant enabler of new work and lifestyle practices. This includes working from home and the increase in demand for grocery and general deliveries ordered via websites and smartphone apps which has led to reductions in the need to travel, particularly by car.

4.1.2. The changes that have been made during the lockdown period have made companies and individuals consider how they will travel in the future and indeed whether certain journeys will be necessary if there is a technology driven solution. It is evident that there is likely to be a sustained change in behaviours, but it is going to take a period of months, if not years to understand what the change will look like.

4.1.3. This will undoubtedly affect how we use vehicles and the space required to park them during the day and overnight. This is then important that the monitoring strategy for The London Resort closely reviews areas over time to ensure that a flexible approach can be adopted that responds to areas that need it most.

OFF SITE PARKING MANAGEMENT STRATEGY

4.1.4. Whilst this document concludes that the likelihood of visitors and staff choosing to park off site is low, due to the availability of on site parking and the relative inconvenience of off site on street parking, a regime will be established in order to monitor on street parking conditions on residential roads in the vicinity of the Proposed Development. This approach has been discussed with KCC who are supportive.

4.1.5. As set out within the Transport Demand Management Plan, (TDMP), a Steering Group will be established that will act as both a funding and advisory body to review and guide the delivery of transport measures at the Resort. The group will be Chaired by a senior representative of LRCH and is anticipated to include representation from local stakeholders.

4.1.6. It is considered that the first stage of the strategy requires undertaking monitoring of existing on street parking. The exact area to be considered would be agreed by the Steering Group and would be carried out prior to commencement of construction.

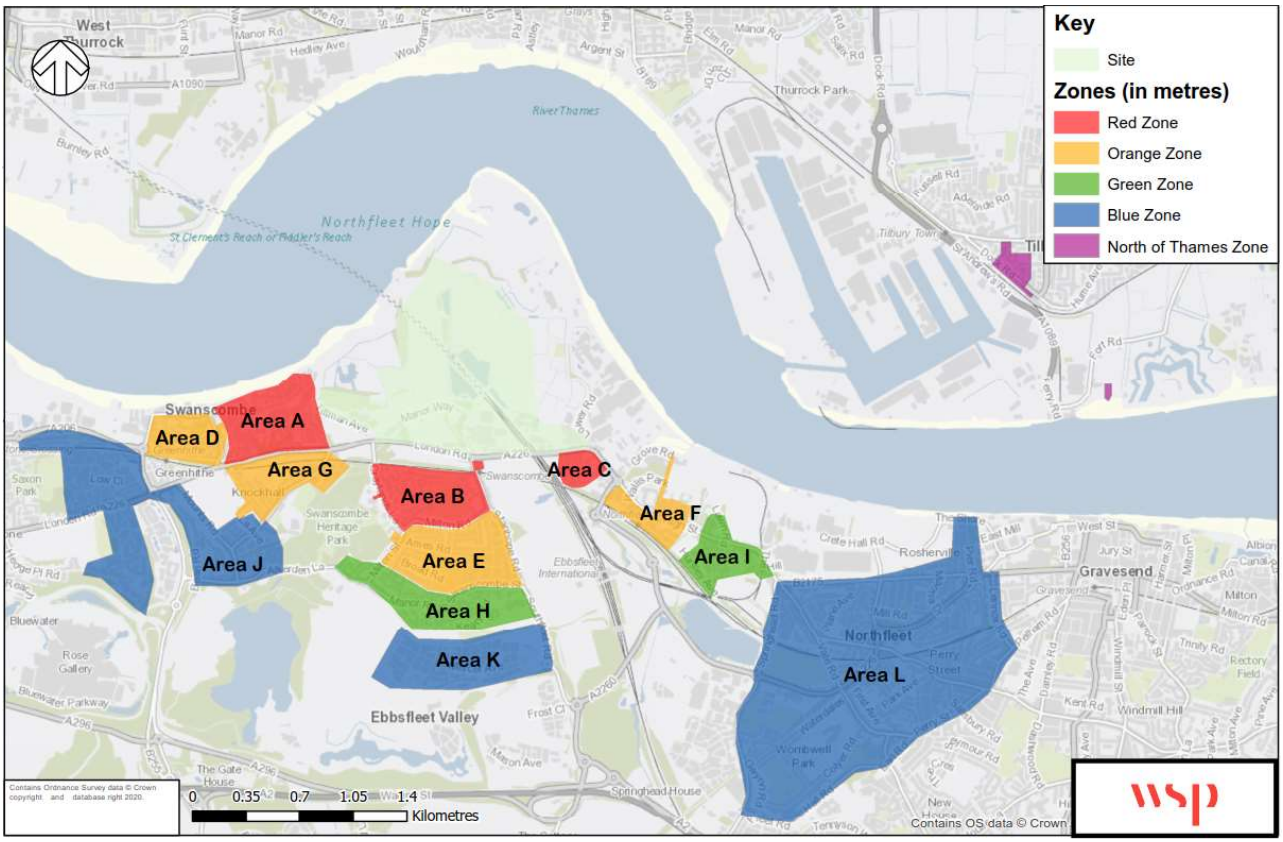
The proposed monitoring regime strategy consists of the following approach:

- A working group consisting of key stakeholders including resident representatives of each area;
- An on-street parking survey is undertaken six months prior to construction, six months prior to occupation and then again on an annual basis (unless otherwise agreed by the Steering Group);
- The working group would meet on a 6-monthly basis from occupation of Gate 1, at which point if any on-street parking issues should be identified and mitigated;
- The process will be repeated following the completion of Gate 2 with a working group meeting every 6 months

- In the event of increases in on street parking demand, identify whether this is attributable to London Resort;
- Identify appropriate on-street parking measures that should be implemented;
- A final round of parking surveys will be undertaken in 2038 as the resort reaches maturity and a meeting of the working group should also take place to ensure any further issues are able to be addressed and mitigated;
- Contact with LRCH, through phone or online for residents to make complaints;
- Consider incentives within Resort or updates to advanced information to pre-warn visitors not to park in proximity to the Site within residential areas;
- Consider whether amendments to existing parking restrictions are necessary; and
- Last resort, CPZ in a phased approach should issues persist.

4.1.7. Following the results of the car parking survey and review of the local area, a five-tiered monitoring process is proposed. This would be based on the walking distance between The London Resort and the local areas shown on **Figure 19**.

Figure 19 - Five-Tiered Monitoring Zones



4.1.8. The suggested five-tiered monitoring zones and approach are outlined below;

- The zones marked in red within **Figure 19** are considered higher risk areas for visitor parking as they are within approximately a 500m walk of The London Resort.
- The zones marked orange within WSP **Figure 19** are considered medium risk areas for visitor parking as they are within approximately a 1,000m walk of The London Resort. A monitoring

program would only be implemented in this area if there is significant visitor parking or implementation of a CPZ within the red tier above.

- The zones marked green within WSP **Figure 19** are considered low risk areas for visitor parking as they are within approximately a 1,500m walk of The London Resort. A monitoring program would only be implemented in this area if there is significant visitor parking or implementation of a CPZ within the orange tier above.
- The zones marked blue within WSP **Figure 19** are considered very low risk areas for visitor parking as they are over a 1,500m walk of The London Resort. A monitoring program would only be implemented in this area if there is significant visitor parking or implementation of a CPZ within the green tier above.
- The zone marked purple within WSP **Figure 19** is considered to be medium to low risk for visitors parking to the north of the river to access the ferry crossing at Tilbury. A monitoring program would be implemented if significant visitor parking occurs within the area and if this continues a CPZ would be implemented as a last resort.

4.1.9. The working group would be formed through the Travel Demand Management Plan document.

4.1.10. It is suggested that a tiered strategy as presented in **Figure 19** with specific areas will be implemented initially, with the wider area monitored. If following the initial parking survey prior to the completion of Gate 1 and Gate 2 the areas within lower tiers are seen to be under significant parking pressures they will be elevated to a higher tier. Should areas outside the zone sequence experience parking stress, implementation of additional measures, amendments to existing parking restrictions or inclusion of the area into the CPZ will be considered.

4.1.11. Following discussions with KCC, it is suggested that the monitoring strategy mirrors the DBC parking management approach and prioritises areas using the following categories;

- **Initial Review** Proximity to Site
- **Category 1** Serious Safety
- **Category 2** Moderate Safety
- **Category 3** Significant Parking Pressures
- **Category 4** Limited Parking Pressures
- **Category 5** Support of local residents and Ward Councillors
- **Category 6** Evidence of Parking Pressures within Area of Significant Parking Pressure in the Borough

4.1.12. From the analysis undertaken, it is considered that if Resort visitors do park in non-designated areas, this will fall under Category 4.

4.1.13. LRCH will also provide a dedicated contact for local residents as part of the Travel Demand Management (TDM) residents should they identify any visitor parking on their own streets with which all information will be shared with ECC, KCC, GBC, DBC and TBC. This will be available for all residents within the tiered areas identified in WSP **Figure 19**. This review mechanism will allow the relevant stakeholders to make a decision on the preferred solution going forward and will inform how far reaching any CPZ or amendments to existing parking restrictions should be. This will form part of the Travel Demand Management strategy and its associated monitoring surveys.

4.1.14. These methods have been put forward in the context of monitoring any unforeseen impacts. It is not considered appropriate to promote a CPZ that may not be required once the Proposed Development has been developed. At this stage, the introduction of a CPZ is a last resort mitigation solution.

5 CONCLUSION

5.1.1. For assessment purposes this document considers that it is unlikely that future staff and visitors will park within off site locations within on street parking areas. Using survey information obtained in 2015, an assessment of the availability of existing on street parking demand has been undertaken, which whilst showing availability, these are within areas not generally within convenient walk distance from The Resort.

5.1.2. Notwithstanding this, a regime to monitor and manage any on street parking demand demonstrated to arise from The Resort has been proposed, through potential introduction of amended parking restrictions and the potential for CPZ. This approach will be governed by the Transport Demand Management Steering Group.

Appendix A

2015 CAR PARKING SURVEY RESULTS

This sheet provides a brief description of what information is held within each tab of this document, and how the results were achieved.

RESULTS TAB

Occupancy Vehicles by Link Table :- This table shows the occupancy per street / per beat. Therefore the maximum total value is the maximum number of vehicles present within the study area throughout the survey day. The graph below this table shows the "Accumulative" capacity - street by street stacked.

Duration of stay (Hrs) by Arrival Time :- This table presents the duration of stay (In Hours) that a vehicle has stayed for relative to the time period that it arrived (Example : 10 Vehicles arrived within beat 2 and stayed for 5 hours). The graph below this table shows the "Accumulative" number of vehicles by time period.

Arrivals vs Departures by Survey Period :- This table presents the number of vehicle that have arrived or departed within the survey. Note that a vehicle cannot depart in the 1st beat as the vehicle has to be active within the system to be departed. Generally the number of vehicles captured in the 1st beat represents the number of vehicles "In @ Start". The table to the right of table graphically shows the Arrival & Departure trend line.

PARKING TAB

Vehicle Information :- This tab contains all the VEHICLE information data which has been linked spatially to its nearest classified link restriction. This information can be easily queried by using the filter option to select specific streets, timebins, classification and much more. .

CAPACITY

Length of classifications (m) by link :- This table shows the length (Metres) of each classification within each street, that has been surveyed as part of the project. The length of each restriction is taken from a site visit using GIS and measuring the kerbside length. Only kerbside restrictions are captured, the more enforceable the restriction the higher it is in the survey hierarchy. For example a Double Yellow line is more enforceable than a dropped kerb. Where there is no kerbside restriction present this will be classified as "Unrestricted".

Calculated capacity (spaces) by link :- The table shows the number of spaces available within each individual network section (No of Spaces). This is calculated by two methods. The first method is to count the actual number of physical individual marked spaces within the section (example 5 number Parallel Bays). The second method is used where the spaces are not individually marked or there is no restriction present, to calculate the capacity using this method we would take each individual section length and divide it by 5 m (Standard car length) rounding the value "DOWN" at all calculations. As each restriction length is calculated individually, the combined value of capacity will often be less than the total lenght divided by 5m.

LINKS_CLASSIFIED

Link Classification :- This tab contains all the individual link (Classified Restrictions) within the survey area providing details on the ID, Class, Length and Capacity. The column titled "Count of Vehicles" is the number of vehicles captured parking on the section throughout the survey period which is used to calculate the next column "Turnover" by dividing the number of vehicles captured by the number of spaces available.

STRESS LEVEL

This table shows the capacity stress level (Legally Parked Only) for each street within the survey area for each beat conducted. It is possible for % capacity to exceed 100% if vehicle are parking closer together and the number of vehicles recorded within a beat is greater than that of the Capacity Calculation detailed above (Example. a section length of 29.2 m / 5 m = 5 Vehicles. However, in practise it would be possible to accommodate 6 vehicles).

Vehicle Occupancy by Link

LINK \ TIME PERIOD	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	11:00 - 12:00	12:00 - 13:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00
ABBEY ROAD	14	14	11	9	5	9	12	14
ADMIRALS WALK	0	2	2	1	3	3	1	3
ALAMEIN ROAD	18	17	14	10	11	23	24	23
ALBERT ROAD	17	17	17	17	17	17	17	17
ALEXANDER ROAD	16	14	10	11	11	10	12	16
ALKERDEN LANE	18	16	13	10	8	12	13	17
ALL SAINTS CLOSE	15	15	18	17	17	13	10	12
ALL SAINTS' ROAD	74	64	58	58	56	79	77	71
ALMA ROAD	7	9	11	11	11	11	7	7
AMES ROAD	27	36	34	34	34	40	43	45
AMEY ROAD	0	0	0	0	0	0	1	0
ARGLES CLOSE	2	2	2	0	0	2	4	4
AUSTEN CLOSE	0	1	1	1	1	0	0	0
B255 HIGH STREET	33	27	21	15	19	35	38	39
B255 STATION ROAD	0	0	0	1	1	0	0	2
B255 THE AVENUE	0	1	0	0	0	0	3	1
B259 SOUTHFLEET ROAD	11	10	8	11	7	7	11	12
B261	0	0	0	0	0	0	0	0
B261 DOVER ROAD	0	0	0	0	0	0	0	0
B261 DOVER ROAD E	36	33	31	26	24	30	31	33
B261 OLD ROAD W	40	34	24	21	14	32	40	46
B262 SPRINGHEAD ROAD	4	13	12	13	11	18	21	22
BANKSIDE	4	3	2	2	2	8	9	9
BEAN ROAD	42	41	42	44	41	45	45	41
BEATON CLOSE	3	6	3	2	3	3	7	3
BEAUMONT DRIVE	38	38	43	39	35	54	54	55
BERESFORD ROAD	39	38	38	35	34	38	38	38
BETSHAM ROAD	8	8	8	8	6	10	9	11
BEVANS CLOSE	2	2	1	2	2	2	1	1
BLACK EAGLE DRIVE	17	15	14	15	16	18	18	18
BODLE AVENUE	17	14	14	10	11	12	17	16
BOLEYN WAY	11	11	9	6	5	16	14	13
BORLAND CLOSE	3	2	1	1	0	1	3	3
BRAMBLING CLOSE	3	3	3	6	5	5	5	5
BREAKNECK HILL	0	0	0	0	0	0	0	0
BROAD ROAD	14	14	11	9	9	14	13	14
BROOK ROAD	87	79	64	55	56	73	85	89
BROOMFIELD ROAD	73	52	47	44	40	63	66	67
BUCKINGHAM ROAD	5	5	5	5	1	1	7	6
BULLIVANT CLOSE	3	3	2	2	2	5	4	4
BURCH ROAD	44	44	34	26	27	39	38	46
BURNABY ROAD	30	28	25	34	32	32	30	31
CALCROFT AVENUE	18	17	14	12	12	12	17	16
CAMDEN CLOSE	5	3	3	3	3	5	5	6
CAMPBELL ROAD	109	92	80	58	59	94	111	116
CAPABILITY WAY	17	17	16	18	16	15	16	18
CAPSTAN MEWS	1	1	1	1	1	1	1	1
CARMICHAEL AVENUE	21	21	18	17	17	17	18	19
CASPIAN WAY	27	24	23	18	17	21	23	23
CASTLE ROAD	0	40	48	42	42	42	49	49
CASTLE STREET	18	18	14	14	14	27	28	29
CHAMBERS CLOSE	0	0	0	1	0	2	2	2
CHANDLERS MEWS	10	8	7	6	7	9	10	12
CHARLES STREET	138	111	95	76	78	115	128	127
CHESTNUT CLOSE	0	0	0	0	0	0	0	0
CHILDS CRESCENT	22	22	17	14	13	21	22	22
CHURCH ROAD	91	88	76	75	75	81	82	105
CLOVELLY PLACE	5	5	6	6	6	7	9	11
COBHAM TERRACE	2	2	2	0	3	2	3	2
COLLEGE PLACE	24	22	15	9	10	15	19	20
COLLEGE ROAD	22	22	18	21	23	20	21	21
COLYER ROAD	130	110	89	74	74	129	136	141
COULTON AVENUE	64	56	37	29	28	51	58	62
COUNCIL AVENUE	12	12	14	9	9	9	12	11
COURTYARD MEWS	25	25	20	14	14	14	22	24
COVESFIELD	4	3	2	5	6	11	11	11
COWLEY AVENUE	9	6	3	1	1	10	11	10
CRAYLANDS LANE	14	17	14	16	14	17	20	18
CRAYLANDS SCHOOL ENTRANCE	0	0	0	2	0	0	0	0
CRAYLANDS SQUARE	17	12	11	5	7	11	14	17
CREMORNE ROAD	2	3	2	1	2	2	2	3
CREST VIEW	1	1	0	0	0	0	0	0
CROSS ROAD	13	13	8	14	13	11	11	12
CUTTY SARK CLOSE	3	2	1	0	1	3	3	3
DAVIS AVENUE	13	13	13	14	14	16	16	16
DAWES CLOSE	3	2	0	1	1	2	6	4
DIAL CLOSE	4	4	3	2	1	3	3	4
DOVER MEWS	16	16	16	14	14	16	15	16
DOVER ROAD	98	84	82	66	55	89	92	98

DUDLEY ROAD	18	17	15	11	9	19	18	18
DUNCANNON PLACE	6	6	4	4	4	7	9	9
DURRANT WAY	58	52	42	38	46	59	57	55
E KENT AVENUE	9	9	4	3	3	9	7	8
EAGLE WAY	14	20	25	24	21	16	9	16
EAGLES ROAD	4	5	6	4	4	5	9	6
EARL ROAD	26	23	22	18	17	17	22	21
EGLINTON ROAD	0	10	37	39	40	49	50	50
ELIZA COOK CLOSE	0	0	0	1	0	0	0	0
EMPIRE WALK	3	2	3	2	2	4	6	6
ESTATE ACCESS	2	1	1	0	2	0	0	1
ESTATE FOOTPATH	4	4	3	5	4	7	7	7
EVANS CLOSE	1	1	1	0	1	1	3	2
EYNSFORD ROAD	15	43	53	55	57	40	45	45
FACTORY ENTRANCE	0	0	0	0	0	0	0	0
FACTORY ROAD	41	40	39	35	39	36	39	41
FIDDLERS CLOSE	2	2	0	0	0	2	2	2
FIELDFARE LANE	3	3	1	1	1	1	3	3
FIRST AVENUE	0	10	10	10	10	11	11	12
FISHERMAN'S HILL	7	7	7	5	8	8	7	7
FIVEASH ROAD	38	37	34	34	35	39	38	38
FOOTBALL CLUB ENTRANCE	8	12	11	7	6	2	2	2
FORD ROAD	5	4	3	7	6	5	6	6
FOUNTAIN WALK	32	32	22	24	27	32	32	35
FOXWOOD GROVE	0	6	6	5	4	13	14	14
FROBISHER WAY	13	10	6	8	9	14	14	14
GALLEON MEWS	5	5	3	2	2	4	3	4
GASSON ROAD	15	15	14	14	10	14	14	14
GILBERT CLOSE	17	16	14	12	11	18	20	20
GLEBE ROAD	27	26	28	25	28	33	34	32
GORDON ROAD	72	69	52	53	56	67	79	76
GOUGE AVENUE	41	41	41	41	38	38	45	44
GRANVILLE ROAD	64	64	46	47	39	70	70	74
GROVE ROAD	7	12	14	15	15	8	7	8
GUNN ROAD	34	29	23	22	23	34	34	32
GWYNN ROAD	64	59	50	46	49	62	61	62
HALDANE GARDENS	10	10	9	7	8	11	12	11
HALL ROAD	24	24	20	12	11	27	22	18
HAMERTON ROAD	33	30	24	18	23	31	35	33
HARMER COURT	6	6	6	6	6	6	6	6
HARMER ROAD	12	12	9	8	9	9	9	13
HARTFIELD PLACE	3	3	3	3	3	3	3	3
HASTED CLOSE	12	12	9	8	9	8	11	11
HATTON MEWS	4	2	4	1	3	5	2	2
HAVELOCK ROAD	82	78	61	51	51	91	91	97
HERBERT ROAD	23	23	22	18	15	20	20	20
HIGH STREET	15	14	13	16	11	25	20	20
HIVE LANE	4	4	4	6	8	2	7	6
HOPE ROAD	4	4	6	6	6	6	7	7
HUNTLEY AVENUE	35	34	32	30	30	45	37	36
INGRESS GARDENS	70	68	49	52	60	77	82	86
INGRESS PARK AVENUE	42	35	32	25	30	40	44	44
JACKSON CLOSE	3	2	2	1	1	4	4	4
JOHNSONS WAY	7	6	7	4	5	5	4	4
JUBILEE CLOSE	0	7	7	5	5	6	6	6
KEARY ROAD	42	40	43	36	31	39	46	51
KEMSLEY CLOSE	12	11	8	8	8	12	13	13
KENDALL GARDENS	21	20	12	9	11	12	14	14
KIND EDWARD ROAD	21	21	8	11	11	17	23	25
KING EDWARD ROAD	15	15	16	12	11	7	7	17
KINGFISHER DRIVE	0	0	0	0	0	0	0	0
KINGSTON COURT	10	10	9	10	10	9	12	10
KNOCKHALL CHASE	58	32	55	59	41	58	57	56
KNOCKHALL ROAD	49	106	82	63	61	107	106	120
KOCKHALL ROAD	0	3	5	5	5	9	9	7
LABURNUM GROVE	4	4	3	1	1	3	3	3
LANE AVENUE	0	7	7	5	6	11	11	14

LANSDOWN PLACE	4	3	4	16	13	6	14	12
LANSDOWNE SQUARE	8	8	6	5	5	7	8	8
LAWN ROAD	11	9	8	11	13	14	15	18
LENNOX ROAD	16	15	15	13	14	9	10	9
LEONARD AVENUE	31	28	24	21	21	29	33	36
LEWIS ROAD	31	25	23	23	24	31	32	32
LIGHTERMAN'S MEWS	2	2	2	1	1	2	2	2
LIGHTERMANS WAY	2	2	2	2	2	0	0	1
LIME AVENUE	58	58	48	43	41	59	63	61
LOW CLOSE	8	6	5	3	2	5	6	6
MADDEN CLOSE	4	4	4	4	4	5	5	5
MANOR ROAD	86	75	59	44	46	75	83	87
MARINA DRIVE	22	22	22	19	19	15	16	18
MARINERS WAY	5	6	5	5	5	2	3	4
MARITIME CLOSE	9	11	5	3	3	3	10	11
MARITIME GATE	22	21	20	17	14	18	21	24
MAY AVENUE	12	12	12	16	15	15	17	20
MAYFIELD	3	3	3	3	2	2	2	3
MAYFIELD ROAD	46	40	31	25	28	40	43	43
MERLIN COURT	6	6	6	2	2	6	6	6
MERMAID CLOSE	15	14	9	9	6	10	14	14
MILL ROAD	110	94	87	68	74	102	109	120
MILTON ROAD	0	0	0	0	0	0	0	0
MILTON STREET	50	47	36	35	28	45	54	53
MITCHELL AVENUE	74	71	61	55	60	67	72	76
MONKS WELL	5	5	1	2	1	3	4	5
MOORE ROAD	23	20	17	10	12	21	24	22
MOUNTS ROAD	57	46	39	31	37	54	53	54
MUNFORD DRIVE	25	26	25	20	22	29	30	31
OCCUPANCY	**3754**	**3637**	**3207**	**2888**	**2857**	**3803**	**4073**	**4225**
CAPACITY	**9246**	**9246**	**9246**	**9246**	**9246**	**9246**	**9246**	**9246**

Duration of stay (Hrs) by Arrival Time

TIME PERIOD / TOTAL LENGTH OF STAY(HOURS)	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	11:00 - 12:00	12:00 - 13:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00	Grand Total
1	627	90	0	322	0	419	200	704	**2362**
2	1110	0	0	0	0	175	961	0	**2246**
3	0	0	178	0	0	2245	0	0	**2423**
4	0	100	35	0	0	0	0	0	**135**
5	1143	30	0	0	0	0	0	0	**1173**
6	306	0	0	0	327	0	0	0	**633**
7	0	0	0	384	56	0	0	0	**440**
8	0	0	0	65	21	0	0	0	**86**
9	0	0	0	27	204	0	0	0	**231**
10	0	0	105	204	0	0	0	0	**309**
11	0	62	31	0	0	0	0	0	**93**
12	523	45	9	0	0	0	0	0	**577**
13	136	9	101	0	0	0	0	0	**246**
14	66	152	0	0	0	0	0	0	**218**
15	1778	0	0	0	0	0	0	0	**1778**
Grand Total	**5689**	**488**	**459**	**1002**	**608**	**2839**	**1161**	**704**	**12950**

Arrivals vs Departures by Survey Period (No. of Vehicles)		
Time Period	**Arrivals**	**Departures**
06:00 - 07:00	5689	N/A
07:00 - 08:00	488	627
08:00 - 09:00	459	1200
11:00 - 12:00	1002	1421
12:00 - 13:00	608	693
18:00 - 19:00	2839	1401
19:00 - 20:00	1161	752
20:00 - 21:00	704	507
In @ End	N/A	6349
Grand Total	**12950**	

Vehicle Occupancy by Link (Con't)

LINK \ TIME PERIOD	06:00 - 07:00	07:00 - 08:00	08:00 - 09:00	11:00 - 12:00	12:00 - 13:00	18:00 - 19:00	19:00 - 20:00	20:00 - 21:00
N KENT AVENUE	5	4	4	4	4	3	3	3
NORTHWOOD DRIVE	6	5	5	6	5	5	6	6
OLD PERRY STREET	0	0	0	0	0	0	0	0
ORCHARD ROAD	52	47	42	30	32	49	55	58
PACIFIC CLOSE	2	1	1	1	0	4	5	5
PALLADIAN CIRCUS	41	34	29	24	20	39	43	42
PARK AVENUE	68	99	88	83	70	101	98	105
PARK CLIFF AVENUE	1	1	1	0	0	2	2	2
PARK CLIFF ROAD	7	7	4	3	3	11	15	14
PARK LANE	16	15	12	13	13	12	12	13
PARK ROAD	15	12	9	6	6	14	15	16
PELHAM ROAD	17	14	11	14	13	16	13	13
PELHAM ROAD S	5	6	3	3	3	5	14	13
PENTSTEMON DRIVE	30	21	19	17	15	22	21	23
PERKINS CLOSE	5	2	1	3	2	8	6	8
PERRY STREET	5	7	5	17	12	14	16	13
PIER ROAD	86	86	67	64	61	86	83	87
PILGRIMS VIEW	7	8	9	7	7	11	9	7
PLANE AVENUE	50	50	33	25	25	46	47	44
PORT AVENUE	19	15	14	11	13	17	19	19
PORTLAND PLACE	11	11	11	12	13	12	12	12
PRIORESS CRESCENT	5	5	4	3	4	6	6	6
PROVIDENCE STREET	25	26	14	6	6	28	31	33
QUAY LANE	2	4	2	2	2	5	5	4
RAILWAY STREET	48	41	36	36	30	35	45	45
RANELAGH GARDENS	3	3	4	3	2	4	5	5
RECTORY ROAD	3	4	5	5	3	6	5	4
REDWING CRESCENT	0	0	0	0	0	0	0	0
REED COURT	2	2	1	1	1	2	3	1
RESERVOIR CLOSE	0	2	2	4	5	8	7	8
RESIDENTIAL ESTATE	3	2	2	3	3	4	4	3
RICHARDSON CLOSE	6	3	1	1	0	0	3	4
ROBINIA AVENUE	41	41	26	27	27	43	46	43
ROBINSON WAY	21	19	12	16	15	22	19	22
ROSE STREET	28	25	24	19	17	16	16	16
ROSEBANK GARDENS	2	2	4	5	5	7	7	7
ROSHERVILLE WAY	0	0	0	0	0	0	0	0
RURAL VALE	62	61	53	37	41	67	68	66
S KENT AVENUE	5	5	3	3	3	5	8	8
SANDERING WAY	4	3	3	2	3	8	7	7
SANDERLING WAY	6	6	4	4	4	10	7	10
SANDPIPER CLOSE	11	11	10	9	4	5	5	4
SARA CRESCENT	9	8	5	5	4	12	12	10
SAYER CLOSE	7	3	0	1	2	8	5	5
SCHOOL ENTRANCE	0	0	0	0	0	0	0	0
SEYMOUR WALK	6	6	7	7	8	5	5	4
SHEPHERD STREET	9	9	9	9	6	6	6	10
SHEPHERT STREET	26	26	25	25	18	24	23	26
SISKIN DRIVE	0	0	0	0	0	0	0	0
SKIPPERS CLOSE	1	3	2	0	0	0	1	1
SKYLARK AVENUE	3	3	2	3	4	3	3	3
SMUGGLERS WALK	12	12	1	2	2	2	8	8
SNOWDEN HILL	20	18	14	13	13	18	21	19
SPRING VALE	0	16	13	12	11	18	22	25
SPRINGHEAD ROAD	30	30	26	39	39	39	37	37
ST. CLEMENTS ROAD	20	20	14	11	8	11	12	11
ST. MARK'S AVENUE	69	70	60	65	63	71	74	76
ST. PAUL'S CLOSE	1	0	0	0	0	0	0	0
ST. PETER'S CLOSE	17	15	14	9	7	15	21	22
STAFFORD CLOSE	0	0	0	0	0	1	1	0
STANBROOK ROAD	62	61	50	40	36	51	54	60
STANHOPE ROAD	48	48	47	44	45	45	75	75
STANHOPE STREET	10	10	11	11	11	11	9	9
STANLEY ROAD	13	13	9	11	7	8	8	8
STARBOARD AVENUE	19	15	12	10	10	13	16	16
STATION ROAD	45	42	36	34	31	43	44	45
STEELE AVENUE	6	8	8	9	7	7	7	9
STONE CASTLE DRIVE	13	14	13	15	17	15	11	12
STONECHAT MEWS	24	24	17	17	16	16	22	22
STONELY CRESCENT	6	6	3	3	3	3	4	3
SUN ROAD	41	44	41	37	32	47	51	56
SUTHERLAND CLOSE	7	2	1	0	0	2	5	6
SWANSCOMBE STREET	16	16	17	20	29	29	43	41
SWEYNE ROAD	15	15	13	13	11	11	11	11
SYLVAN MEWS	4	4	4	1	4	2	3	3
TAUNTON ROAD	25	24	23	20	20	28	27	27
THAMES WAY	0	0	0	0	0	0	0	0
THE CRESCENT	0	3	6	6	6	8	7	6
THE DELL	11	11	9	9	9	14	16	15

THE GROVE	3	2	3	3	5	5	12	13
THE HILL	11	11	9	9	9	18	18	18
THE RISE	10	10	6	5	5	5	7	7
THE SALTINGS	3	3	2	2	2	2	2	2
TOOLEY STREET	20	20	20	20	20	15	15	20
TREBBLE ROAD	12	17	16	9	9	19	22	22
TRIVETT CLOSE	2	1	1	1	1	3	3	4
UNNAMED RESIDENTIAL ESTATE	47	52	50	49	52	57	53	46
UNNAMED ROAD	1	1	1	1	2	1	1	1
VALE ROAD	39	38	33	32	27	35	35	35
VALLEY VIEW	35	35	29	26	27	39	37	38
VAUXHALL CLOSE	1	2	3	5	4	5	6	5
VERNON ROAD	12	9	6	5	6	7	8	11
VICARAGE DRIVE	9	9	9	8	8	11	12	12
VICTORIA ROAD	44	43	35	38	39	47	47	47
W KENT AVENUE	14	14	9	7	7	11	12	12
WAINWRIGHT AVENUE	0	0	0	0	0	0	0	0
WAKEFIELD ROAD	10	12	9	10	10	16	13	12
WALLACE GARDENS	1	1	1	1	1	1	2	1
WARWICK PLACE	25	23	18	15	20	18	17	20
WATERDALES	166	161	140	124	125	152	158	168
WATERMANS WAY	25	21	20	14	16	23	25	24
WATERSIDE	1	1	1	1	1	1	1	1
WATERSTONE WAY	43	41	33	37	35	45	44	46
WESTERN CROSS CLOSE	7	5	4	3	3	5	5	6
WHEATLEY AVENUE	1	0	0	0	0	2	3	2
WHITBY CLOSE	1	0	0	0	0	4	3	3
WHITES CLOSE	2	1	1	2	2	1	1	2
WOLSEY CRESCENT	12	12	11	6	6	6	11	11
WOODLAND WAY	4	4	1	1	2	2	3	5
WOODPECKER DRIVE	18	18	10	10	11	12	14	14
WORCESTER CLOSE	13	14	9	6	9	9	15	15
WRIGHT CLOSE	5	5	3	3	3	6	6	6
YORK ROAD	18	18	18	18	11	15	15	19
OCCUPANCY	**1935**	**1913**	**1601**	**1501**	**1449**	**1942**	**2081**	**2128**
CAPACITY	**5244**	**5244**	**5244**	**5244**	**5244**	**5244**	**5244**	**5244**

Length of Classifications by Link (Metres)

Link	Access/Junction	Bus Stop	Cycle Lane	Disabled	Disabled Nose-In	Double yellow lines	Dropped Kerb	Echelon bay	Hatching	I-Bar	Keep Clear	Miscellaneous	Nose-in Bay	Parallel Bay	Resident Permit Holders	School Keep Clear	Single yellow line	Thick White Line	Unclassified	Unclassified Nose-In	Zig zag	Grand Total
ABBEY ROAD	28.67	0.00	0.00	0.00	0.00	31.88	14.59	0.00	17.87	7.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71.56	253.63	0.00	0.00	425.50
ADMIRALS WALK	5.61	0.00	0.00	0.00	0.00	34.98	40.28	0.00	0.00	0.00	0.00	0.00	0.00	25.99	0.00	0.00	180.54	0.00	0.00	0.00	0.00	287.40
ALAMEIN ROAD	0.00	0.00	0.00	0.00	0.00	13.30	74.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	322.59	0.00	0.00	410.72
ALBERT ROAD	0.00	0.00	0.00	0.00	0.00	0.00	5.27	0.00	0.00	34.28	0.00	0.00	0.00	45.79	0.00	0.00	0.00	0.00	118.30	0.00	0.00	203.63
ALEXANDER ROAD	22.28	0.00	0.00	0.00	0.00	40.83	15.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54.54	214.10	0.00	0.00	347.20
ALKERDEN LANE	34.27	0.00	276.26	0.00	0.00	28.18	14.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1374.66	0.00	0.00	1728.16
ALL SAINTS CLOSE	9.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.12	0.00	69.56	34.55	0.00	120.86
ALL SAINTS' ROAD	32.19	0.00	0.00	6.76	0.00	48.86	31.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	448.20	0.00	0.00	567.09
ALMA ROAD	0.00	0.00	0.00	0.00	0.00	134.15	10.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.62	0.00	0.00	210.82
AMES ROAD	42.34	0.00	0.00	17.26	0.00	42.20	245.85	0.00	0.00	22.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	722.76	0.00	0.00	1093.24
AMEY ROAD	5.89	0.00	0.00	0.00	0.00	83.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.19	0.00	0.00	93.25
ARGLES CLOSE	0.00	0.00	0.00	0.00	0.00	13.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	99.36	0.00	0.00	0.00	0.00	112.88
AUSTEN CLOSE	38.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	127.94	0.00	0.00	166.58
B255 HIGH STREET	0.00	0.00	0.00	0.00	0.00	356.16	20.57	0.00	0.00	19.93	0.00	0.00	15.10	52.11	0.00	0.00	161.59	0.00	84.57	4.31	0.00	714.34
B255 STATION ROAD	0.00	0.00	0.00	0.00	0.00	351.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.64	0.00	45.73	402.23
B255 THE AVENUE	0.00	0.00	0.00	0.00	0.00	495.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	110.74	0.00	123.28	0.00	0.00	729.57
B259 SOUTHFLEET ROAD	106.78	0.00	0.00	0.00	0.00	112.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.34	0.00	0.00	0.00	0.00	1442.82	0.00	0.00	1736.38
B261	0.00	0.00	0.00	0.00	0.00	0.00	7.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	235.28	0.00	0.00	242.51
B261 DOVER ROAD	0.00	0.00	0.00	0.00	0.00	0.00	4.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	521.09	0.00	0.00	526.00
B261 DOVER ROAD E	36.08	0.00	0.00	0.00	0.00	177.62	0.00	0.00	0.00	7.70	0.00	0.00	0.00	0.00	0.00	24.15	139.31	0.00	285.45	0.00	0.00	670.31
B261 OLD ROAD W	0.00	0.00	0.00	0.00	0.00	206.46	6.31	0.00	0.00	0.00	0.00	0.00	0.00	93.43	0.00	0.00	187.41	0.00	0.00	0.00	0.00	493.61
B262 SPRINGHEAD ROAD	37.24	97.12	0.00	0.00	0.00	234.26	86.66	0.00	0.00	0.00	0.00	0.00	0.00	137.81	0.00	0.00	0.00	0.00	1140.99	0.00	67.53	1801.60
BANKSIDE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	370.95	0.00	0.00	370.95
BEAN ROAD	30.01	0.00	0.00	0.00	0.00	179.70	32.10	0.00	0.00	7.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	896.36	0.00	0.00	1145.66
BEATON CLOSE	0.00	0.00	0.00	0.00	0.00	107.42	107.53	0.00	0.00	0.00	0.00	0.00	0.00	35.49	0.00	0.00	113.25	0.00	0.00	0.00	0.00	363.69
BEAUMONT DRIVE	13.13	0.00	0.00	0.00	0.00	0.00	772.64	0.00	0.00	6.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	862.15	0.00	0.00	1654.46
BERESFORD ROAD	11.03	0.00	0.00	5.20	0.00	77.01	4.75	0.00	0.00	17.84	0.00	0.00	0.00	162.54	0.00	0.00	0.00	0.00	129.55	0.00	0.00	407.92
BETSHAM ROAD	0.00	0.00	0.00	0.00	0.00	60.18	23.23	0.00	0.00	8.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	158.19	0.00	0.00	249.88
BEVANS CLOSE	74.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.86
BLACK EAGLE DRIVE	0.00	0.00	0.00	0.00	0.00	188.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	78.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	266.49
BODLE AVENUE	0.00	0.00	0.00	0.00	0.00	42.11	18.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	347.89	0.00	0.00	408.06
BOLEYN WAY	48.29	0.00	0.00	0.00	0.00	0.00	8.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	121.98	0.00	0.00	178.91
BORLAND CLOSE	0.00	0.00	0.00	0.00	0.00	7.15	59.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	59.91	0.00	0.00	0.00	0.00	126.86
BRAMBLING CLOSE	52.37	0.00	0.00	0.00	0.00	0.00	26.10	0.00	0.00	0.00	0.00	0.00	84.69	12.10	0.00	0.00	0.00	0.00	170.19	0.00	0.00	345.45
BREAKNECK HILL	15.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71.55	0.00	0.00	0.00	0.00	0.00	0.00	143.36	0.00	0.00	230.20
BROAD ROAD	21.36	0.00	0.00	0.00	0.00	0.00	77.73	0.00	0.00	13.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	311.53	0.00	0.00	424.10
BROOK ROAD	4.10	0.00	0.00	11.21	0.00	61.36	55.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	530.95	0.00	0.00	662.78
BROOMFIELD ROAD	77.56	0.00	0.00	9.79	0.00	43.72	33.15	0.00	0.00	12.59	0.00	0.00	14.72	0.00	0.00	0.00	0.00	0.00	497.10	0.00	0.00	688.63
BUCKINGHAM ROAD	11.28	0.00	0.00	0.00	0.00	27.15	11.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64.40	0.00	0.00	114.47
BULLIVANT CLOSE	0.00	0.00	0.00	0.00	0.00	13.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	131.74	0.00	0.00	0.00	0.00	145.62
BURCH ROAD	4.50	0.00	0.00	0.00	0.00	129.22	19.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	336.33	48.71	0.00	538.39
BURNABY ROAD	9.94	0.00	0.00	0.00	0.00	28.55	5.59	0.00	0.00	5.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	196.90	0.00	0.00	246.32
CALCROFT AVENUE	5.29	0.00	0.00	0.00	0.00	0.00	82.78	0.00	0.00	0.00	0.00	0.00	0.00	29.44	0.00	0.00	0.00	0.00	247.36	0.00	0.00	364.87
CAMDEN CLOSE	0.00	0.00	0.00	0.00	0.00	0.00	62.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	192.75	0.00	0.00	254.92
CAMPBELL ROAD	35.57	0.00	0.00	7.82	0.00	38.79	8.79	0.00	0.00	16.31	0.00	0.00	0.00	0.00	0.00	0.00	699.70	0.00	0.00	0.00	0.00	807.00
CAPABILITY WAY	25.84	0.00	0.00	0.00	0.00	0.00	61.77	0.00	0.00	0.00	0.00	0.00	4.81	31.14	0.00	0.00	0.00	0.00	400.13	0.00	0.00	523.68
CAPSTAN MEWS	7.95	0.00	0.00	0.00	0.00	0.00	43.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	85.06	0.00	0.00	136.84
CARMICHAEL AVENUE	6.39	0.00	0.00	0.00	0.00	0.00	6.22	0.00	0.00	0.00	0.00	0.00	90.05	0.00	0.00	0.00	0.00	0.00	188.76	0.00	0.00	291.42
CASPIAN WAY	105.80	0.00	0.00	0.00	0.00	0.00	203.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	494.61	0.00	0.00	804.27
CASTLE ROAD	58.36	0.00	0.00	0.00	0.00	32.60	22.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	488.36	0.00	0.00	601.85
CASTLE STREET	8.09	0.00	0.00	0.00	0.00	8.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	163.72	0.00	0.00	0.00	8.99	0.00	0.00	189.25
CHAMBERS CLOSE	0.00	0.00	0.00	0.00	0.00	9.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	173.80	0.00	0.00	0.00	0.00	183.75
CHANDLERS MEWS	85.74	0.00	0.00	0.00	5.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.49	0.00	0.00	0.00	0.00	0.00	57.22	0.00	0.00	176.81
CHARLES STREET	5.15	0.00	0.00	0.00	0.00	144.01	65.76	0.00	0.00	22.64	0.00	0.00	0.00	35.27	0.00	0.00	0.00	0.00	905.29	0.00	0.00	1178.13
CHESTNUT CLOSE	0.00	0.00	0.00	0.00	0.00	169.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	169.48
CHILDS CRESCENT	7.07	0.00	0.00	7.71	0.00	16.99	105.87	0.00	0.00	6.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	311.50	0.00	0.00	455.14
CHURCH ROAD	39.99	16.85	0.00	7.47	0.00	259.01	20.86	0.00	0.00	6.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	561.09	0.00	0.00	912.12
CLOVELLY PLACE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	114.30	0.00	0.00	0.00	0.00	71.07	0.00	0.00	185.37
COBHAM TERRACE	15.56	0.00	0.00	0.00	0.00	90.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	106.61	0.00	0.00	0.00	0.00	212.60
COLLEGE PLACE	66.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.44	35.07	0.00	0.00	0.00	0.00	89.13	0.00	0.00	210.49
COLLEGE ROAD	10.24	0.00	0.00	0.00	0.00	197.07	0.00	0.00	0.00	16.67	0.00	0.00	0.00	0.00	0.00	0.00	199.49	0.00	39.13	0.00	0.00	462.60
COLYER ROAD	17.59	0.00	0.00	17.70	0.00	0.00	457.75	0.00	0.00	10.12	0.00	0.00	0.00	0.00	0.00	85.78	0.00	65.28	1173.19	0.00	0.00	1827.41
COULTON AVENUE	7.20	0.00	0.00	5.69	0.00	0.00	14.25	0.00	0.00	16.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	411.44	0.00	0.00	454.74
COUNCIL AVENUE	6.15	0.00	0.00	0.00	0.00	39.32	6.57	0.00	0.00	11.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	107.37	0.00	0.00	171.30
COURTYARD MEWS	31.47	0.00	0.00	0.00	0.00	0.00	41.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	455.27	0.00	0.00	527.93
COVESFIELD	20.71	0.00	0.00	0.00	0.00	0.00	227.04	0.00	0.00	0.00	0.00	0.00	0.00	17.79	0.00	0.00	0.00	0.00	388.73	0.00	0.00	654.27
COWLEY AVENUE	0.00	0.00	0.00	0.00	0.00	214.55	94.98	0.00	0.00	0.00	0.00	0.00	0.00	118.11	0.00	0.00	66.74	0.00	0.00	0.00	0.00	494.38
CRAYLANDS LANE	62.98	0.00	0.00	0.00	0.00	546.28	28.64	0.00	0.00	16.70	5.40	0.00	0.00	0.00	0.00	32.55	52.96	0.00	533.01	0.00	0.00	1278.52
CRAYLANDS SCHOOL ENTRANCE	19.72	0.00	0.00	0.00	0.00	85.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	105.62
CRAYLANDS SQUARE	0.00	0.00	0.00	0.00	0.00	13.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	127.96	14.71	0.00	156.15
CREMORNE ROAD	14.44	0.00	0.00	0.00	0.00	0.00	22.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	156.26	0.00	0.00	192.83
CREST VIEW	0.00	0.00	0.00	0.00	0.00	15.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	86.48	0.00	0.00	0.00	0.00	102.10
CROSS ROAD	6.44	0.00	0.00	6.93	0.00	0.00	5.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	115.15	0.00	0.00	134.30
CUTTY SARK CLOSE	0.00	0.00	0.00	0.00	0.00	77.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	92.21
DAVIS AVENUE	7.98	0.00	0.00	0.00	0.00	0.00	35.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	274.88	0.00	0.00	318.19
DAWES CLOSE	0.00	0.00	0.00	0.00	0.00	12.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	159.84	0.00	0.00	0.00	0.00	172.59
DIAL CLOSE	62.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	19.06	0.00	0.00	81.99
DOVER MEWS	8.69	0.00	0.00	0.00	0.00	223.79	33.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	208.58	0.00	0.00	474.61
DOVER ROAD	3.92	0.00	0.00	4.19	0.00	312.77	24.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.68	563.37	0.00	436.62	39.86	0.00	1459.98
DUDLEY ROAD	0.00	0.00	0.00	0.00	0.00	0.00	14.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	140.21	0.00	0.00	155.07
DUNCANNON PLACE	33.31	0.00	0.00	0.00	0.00	0.00	28.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	199.48	0.00	0.00	260.83
DURRANT WAY	148.11	0.00	0.00	0.00	0.00	49.22	35.49	0.00	0.00	4.83	0.00	0.00	0.00	52.96	0.00	0.00	0.00	0.00	716.67	80.56	0.00	1087.84
E KENT AVENUE	13.63	0.00	0.00	0.00	0.00	0.00	76.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	217.29	0.00	0.00	307.76
EAGLE WAY	59.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	315.67	0.00	0.00	375.02
EAGLES ROAD	0.00	0.00	0.00	0.00	0.00	456.34	63.42	0.00	0.00	0.00	0.00	0.00	0.00	36.44	202.70	0.00	57.44	0.00	12.74	0.00	0.00	829.08
EARL ROAD	0.00	0.00	0.00	0.00	0.00	97.34	63.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	290.66	0.00	0.00	451.44
EGLINTON ROAD	7.24	0.00	0.00	0.00	0.00	0.00	66.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	369.63	0.00	0.00	443.60
ELIZA COOK CLOSE	95.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	95.05
EMPIRE WALK	87.08	0.00	0.00	0.00	0.00	0.00	57.77	0.00	0.00	0.00	0.00	0.00	15.37	25.09	0.00	0.00	0.00	0.00	256.02	0.00	0.00	441.32
ESTATE ACCESS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	288.27	0.00	0.00	299.53
ESTATE FOOTPATH	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	563.03	0.00	0.00	563.03
EVANS CLOSE	0.00	0.00	0.00	0.00	0.00	12.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	136.34	0.00	0.00	0.00	0.00	148.40
EYNSFORD ROAD	63.34	0.00	0.00	6.00	0.00	38.50	21.70	0.00	0.00	0.00	64.88	0.00	0.00	0.00	0.00	25.87	0.00	41.89	389.09	0.00	0.00	651.28
FACTORY ENTRANCE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	97.30	0.00	0.00	97.30
FACTORY ROAD	5.71	0.00	0.00	4.49	0.00	18.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	24.55	0.00	0.00	330.39	0.00	0.00	383.50
FIDDLERS CLOSE	5.74	0.00	0.00	0.00	0.00	14.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	89.79	0.00	0.00	0.00	0.00	110.12
FIELDFARE LANE	182.68	0.00	0.00	0.00	0.00	20.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	389.07	0.00	0.00	591.90
FIRST AVENUE	11.38	0.00	0.00	0.00	0.00	33.60	110.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	259.21	0.00	0.00	415.12
FISHERMAN'S HILL	0.00	0.00	0.00	0.00	0.00	11.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.44	0.00	46.24	0.00	0.00	126.81
FIVEASH ROAD	6.92	0.00	0.00	6.82	0.00	0.00	31.94	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	219.16	0.00	0.00	264.84
FOOTBALL CLUB ENTRANCE	35.29	0.00	0.00	0.00	0.00	26.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	157.41	0.00	0.00	218.94
FORD ROAD	0.00	0.00	0.00	0.00	0.00	44.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.37	0.00	0.00	0.00	0.00	113.51
FOUNTAIN WALK	0.00	0.00	0.00	6.16	2.52	250.29	42.99	0.00	0.00	0.00	0.00	0.00	5.05	43.30	163.11	0.00	43.12	0.00	222.35	9.41	0.00	788.29
FOXWOOD GROVE	61.25	0.00	0.00	0.00	0.00	23.54	137.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	191.31	0.00	0.00	413.28
FROBISHER WAY	58.53	0.00	0.00	0.00	0.00	11.40	19.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	295.34	0.00	0.00	384.30
GALLEON MEWS	18.92	0.00	0.00	0.00	0.00	0.00	28.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	97.93	0.00	0.00	145.47
GASSON ROAD	0.00	0.00	0.00	0.00	0.00	0.00	91.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.74	0.00	0.00	321.92
GILBERT CLOSE	8.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.43	0.00	0.00	0.00	0.00	110.05	0.00	0.00	145.27
GLEBE ROAD	0.00	0.00	0.00	16.31	0.00	18.43	38.53	0.00	0.00	5.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	183.19	0.00	0.00	261.80
GORDON ROAD	5.22	0.00	0.00	5.04	0.00	32.36	9.60	0.00	0.00	10.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	477.49	0.00	0.00	540.47
GOUGE AVENUE	13.73	0.00	0.00	0.00	0.00	0.00	85.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	377.03	0.00	0.00	476.13
GRANVILLE ROAD	11.79	0.00	0.00	10.18	0.00	42.14	28.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	436.92	0.00	0.00	0.00	0.00	529.93
GROVE ROAD	14.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	140.83	0.00	161.16	0.00	0.00	316.54
GUNN ROAD	0.00	29.70	0.00	0.00	0.00	20.04	66.05	0.00	0.00	0.00	0.00	0.00	0.00	46.38	0.00	0.00	0.00	0.00	585.26	0.00	0.00	747.43
GWYNN ROAD	0.00	0.00	0.00	12.57	0.00	27.85	138.83	0.00	0.00	18.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	432.92	0.00	0.00	630.96
HALDANE GARDENS	18.08	0.00	0.00	0.00	0.00	0.00	94.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	379.22	0.00	0.00	491.35
HALL ROAD	0.00	217.08	0.00	31.96	0.00	905.88	14.94	0.00	0.00	0.00	0.00	0.00	0.00	16.95	0.00	0.00	211.64	18.53	299.21	0.00	206.05	1922.23
HAMERTON ROAD	0.00	0.00	0.00	0.00	0.00	19.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	241.28	0.00	0.00	0.00	0.00	261.25
HARMER COURT	0.00	0.00	0.00	0.00	15.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.20	0.00	0.00	0.00	0.00	0.00	37.73	0.00	0.00	73.03
HARMER ROAD	41.53	0.00	0.00	0.00	0.00	20.21	5.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	131.35	0.00	0.00	198.95
HARTFIELD PLACE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	126.88	0.00	0.00	126.88

HASTED CLOSE	78.61	0.00	0.00	0.00	0.00	0.00	15.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	107.70	0.00	0.00	**201.98**
HATTON MEWS	59.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.57	0.00	0.00	0.00	0.00	0.00	106.75	0.00	0.00	**174.47**
HAVELOCK ROAD	30.35	0.00	0.00	26.93	0.00	46.70	18.53	0.00	0.00	0.00	5.06	0.00	0.00	0.00	0.00	0.00	515.35	0.00	0.00	0.00	0.00	**642.91**
HERBERT ROAD	7.87	0.00	0.00	0.00	0.00	77.00	9.09	0.00	0.00	12.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	113.41	0.00	0.00	**219.46**
HIGH STREET	3.26	11.53	0.00	0.00	0.00	136.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	71.66	0.00	0.00	274.28	0.00	3.11	0.00	152.93	**653.28**
HIVE LANE	25.80	0.00	0.00	0.00	0.00	68.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	41.29	0.00	0.00	117.02	0.00	11.40	0.00	0.00	**264.05**
HOPE ROAD	0.00	0.00	0.00	0.00	0.00	6.29	17.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	128.19	0.00	0.00	**152.43**
HUNTLEY AVENUE	0.00	0.00	0.00	6.69	0.00	0.00	6.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	440.00	0.00	0.00	**453.48**
INGRESS GARDENS	0.00	0.00	0.00	13.72	0.00	0.00	6.20	0.00	0.00	0.00	103.22	0.00	76.28	22.15	0.00	0.00	0.00	21.45	578.45	0.00	0.00	**821.47**
INGRESS PARK AVENUE	42.38	0.00	0.00	0.00	0.00	0.00	7.71	0.00	0.00	0.00	0.00	0.00	0.00	263.84	0.00	0.00	0.00	0.00	1567.67	0.00	0.00	**1881.60**
JACKSON CLOSE	0.00	0.00	0.00	0.00	0.00	15.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	161.87	0.00	0.00	0.00	0.00	**177.06**
JOHNSONS WAY	0.00	0.00	0.00	0.00	0.00	0.00	95.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	152.33	0.00	0.00	**248.06**
JUBILEE CLOSE	23.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	120.14	0.00	0.00	**143.44**
KEARY ROAD	0.00	0.00	0.00	26.28	0.00	60.82	22.35	0.00	0.00	5.96	0.00	0.00	0.00	0.00	0.00	26.37	0.00	0.00	620.03	0.00	0.00	**761.82**
KEMSLEY CLOSE	27.06	0.00	0.00	0.00	0.00	0.00	101.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	218.53	0.00	0.00	**347.40**
KENDALL GARDENS	6.37	0.00	0.00	0.00	0.00	0.00	148.05	0.00	0.00	0.00	0.00	0.00	30.03	0.00	0.00	0.00	0.00	0.00	389.75	0.00	0.00	**574.19**
KIND EDWARD ROAD	0.00	0.00	0.00	0.00	0.00	156.40	0.00	28.89	0.00	0.00	0.00	0.00	0.00	0.00	218.78	0.00	0.00	0.00	0.00	0.00	0.00	**404.08**
KING EDWARD ROAD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200.37	0.00	0.00	**200.37**
KINGFISHER DRIVE	90.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	446.78	0.00	0.00	**537.10**
KINGSTON COURT	12.86	0.00	0.00	0.00	0.00	0.00	14.84	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	96.14	0.00	0.00	**123.84**
KNOCKHALL CHASE	85.34	0.00	0.00	0.00	0.00	187.70	27.97	0.00	0.00	6.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.66	472.89	0.00	0.00	**839.45**
KNOCKHALL ROAD	69.31	0.00	0.00	25.21	0.00	69.20	36.55	0.00	0.00	5.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	201.95	1172.32	0.00	0.00	**1580.16**
KOCKHALL ROAD	40.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	178.43	0.00	0.00	**219.29**
LABURNUM GROVE	117.87	0.00	0.00	0.00	0.00	0.00	45.44	0.00	0.00	7.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	431.03	0.00	0.00	**601.74**
LANE AVENUE	8.98	0.00	0.00	0.00	0.00	0.00	9.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	175.01	0.00	0.00	**193.91**
LANSDOWN PLACE	13.03	0.00	0.00	0.00	0.00	0.00	11.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.48	0.00	0.00	**175.22**
LANSDOWNE SQUARE	0.00	0.00	0.00	0.00	0.00	0.00	3.94	0.00	0.00	0.00	0.00	0.00	0.00	28.35	0.00	0.00	0.00	0.00	49.33	0.00	0.00	**81.63**
LAWN ROAD	14.67	0.00	0.00	0.00	0.00	0.00	5.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	313.07	0.00	0.00	**333.55**
LENNOX ROAD	12.62	0.00	0.00	8.31	0.00	82.74	353.46	0.00	0.00	3.86	0.00	0.00	0.00	0.00	0.00	0.00	549.64	0.00	0.00	0.00	0.00	**1010.63**
LEONARD AVENUE	0.00	0.00	0.00	0.00	0.00	24.36	9.37	0.00	0.00	0.00	0.00	0.00	0.00	63.21	0.00	0.00	0.00	0.00	319.09	0.00	0.00	**416.03**
LEWIS ROAD	6.19	0.00	0.00	8.32	0.00	33.08	136.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	356.35	0.00	0.00	**540.25**
LIGHTERMAN'S MEWS	25.87	0.00	0.00	0.00	0.00	0.00	36.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	85.90	0.00	0.00	**148.10**
LIGHTERMANS WAY	15.66	0.00	0.00	0.00	0.00	0.00	6.84	0.00	0.00	0.00	0.00	0.00	9.59	0.00	0.00	0.00	0.00	0.00	279.35	0.00	0.00	**311.44**
LIME AVENUE	15.07	0.00	0.00	7.58	0.00	27.58	75.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	507.78	0.00	0.00	**633.29**
LOW CLOSE	0.00	0.00	0.00	0.00	0.00	79.09	40.59	0.00	0.00	0.00	0.00	0.00	0.00	25.71	0.00	0.00	92.55	0.00	0.00	0.00	0.00	**237.94**
MADDEN CLOSE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	106.65	0.00	0.00	**106.65**
MANOR ROAD	13.51	0.00	0.00	0.00	0.00	353.28	129.35	0.00	0.00	0.00	0.00	0.00	13.90	38.32	0.00	0.00	0.00	0.00	643.63	0.00	0.00	**1191.99**
MARINA DRIVE	4.87	0.00	0.00	0.00	0.00	103.11	103.58	0.00	0.00	18.99	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	232.96	0.00	0.00	**463.52**
MARINERS WAY	18.53	0.00	0.00	0.00	0.00	0.00	65.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	155.97	0.00	0.00	**240.42**
MARITIME CLOSE	0.00	0.00	0.00	0.00	0.00	21.62	103.02	0.00	0.00	0.00	0.00	0.00	0.00	14.33	0.00	0.00	185.65	0.00	0.00	0.00	0.00	**324.63**
MARITIME GATE	38.08	0.00	0.00	0.00	0.00	0.00	175.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	663.12	0.00	0.00	**876.87**
MAY AVENUE	34.24	0.00	0.00	0.00	0.00	0.00	7.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	260.87	0.00	0.00	**302.48**
MAYFIELD	23.06	0.00	0.00	0.00	0.00	0.00	7.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	79.33	0.00	0.00	**109.93**
MAYFIELD ROAD	5.15	0.00	0.00	10.68	0.00	0.00	29.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	288.15	0.00	0.00	0.00	0.00	**333.20**
MERLIN COURT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47.91	11.82	0.00	0.00	0.00	0.00	22.92	7.23	0.00	**89.89**
MERMAID CLOSE	5.80	0.00	0.00	0.00	0.00	0.00	76.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	160.20	0.00	0.00	**242.08**
MILL ROAD	0.00	0.00	0.00	0.00	0.00	0.00	14.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	83.89	0.00	0.00	**97.89**
MILTON ROAD	88.40	10.75	0.00	13.03	0.00	380.21	33.07	0.00	0.00	11.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	598.71	0.00	0.00	**1135.68**
MILTON STREET	0.00	30.58	0.00	0.00	0.00	107.01	126.37	0.00	0.00	5.26	0.00	0.00	0.00	16.66	0.00	0.00	0.00	0.00	499.38	0.00	0.00	**785.26**
MITCHELL AVENUE	41.11	0.00	0.00	16.44	0.00	39.82	168.59	0.00	0.00	4.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	530.17	0.00	0.00	**800.49**
MONKS WELL	5.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.01	0.00	0.00	0.00	0.00	0.00	146.71	0.00	0.00	**167.11**
MOORE ROAD	10.12	0.00	0.00	0.00	0.00	0.00	59.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	297.52	0.00	0.00	**366.86**
MOUNTS ROAD	132.18	0.00	256.85	0.00	0.00	150.17	217.33	0.00	0.00	11.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1383.60	0.00	0.00	**2151.39**
MUNFORD DRIVE	7.78	0.00	0.00	6.74	0.00	24.70	32.10	0.00	0.00	0.00	0.00	0.00	0.00	20.15	0.00	0.00	0.00	0.00	325.54	0.00	0.00	**417.02**
N KENT AVENUE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	210.97	0.00	0.00	**210.97**
NORTHWOOD DRIVE	3.06	0.00	0.00	0.00	0.00	0.00	21.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	148.18	0.00	0.00	**172.37**
OLD PERRY STREET	0.00	0.00	0.00	0.00	0.00	344.99	3.99	0.00	0.00	3.39	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**352.37**
ORCHARD ROAD	46.20	0.00	0.00	4.56	0.00	9.36	75.62	0.00	0.00	0.00	0.00	0.00	0.00	6.93	0.00	0.00	0.00	0.00	638.67	57.77	0.00	**839.10**
PACIFIC CLOSE	5.61	0.00	0.00	0.00	0.00	0.00	55.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	164.02	0.00	0.00	**225.42**
PALLADIAN CIRCUS	50.07	0.00	0.00	0.00	5.22	0.00	34.36	0.00	0.00	0.00	0.00	0.00	96.83	0.00	0.00	0.00	0.00	0.00	268.18	0.00	0.00	**454.66**
PARK AVENUE	19.22	0.00	0.00	22.70	0.00	83.87	12.71	0.00	0.00	11.15	0.00	0.00	0.00	0.00	0.00	41.36	0.00	0.00	863.29	0.00	0.00	**1054.31**
PARK CLIFF AVENUE	44.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	153.55	0.00	0.00	**198.34**
PARK CLIFF ROAD	101.71	0.00	0.00	0.00	0.00	0.00	27.32	0.00	0.00	0.00	0.00	0.00	10.14	0.00	0.00	0.00	0.00	0.00	287.92	0.00	0.00	**427.09**
PARK LANE	0.00	0.00	0.00	0.00	0.00	0.00	22.06	0.00	0.00	0.00	0.00	0.00	0.00	24.81	0.00	0.00	0.00	0.00	326.39	0.00	0.00	**373.25**
PARK ROAD	11.00	0.00	0.00	0.00	0.00	15.20	43.82	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	453.69	0.00	0.00	**523.71**
PELHAM ROAD	0.00	0.00	0.00	0.00	0.00	339.82	42.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	92.49	23.89	99.75	0.00	0.00	0.00	0.00	**598.68**
PELHAM ROAD S	0.00	0.00	0.00	0.00	0.00	332.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	103.91	0.00	0.00	0.00	0.00	**436.20**
PENTSTEMON DRIVE	95.68	0.00	0.00	0.00	0.00	38.48	270.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	552.24	0.00	0.00	**956.43**
PERKINS CLOSE	0.00	0.00	0.00	0.00	0.00	7.23	50.10	0.00	0.00	0.00	0.00	0.00	0.00	17.82	0.00	0.00	345.91	0.00	0.00	0.00	0.00	**421.06**
PERRY STREET	0.00	22.70	0.00	13.05	0.00	222.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	89.15	0.00	0.00	74.51	0.00	0.00	0.00	123.63	**545.58**
PIER ROAD	12.36	0.00	0.00	0.00	0.00	0.00	10.01	99.79	0.00	18.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	516.87	0.00	0.00	**657.03**
PILGRIMS VIEW	41.44	0.00	0.00	0.00	0.00	0.00	96.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	228.57	0.00	0.00	**366.76**
PLANE AVENUE	20.01	0.00	0.00	5.96	0.00	0.00	49.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	343.51	0.00	0.00	**418.74**
PORT AVENUE	11.54	0.00	0.00	0.00	0.00	0.00	31.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	224.88	0.00	0.00	**267.97**
PORTLAND PLACE	0.00	0.00	0.00	0.00	0.00	0.00	31.11	0.00	0.00	0.00	0.00	0.00	31.60	0.00	0.00	0.00	0.00	0.00	141.47	0.00	0.00	**204.18**
PRIORESS CRESCENT	4.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.60	0.00	0.00	0.00	0.00	258.98	0.00	0.00	**292.37**
PROVIDENCE STREET	0.00	0.00	0.00	0.00	0.00	12.85	40.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	185.97	0.00	48.20	0.00	0.00	0.00	0.00	**288.00**
QUAY LANE	0.00	0.00	0.00	0.00	0.00	67.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.26	10.99	0.00	0.00	0.00	0.00	0.00	0.00	**91.69**
RAILWAY STREET	0.00	0.00	0.00	0.00	0.00	54.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	367.78	0.00	0.00	0.00	0.00	**422.47**
RANELAGH GARDENS	3.81	0.00	0.00	7.47	0.00	0.00	95.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	204.64	0.00	0.00	**311.63**
RECTORY ROAD	0.00	0.00	0.00	0.00	0.00	0.00	42.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	172.79	0.00	0.00	**215.64**
REDWING CRESCENT	19.99	0.00	0.00	0.00	0.00	0.00	5.46	0.00	0.00	0.00	0.00	0.00	96.89	5.19	0.00	0.00	0.00	0.00	92.69	0.00	0.00	**220.21**
REED COURT	58.18	0.00	0.00	0.00	0.00	0.00	67.87	0.00	0.00	0.00	4.40	13.88	58.80	17.95	0.00	0.00	0.00	0.00	296.50	0.00	0.00	**517.58**
RESERVOIR CLOSE	28.28	0.00	0.00	0.00	0.00	0.00	7.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64.18	0.00	0.00	**100.23**
RESIDENTIAL ESTATE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	425.01	0.00	0.00	**425.01**
RICHARDSON CLOSE	0.00	0.00	0.00	0.00	0.00	14.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142.12	0.00	0.00	0.00	0.00	**156.29**
ROBINIA AVENUE	0.00	0.00	0.00	21.12	0.00	0.00	96.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	298.89	0.00	0.00	**416.48**
ROBINSON WAY	0.00	0.00	0.00	0.00	0.00	225.59	204.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	84.40	4.81	0.00	**519.27**
ROSE STREET	0.00	0.00	0.00	0.00	0.00	0.00	25.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.94	0.00	131.70	133.57	0.00	**303.27**
ROSEBANK GARDENS	24.11	0.00	0.00	0.00	0.00	0.00	163.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	219.78	0.00	0.00	**407.40**
ROSHERVILLE WAY	0.00	0.00	0.00	0.00	0.00	0.00	19.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	565.80	0.00	0.00	**585.22**
RURAL VALE	10.79	0.00	0.00	0.00	0.00	26.68	11.63	0.00	0.00	0.00	6.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	384.71	0.00	0.00	**440.79**
S KENT AVENUE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	302.71	0.00	0.00	**302.71**
SANDERING WAY	0.00	0.00	0.00	0.00	0.00	0.00	47.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	239.63	145.06	0.00	**431.98**
SANDERLING WAY	8.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	355.88	0.00	0.00	**363.97**
SANDPIPER CLOSE	15.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	245.26	0.00	0.00	**260.81**
SARA CRESCENT	0.00	0.00	0.00	0.00	0.00	0.00	199.43	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	410.27	0.00	0.00	**609.70**
SAYER CLOSE	0.00	0.00	0.00	0.00	0.00	14.30	25.65	0.00	0.00	0.00	0.00	0.00	0.00	14.59	0.00	0.00	334.74	0.00	0.00	0.00	0.00	**389.27**
SCHOOL ENTRANCE	4.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	43.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**47.25**
SEYMOUR WALK	42.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50	0.00	0.00	0.00	0.00	0.00	131.21	0.00	0.00	**179.96**
SHEPHERD STREET	33.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	123.19	0.00	0.00	**156.85**
SHEPHERT STREET	29.15	0.00	0.00	6.14	7.86	33.99	4.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	361.96	29.22	0.00	**473.12**
SISKIN DRIVE	11.45	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	80.44	0.00	0.00	**91.89**
SKIPPERS CLOSE	13.69	0.00	0.00	0.00	0.00	0.00	39.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	56.54	0.00	0.00	0.00	0.00	**109.63**
SKYLARK AVENUE	0.00	0.00	0.00	0.00	0.00	0.00	7.34	0.00	0.00	0.00	0.00	0.00	7.21	0.00	0.00	0.00	0.00	0.00	258.08	0.00	0.00	**272.63**
SMUGGLERS WALK	0.00	0.00	0.00	0.00	0.00	79.38	41.56	0.00	0.00	0.00	0.00	0.00	0.00	44.72	0.00	0.00	73.10	0.00	0.00	0.00	0.00	**238.75**
SNOWDEN HILL	0.00	0.00	0.00	0.00	0.00	47.77	58.95	0.00	0.00	0.00	0.00	0.00	0.00	84.52	0.00	0.00	0.00	0.00	70.23	0.00	0.00	**261.48**
SPRING VALE	78.47	0.00	0.00	0.00	0.00	0.00	15.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	495.73	0.00	0.00	**589.23**
SPRINGHEAD ROAD	0.00	0.00	0.00	5.13	0.00	172.58	44.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.90	0.00	0.00	976.91	0.00	0.00	**1221.12**
ST. CLEMENTS ROAD	139.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	64.06	0.00	0.00	0.00	0.00	0.00	275.40	0.00	0.00	**479.16**
ST. MARK'S AVENUE	7.25	0.00	0.00	6.22	0.00	74.53	173.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	696.61	0.00	0.00	**958.60**
ST. PAUL'S CLOSE	0.00	0.00	0.00	0.00	0.00	112.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**112.31**
ST. PETER'S CLOSE	21.77	0.00	0.00	5.71	0.00	0.00	45.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	185.43	0.00	0.00	**258.45**
STAFFORD CLOSE	0.00	0.00	0.00	0.00	0.00	11.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	102.67	0.00	0.00	0.00	0.00	**113.77**
STANBROOK ROAD	31.50	0.00	0.00	25.71	0.00	30.16	23.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	422.09	6.69	0.00	0.00	0.00	**539.61**
STANHOPE ROAD	0.00	0.00	0.00	7.60	0.00	421.29	22.31	0.00	0.00	0.00	0.00	0.00	0.00	359.87	0.00	0.00	133.20	0.00	3.60	0.00	0.00	**947.86**
STANHOPE STREET	0.00	0.00	0.00	0.00	0.00	52.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.38	0.00	0.00	0.00	0.00	5.58	0.00	0.00	**118.10**
STANLEY ROAD	13.32	0.00	0.00	0.00	0.00	30.10	98.40	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	255.82	0.00	0.00	**397.64**
STARBOARD AVENUE	0.00	0.00	0.00	0.00	0.00	0.00	9.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	155.47	0.00	0.00	**164.55**
STATION ROAD	0.00	0.00	0.00	0.00	0.00	52.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	587.24	0.00	80.68	0.00	0.00	**720.74**
STEELE AVENUE	0.00	0.00	0.00	0.00	0.00	438.46	192.24	0.00	0.00	5.70	0.00	0.00	0.00	207.90	0.00	0.00	156.24	0.00	0.00	0.00	0.00	**1000.55**
STONE CASTLE DRIVE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	17.05	0.00	0.00	0.00	628.09	365.45	0.00	0.00	**1010.58**
STONECHAT MEWS	173.92	0.00	0.00	0.00	0.00	0.00	4.48	0.00	0.00	0.00	0.00	0.00	4.80	100.61	0.00	0.00	0.00	0.00	59.13	0.00	0.00	**342.94**
STONELY CRESCENT	6.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	53.11	0.00	0.00	0.00	0.00	19.13	0.00	0.00	**78.39**
SUN ROAD	7.24	0.00	0.00	0.00	0.00	20.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	303.43	0.00	0.00	**331.41**
SUTHERLAND CLOSE	0.00	0.00	0.00	0.00	0.00	8.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	171.73	0.00	0.00	0.00	0.00	**179.93**
SWANSCOMBE STREET	42.02	0.00	0.00	7.64	0.00	490.13	24.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	72.38	0.00	0.00	387.11	0.00	0.00	**1023.45**
SWEYNE ROAD	0.00	0.00	0.00	0.00	0.00	0.00	58.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	229.92	0.00	0.00	**287.92**
SYLVAN MEWS	5.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.78	0.00	0.00	0.00	0.00	0.00	157.11	0.00	0.00	**173.48**

TAUNTON ROAD	0.00	0.00	0.00	0.00	0.00	17.14	40.73	0.00	0.00	6.69	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	207.79	0.00	0.00	**272.35**
THAMES WAY	0.00	0.00	0.00	0.00	0.00	80.61	26.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	143.94	0.00	0.00	**251.38**
THE CRESCENT	11.06	0.00	0.00	0.00	0.00	23.06	72.73	0.00	0.00	9.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	128.25	0.00	0.00	**245.08**
THE DELL	8.91	0.00	0.00	0.00	0.00	0.00	28.60	0.00	0.00	0.00	0.00	0.00	0.00	21.14	0.00	0.00	0.00	0.00	181.98	0.00	0.00	**240.63**
THE GROVE	0.00	0.00	0.00	0.00	0.00	498.84	0.00	0.00	0.00	0.00	22.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	**521.56**
THE HILL	0.00	0.00	0.00	35.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.22	0.00	0.00	0.00	25.85	0.00	42.64	0.00	0.00	**148.82**
THE RISE	16.26	0.00	0.00	0.00	0.00	0.00	49.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	174.52	0.00	0.00	**240.75**
THE SALTINGS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	47.21	0.00	0.00	**47.21**
TOOLEY STREET	35.01	0.00	0.00	0.00	0.00	0.00	11.72	0.00	0.00	5.18	0.00	0.00	0.00	25.41	0.00	0.00	0.00	0.00	198.35	0.00	0.00	**275.68**
TREBBLE ROAD	0.00	0.00	0.00	0.00	0.00	0.00	201.05	0.00	0.00	4.28	0.00	0.00	0.00	69.31	0.00	0.00	0.00	0.00	293.34	0.00	0.00	**567.97**
TRIVETT CLOSE	0.00	0.00	0.00	0.00	0.00	18.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	130.64	0.00	0.00	0.00	0.00	**149.29**
UNNAMED RESIDENTIAL ESTATE	11.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.27	0.00	291.35	307.40	0.00	**619.76**
UNNAMED ROAD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	667.41	0.00	0.00	**667.41**
VALE ROAD	40.56	0.00	0.00	0.00	0.00	617.51	158.83	0.00	0.00	0.00	0.00	0.00	0.00	19.10	0.00	0.00	0.00	0.00	514.41	0.00	0.00	**1350.42**
VALLEY VIEW	74.61	0.00	0.00	0.00	0.00	0.00	6.94	0.00	0.00	10.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	645.57	26.19	0.00	**764.05**
VAUXHALL CLOSE	19.37	0.00	0.00	0.00	0.00	0.00	51.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54.40	0.00	0.00	**125.16**
VERNON ROAD	17.38	0.00	0.00	0.00	0.00	35.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	122.77	0.00	0.00	**176.04**
VICARAGE DRIVE	0.00	0.00	0.00	0.00	0.00	29.77	77.21	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	161.63	0.00	0.00	**268.61**
VICTORIA ROAD	0.00	0.00	0.00	4.75	0.00	47.04	4.55	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	283.00	0.00	0.00	**339.34**
W KENT AVENUE	7.90	0.00	0.00	0.00	0.00	0.00	18.04	0.00	0.00	6.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	237.82	0.00	0.00	**270.48**
WAINWRIGHT AVENUE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	54.90	0.00	0.00	0.00	0.00	127.78	0.00	0.00	**182.68**
WAKEFIELD ROAD	230.08	0.00	0.00	0.00	0.00	0.00	34.07	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	253.72	0.00	0.00	**517.87**
WALLACE GARDENS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87.54	0.00	0.00	**87.54**
WARWICK PLACE	17.30	0.00	0.00	0.00	0.00	0.00	27.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.16	0.00	241.51	0.00	0.00	**300.04**
WATERDALES	14.09	0.00	0.00	114.38	0.00	20.41	104.89	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1355.60	0.00	0.00	**1609.38**
WATERMANS WAY	58.36	0.00	0.00	0.00	0.00	0.00	17.94	0.00	0.00	0.00	0.00	0.00	0.00	11.87	0.00	0.00	0.00	0.00	442.57	0.00	0.00	**530.73**
WATERSIDE	10.99	0.00	0.00	0.00	0.00	0.00	7.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	96.50	0.00	0.00	**115.22**
WATERSTONE WAY	4.51	0.00	0.00	0.00	0.00	0.00	47.30	0.00	0.00	0.00	0.00	0.00	0.00	94.84	0.00	0.00	0.00	0.00	771.55	0.00	0.00	**918.21**
WESTERN CROSS CLOSE	37.17	0.00	0.00	0.00	0.00	0.00	43.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	110.37	0.00	0.00	**190.54**
WHEATLEY AVENUE	0.00	0.00	0.00	0.00	0.00	16.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	95.49	0.00	0.00	0.00	0.00	**112.05**
WHITBY CLOSE	0.00	0.00	0.00	0.00	0.00	7.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	166.47	0.00	0.00	0.00	0.00	**173.88**
WHITES CLOSE	68.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.07	0.00	0.00	**107.18**
WOLSEY CRESCENT	0.00	0.00	0.00	0.00	0.00	0.00	12.59	0.00	0.00	0.00	0.00	0.00	50.70	0.00	0.00	0.00	0.00	0.00	82.36	0.00	0.00	**145.64**
WOODLAND WAY	11.53	0.00	0.00	0.00	0.00	73.42	80.93	0.00	0.00	0.00	0.00	0.00	0.00	21.18	0.00	0.00	92.12	0.00	0.00	0.00	0.00	**279.17**
WOODPECKER DRIVE	14.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.33	0.00	0.00	0.00	0.00	61.63	0.00	0.00	**176.08**
WORCESTER CLOSE	10.26	0.00	0.00	0.00	0.00	0.00	31.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	186.12	0.00	0.00	**227.96**
WRIGHT CLOSE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.91	0.00	0.00	**74.91**
YORK ROAD	14.76	0.00	0.00	0.00	0.00	0.00	64.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	204.28	0.00	0.00	**283.29**
Grand Total	**5827.35**	**436.31**	**533.11**	**670.47**	**36.06**	**15696.44**	**11509.87**	**128.68**	**17.87**	**501.64**	**223.93**	**128.48**	**982.76**	**3543.13**	**1037.77**	**453.49**	**10747.27**	**1168.63**	**71311.89**	**943.37**	**595.87**	**126494.39**

Calculated Capacity by Link (Official - No. of Spaces)

Link	Access/junction	Bus Stop	Cycle Lane	Disabled	Disabled Nose-In	Double yellow lines	Dropped Kerb	Echelon bay	Hatching	I-Bar	Keep Clear	Miscellaneous	Nose-in Bay	Parallel Bay	Resident Permit Holders	School Keep Clear	Single yellow line	Thick White Line	Unclassified	Unclassified Nose-In	Zig zag	Grand Total
ABBEY ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	**47**
ADMIRALS WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	**4**
ALAMEIN ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	0	**56**
ALBERT ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	21	0	0	**30**
ALEXANDER ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	**36**
ALKERDEN LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	264	0	0	**264**
ALL SAINTS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	13	0	**25**
ALL SAINTS' ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	0	0	**84**
ALMA ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	**11**
AMES ROAD	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	0	0	**120**
AMEY ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
ARGLES CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
AUSTEN CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	**23**
B255 HIGH STREET	0	0	0	0	0	0	0	0	0	0	0	0	5	9	0	0	0	0	15	1	0	**30**
B255 STATION ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	**1**
B255 THE AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
B259 SOUTHFLEET ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	287	0	0	**301**
B261	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	0	0	**46**
B261 DOVER ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103	0	0	**103**
B261 DOVER ROAD E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	0	**55**
B261 OLD ROAD W	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	0	**18**
B262 SPRINGHEAD ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	214	0	0	**241**
BANKSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0	0	**70**
BEAN ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	174	0	0	**174**
BEATON CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	**6**
BEAUMONT DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	129	0	0	**129**
BERESFORD ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	31	0	0	0	0	23	0	0	**55**
BETSHAM ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	**27**
BEVANS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
BLACK EAGLE DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	0	0	**13**
BODLE AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	0	0	**63**
BOLEYN WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	**22**
BORLAND CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
BRAMBLING CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	0	0	28	0	0	**67**
BREAKNECK HILL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	**27**
BROAD ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	0	0	**53**
BROOK ROAD	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	**102**
BROOMFIELD ROAD	0	0	0	2	0	0	0	0	0	0	0	0	8	0	0	0	0	0	91	0	0	**101**
BUCKINGHAM ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	**10**
BULLIVANT CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
BURCH ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	65	19	0	**84**
BURNABY ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	**36**
CALCROFT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	41	0	0	**46**
CAMDEN CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	**34**
CAMPBELL ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
CAPABILITY WAY	0	0	0	0	0	0	0	0	0	0	0	0	2	5	0	0	0	0	75	0	0	**82**
CAPSTAN MEWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	**14**
CARMICHAEL AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	30	0	0	**67**
CASPIAN WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74	0	0	**74**
CASTLE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	0	**88**
CASTLE STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	1	0	0	**33**
CHAMBERS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHANDLERS MEWS	0	0	0	2	0	0	0	0	0	0	0	0	11	0	0	0	0	0	10	0	0	**23**
CHARLES STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	172	0	0	**179**
CHESTNUT CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CHILDS CRESCENT	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	**55**
CHURCH ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	**101**
CLOVELLY PLACE	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	11	0	0	**33**
COBHAM TERRACE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
COLLEGE PLACE	0	0	0	0	0	0	0	0	0	0	0	0	7	6	0	0	0	0	15	0	0	**28**
COLLEGE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	**7**
COLYER ROAD	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194	0	0	**197**
COULTON AVENUE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	0	0	**79**
COUNCIL AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	**19**
COURTYARD MEWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	81	0	0	**81**
COVESFIELD	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	64	0	0	**67**
COWLEY AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	0	0	**21**
CRAYLANDS LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0	0	**70**
CRAYLANDS SCHOOL ENTRANCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CRAYLANDS SQUARE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	5	0	**28**
CREMORNE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	**26**
CREST VIEW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
CROSS ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	**22**
CUTTY SARK CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
DAVIS AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	**52**
DAWES CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
DIAL CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	**3**
DOVER MEWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	**39**
DOVER ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	15	0	**99**
DUDLEY ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	**25**
DUNCANNON PLACE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	**35**
DURRANT WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	133	30	0	**172**
E KENT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	**36**
EAGLE WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	**60**
EAGLES ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	5	40	0	0	0	2	0	0	**47**
EARL ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0	0	**51**

EGLINTON ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	0	**69**
ELIZA COOK CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
EMPIRE WALK	0	0	0	0	0	0	0	0	0	0	0	0	6	4	0	0	0	0	40	0	0	**50**
ESTATE ACCESS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	0	**55**
ESTATE FOOTPATH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	0	0	**97**
EVANS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
EYNSFORD ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	68	0	0	**69**
FACTORY ENTRANCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	**18**
FACTORY ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	64	0	0	**65**
FIDDLERS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FIELDFARE LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	0	**76**
FIRST AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	**40**
FISHERMAN'S HILL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	**8**
FIVEASH ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	**39**
FOOTBALL CLUB ENTRANCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	**29**
FORD ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
FOUNTAIN WALK	0	3	0	1	1	0	0	0	0	0	0	0	2	8	30	0	0	0	39	3	0	**84**
FOXWOOD GROVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	**30**
FROBISHER WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	0	**56**
GALLEON MEWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	**17**
GASSON ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	**38**
GILBERT CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	20	0	0	**25**
GLEBE ROAD	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	**34**
GORDON ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	88	0	0	**89**
GOUGE AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	**67**
GRANVILLE ROAD	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
GROVE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	**31**
GUNN ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	107	0	0	**116**
GWYNN ROAD	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70	0	0	**72**
HALDANE GARDENS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	**67**
HALL ROAD	0	0	0	5	0	0	0	0	0	0	0	0	0	3	0	0	0	0	53	0	0	**61**
HAMELTON ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
HARMER COURT	0	0	0	0	6	0	0	0	0	0	0	0	8	0	0	0	0	0	6	0	0	**20**
HARMER ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	**24**
HARTFIELD PLACE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	**25**
HASTED CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	0	**19**
HATTON MEWS	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	18	0	0	**21**
HAVELOCK ROAD	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**6**
HERBERT ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0	0	**20**
HIGH STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	**12**
HIVE LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	2	0	0	**8**
HOPE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	**24**
HUNTLEY AVENUE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	**87**
INGRESS GARDENS	0	0	0	2	0	0	0	0	0	0	0	0	29	4	0	0	0	0	107	0	0	**142**
INGRESS PARK AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0	292	0	0	**336**
JACKSON CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
JOHNSONS WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	**24**
JUBILEE CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	**21**
KEARY ROAD	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	115	0	0	**119**
KEMSLEY CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	**38**
KENDALL GARDENS	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	68	0	0	**80**
KIND EDWARD ROAD	0	0	0	0	0	0	0	9	0	0	0	0	0	0	40	0	0	0	0	0	0	**49**
KING EDWARD ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0	0	**39**
KINGFISHER DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	0	0	**80**
KINGSTON COURT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	**18**
KNOCKHALL CHASE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	83	0	0	**83**
KNOCKHALL ROAD	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	212	0	0	**216**
KOCKHALL ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	**32**
LABURNUM GROVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	0	**76**
LANE AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	0	0	**33**
LANSDOWN PLACE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	**27**
LANSDOWNE SQUARE	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	8	0	0	**13**
LAWN ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	**60**
LENNOX ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
LEONARD AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	60	0	0	**71**
LEWIS ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	56	0	0	**57**
LIGHTERMAN'S MEWS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	**13**
LIGHTERMANS WAY	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	48	0	0	**52**
LINE AVENUE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	96	0	0	**97**
LOW CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	**4**
MADDEN CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	**21**
MANOR ROAD	0	0	0	0	0	0	0	0	0	0	0	0	5	7	0	0	0	0	117	0	0	**129**
MARINA DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	**37**
MARINERS WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	**25**
MARITIME CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
MARITIME GATE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	117	0	0	**117**
MAY AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	**48**
MAYFIELD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	**14**
MAYFIELD ROAD	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**
MERLIN COURT	0	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	0	3	2	0	**26**
MERMAID CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	**25**
MILL ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	**15**
MILTON ROAD	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	0	0	**112**
MILTON STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	87	0	0	**90**
MITCHELL AVENUE	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	0	0	**92**
MONKS WELL	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	24	0	0	**29**
MOORE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52	0	0	**52**
MOUNTS ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253	0	0	**253**
MUNFORD DRIVE	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	61	0	0	**66**
N KENT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0	0	**41**
NORTHWOOD DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	**24**
OLD PERRY STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
ORCHARD ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	116	22	0	**140**
PACIFIC CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	**28**
PALLADIAN CIRCUS	0	0	0	0	2	0	0	0	0	0	0	0	41	0	0	0	0	0	45	0	0	**88**
PARK AVENUE	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	163	0	0	**167**
PARK CLIFF AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	**26**
PARK CLIFF ROAD	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	47	0	0	**51**
PARK LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	59	0	0	**63**
PARK ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	0	0	**82**
PELHAM ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	0	**18**
PELHAM ROAD S	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
PENTSTEMON DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	**86**
PERKINS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	**3**
PERRY STREET	0	0	0	2	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	0	0	**19**
PIER ROAD	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	0	98	0	0	**126**
PILGRIMS VIEW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	**38**
PLANE AVENUE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	63	0	0	**64**
PORT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	**40**
PORTLAND PLACE	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	19	0	0	**35**
PRIORESS CRESCENT	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	49	0	0	**53**
PROVIDENCE STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	0	0	**35**
QUAY LANE	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	**4**
RAILWAY STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
RANELAGH GARDENS	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	**35**
RECTORY ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30	0	0	**30**
REDWING CRESCENT	0	0	0	0	0	0	0	0	0	0	0	0	38	1	0	0	0	0	13	0	0	**52**
REED COURT	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	0	42	0	0	**65**
RESERVOIR CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	**11**
RESIDENTIAL ESTATE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	78	0	0	**78**
RICHARDSON CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
ROBINIA AVENUE	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	0	0	**59**
ROBINSON WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	1	0	**17**
ROSE STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	49	0	**73**
ROSEBANK GARDENS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	0	0	**36**
ROSHERVILLE WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	0	0	**107**
RURAL VALE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	0	0	**72**
S KENT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	57	0	0	**57**
SANDERING WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	58	0	**99**

SANDERLING WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	0	0	**69**
SANDPIPER CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	0	0	**48**
SARA CRESCENT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	0	0	**76**
SAYER CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
SCHOOL ENTRANCE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SEYMOUR WALK	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	24	0	0	**26**
SHEPHERD STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	**23**
SHEPHERT STREET	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	65	11	0	**80**
SISKIN DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	**15**
SKIPPERS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SKYLARK AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	47	0	0	**50**
SMUGGLERS WALK	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	**7**
SNOWDEN HILL	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	11	0	0	**27**
SPRING VALE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	0	0	**93**
SPRINGHEAD ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189	0	0	**190**
ST. CLEMENTS ROAD	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	44	0	0	**66**
ST. MARKS AVENUE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	120	0	0	**121**
ST. PAUL'S CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
ST. PETER'S CLOSE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	**33**
STAFFORD CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
STANBROOK ROAD	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**4**
STANHOPE ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	66	0	0	0	0	0	0	0	**67**
STANHOPE STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	1	0	0	**12**
STANLEY ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43	0	0	**43**
STARBOARD AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	0	0	**29**
STATION ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	**14**
STEELE AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	0	0	**38**
STONE CASTLE DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	68	0	0	**71**
STONECHAT MEWS	0	0	0	0	0	0	0	0	0	0	0	0	1	17	0	0	0	0	9	0	0	**27**
STONELY CRESCENT	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	2	0	0	**10**
SUN ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	59	0	0	**59**
SUTHERLAND CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
SWANSCOMBE STREET	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	71	0	0	**72**
SWEYNE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	**40**
SYLVAN MEWS	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	27	0	0	**31**
TAUNTON ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	**38**
THAMES WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	0	0	**26**
THE CRESCENT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	**15**
THE DELL	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	30	0	0	**34**
THE GROVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
THE HILL	0	0	0	7	0	0	0	0	0	0	0	0	18	0	0	0	0	0	7	0	0	**32**
THE RISE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	**28**
THE SALTINGS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	**8**
TOOLEY STREET	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	35	0	0	**40**
TREBBLE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	39	0	0	**50**
TRIVETT CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
UNNAMED RESIDENTIAL ESTATE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	112	0	**166**
UNNAMED ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116	0	0	**116**
VALE ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	88	0	0	**91**
VALLEY VIEW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125	10	0	**135**
VAUXHALL CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	**7**
VERNON ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	**22**
VICARAGE DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	0	0	**28**
VICTORIA ROAD	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	**55**
W KENT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	**45**
WAINWRIGHT AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	23	0	0	**37**
WAKEFIELD ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	0	0	**45**
WALLACE GARDENS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	**14**
WARWICK PLACE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	0	0	**44**
WATERDALES	0	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	255	0	0	**273**
WATERMANS WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	76	0	0	**78**
WATERSIDE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	**16**
WATERSTONE WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	141	0	0	**158**
WESTERN CROSS CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	0	0	**17**
WHEATLEY AVENUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
WHITBY CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
WHITES CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	**7**
WOLSEY CRESCENT	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	13	0	0	**35**
WOODLAND WAY	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	**4**
WOODPECKER DRIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	10	0	0	**28**
WORCESTER CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	**35**
WRIGHT CLOSE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	**14**
YORK ROAD	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	**38**
Grand Total	**0**	**0**	**0**	**112**	**14**	**0**	**0**	**37**	**0**	**0**	**0**	**0**	**391**	**632**	**197**	**0**	**0**	**0**	**12746**	**351**	**0**	**14480**

NUMBER OF VEHICLES PARKED (AT)																								
STREET NAME	06:00 - 07:00			07:00 - 08:00			08:00 - 09:00			11:00 - 12:00			12:00 - 13:00			18:00 - 19:00			19:00 - 20:00			20:00 - 21:00		
	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC	CAP	TOT	%OCC
ABBEY ROAD	47	14	29.8%	47	14	29.8%	47	11	23.4%	47	9	19.1%	47	5	10.6%	47	9	19.1%	47	12	25.5%	47	14	29.8%
ADMIRALS WALK	4	0	0.0%	4	2	50.0%	4	2	50.0%	4	1	25.0%	4	3	75.0%	4	3	75.0%	4	1	25.0%	4	3	75.0%
ALAMEIN ROAD	56	18	32.1%	56	17	30.4%	56	14	25.0%	56	10	17.9%	56	11	19.6%	56	23	41.1%	56	24	42.9%	56	23	41.1%
ALBERT ROAD	30	17	56.7%	30	17	56.7%	30	17	56.7%	30	17	56.7%	30	17	56.7%	30	17	56.7%	30	17	56.7%	30	17	56.7%
ALEXANDER ROAD	36	16	44.4%	36	14	38.9%	36	10	27.8%	36	11	30.6%	36	11	30.6%	36	10	27.8%	36	12	33.3%	36	16	44.4%
ALKERDEN LANE	264	18	6.8%	264	16	6.1%	264	13	4.9%	264	10	3.8%	264	8	3.0%	264	12	4.5%	264	13	4.9%	264	17	6.4%
ALL SAINTS CLOSE	25	15	60.0%	25	15	60.0%	25	18	72.0%	25	17	68.0%	25	17	68.0%	25	13	52.0%	25	10	40.0%	25	12	48.0%
ALL SAINTS' ROAD	84	74	88.1%	84	64	76.2%	84	58	69.0%	84	58	69.0%	84	56	66.7%	84	79	94.0%	84	77	91.7%	84	71	84.5%
ALMA ROAD	11	7	63.6%	11	9	81.8%	11	11	100.0%	11	11	100.0%	11	11	100.0%	11	11	100.0%	11	7	63.6%	11	7	63.6%
AMES ROAD	120	27	22.5%	120	36	30.0%	120	34	28.3%	120	34	28.3%	120	34	28.3%	120	40	33.3%	120	43	35.8%	120	45	37.5%
AMEY ROAD	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!
ARGLES CLOSE	0	2	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	2	#DIV/0!	0	4	#DIV/0!	0	4	#DIV/0!
AUSTEN CLOSE	23	0	0.0%	23	1	4.3%	23	1	4.3%	23	1	4.3%	23	1	4.3%	23	0	0.0%	23	0	0.0%	23	0	0.0%
B255 HIGH STREET	30	33	110.0%	30	27	90.0%	30	21	70.0%	30	15	50.0%	30	19	63.3%	30	35	116.7%	30	38	126.7%	30	39	130.0%
B255 STATION ROAD	1	0	0.0%	1	0	0.0%	1	0	0.0%	1	1	100.0%	1	1	100.0%	1	0	0.0%	1	0	0.0%	1	2	200.0%
B255 THE AVENUE	0	0	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	3	#DIV/0!	0	1	#DIV/0!
B259 SOUTHFLEET ROAD	301	11	3.7%	301	10	3.3%	301	8	2.7%	301	11	3.7%	301	7	2.3%	301	7	2.3%	301	11	3.7%	301	12	4.0%
B261	46	0	0.0%	46	0	0.0%	46	0	0.0%	46	0	0.0%	46	0	0.0%	46	0	0.0%	46	0	0.0%	46	0	0.0%
B261 DOVER ROAD	103	0	0.0%	103	0	0.0%	103	0	0.0%	103	0	0.0%	103	0	0.0%	103	0	0.0%	103	0	0.0%	103	0	0.0%
B261 DOVER ROAD E	55	36	65.5%	55	33	60.0%	55	31	56.4%	55	26	47.3%	55	24	43.6%	55	30	54.5%	55	31	56.4%	55	33	60.0%
B261 OLD ROAD W	18	40	222.2%	18	34	188.9%	18	24	133.3%	18	21	116.7%	18	14	77.8%	18	32	177.8%	18	40	222.2%	18	46	255.6%
B262 SPRINGHEAD ROAD	241	4	1.7%	241	13	5.4%	241	12	5.0%	241	13	5.4%	241	11	4.6%	241	18	7.5%	241	21	8.7%	241	22	9.1%
BANKSIDE	70	4	5.7%	70	3	4.3%	70	2	2.9%	70	2	2.9%	70	2	2.9%	70	8	11.4%	70	9	12.9%	70	9	12.9%
BEAN ROAD	174	42	24.1%	174	41	23.6%	174	42	24.1%	174	44	25.3%	174	41	23.6%	174	45	25.9%	174	45	25.9%	174	41	23.6%
BEATON CLOSE	6	3	50.0%	6	6	100.0%	6	3	50.0%	6	2	33.3%	6	3	50.0%	6	3	50.0%	6	7	116.7%	6	3	50.0%
BEAUMONT DRIVE	129	38	29.5%	129	38	29.5%	129	43	33.3%	129	39	30.2%	129	35	27.1%	129	54	41.9%	129	54	41.9%	129	55	42.6%
BERESFORD ROAD	55	39	70.9%	55	38	69.1%	55	38	69.1%	55	35	63.6%	55	34	61.8%	55	38	69.1%	55	38	69.1%	55	38	69.1%
BETSHAM ROAD	27	8	29.6%	27	8	29.6%	27	8	29.6%	27	8	29.6%	27	6	22.2%	27	10	37.0%	27	9	33.3%	27	11	40.7%
BEVANS CLOSE	0	2	#DIV/0!	0	2	#DIV/0!	0	1	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!
BLACK EAGLE DRIVE	13	17	130.8%	13	15	115.4%	13	14	107.7%	13	15	115.4%	13	16	123.1%	13	18	138.5%	13	18	138.5%	13	18	138.5%
BODLE AVENUE	63	17	27.0%	63	14	22.2%	63	14	22.2%	63	10	15.9%	63	11	17.5%	63	12	19.0%	63	17	27.0%	63	16	25.4%
BOLEYN WAY	22	11	50.0%	22	11	50.0%	22	9	40.9%	22	6	27.3%	22	5	22.7%	22	16	72.7%	22	14	63.6%	22	13	59.1%
BORLAND CLOSE	0	3	#DIV/0!	0	2	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	3	#DIV/0!	0	3	#DIV/0!
BRAMBLING CLOSE	67	3	4.5%	67	3	4.5%	67	3	4.5%	67	6	9.0%	67	5	7.5%	67	5	7.5%	67	5	7.5%	67	5	7.5%
BREAKNECK HILL	27	0	0.0%	27	0	0.0%	27	0	0.0%	27	0	0.0%	27	0	0.0%	27	0	0.0%	27	0	0.0%	27	0	0.0%
BROAD ROAD	53	14	26.4%	53	14	26.4%	53	11	20.8%	53	9	17.0%	53	9	17.0%	53	14	26.4%	53	13	24.5%	53	14	26.4%
BROOK ROAD	102	87	85.3%	102	79	77.5%	102	64	62.7%	102	55	53.9%	102	56	54.9%	102	73	71.6%	102	85	83.3%	102	89	87.3%
BROOMFIELD ROAD	101	73	72.3%	101	52	51.5%	101	47	46.5%	101	44	43.6%	101	40	39.6%	101	63	62.4%	101	66	65.3%	101	67	66.3%
BUCKINGHAM ROAD	10	5	50.0%	10	5	50.0%	10	5	50.0%	10	5	50.0%	10	1	10.0%	10	1	10.0%	10	7	70.0%	10	6	60.0%
BULLIVANT CLOSE	0	3	#DIV/0!	0	3	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	5	#DIV/0!	0	4	#DIV/0!	0	4	#DIV/0!
BURCH ROAD	84	44	52.4%	84	44	52.4%	84	34	40.5%	84	26	31.0%	84	27	32.1%	84	39	46.4%	84	38	45.2%	84	46	54.8%
BURNABY ROAD	36	30	83.3%	36	28	77.8%	36	25	69.4%	36	34	94.4%	36	32	88.9%	36	32	88.9%	36	30	83.3%	36	31	86.1%
CALCROFT AVENUE	46	18	39.1%	46	17	37.0%	46	14	30.4%	46	12	26.1%	46	12	26.1%	46	12	26.1%	46	17	37.0%	46	16	34.8%
CAMDEN CLOSE	34	5	14.7%	34	3	8.8%	34	3	8.8%	34	3	8.8%	34	3	8.8%	34	5	14.7%	34	5	14.7%	34	6	17.6%
CAMPBELL ROAD	1	109	10900.0%	1	92	9200.0%	1	80	8000.0%	1	58	5800.0%	1	59	5900.0%	1	94	9400.0%	1	111	11100.0%	1	116	11600.0%
CAPABILITY WAY	82	17	20.7%	82	17	20.7%	82	16	19.5%	82	18	22.0%	82	16	19.5%	82	15	18.3%	82	16	19.5%	82	18	22.0%
CAPSTAN MEWS	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%
CARMICHAEL AVENUE	67	21	31.3%	67	21	31.3%	67	18	26.9%	67	17	25.4%	67	17	25.4%	67	17	25.4%	67	18	26.9%	67	19	28.4%
CASPIAN WAY	74	27	36.5%	74	24	32.4%	74	23	31.1%	74	18	24.3%	74	17	23.0%	74	21	28.4%	74	23	31.1%	74	23	31.1%
CASTLE ROAD	88	0	0.0%	88	40	45.5%	88	48	54.5%	88	42	47.7%	88	42	47.7%	88	42	47.7%	88	49	55.7%	88	49	55.7%
CASTLE STREET	33	18	54.5%	33	18	54.5%	33	14	42.4%	33	14	42.4%	33	14	42.4%	33	27	81.8%	33	28	84.8%	33	29	87.9%
CHAMBERS CLOSE	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!
CHANDLERS MEWS	23	10	43.5%	23	8	34.8%	23	7	30.4%	23	6	26.1%	23	7	30.4%	23	9	39.1%	23	10	43.5%	23	12	52.2%
CHARLES STREET	179	138	77.1%	179	111	62.0%	179	95	53.1%	179	76	42.5%	179	78	43.6%	179	115	64.2%	179	128	71.5%	179	127	70.9%
CHESTNUT CLOSE	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
CHILDS CRESCENT	55	22	40.0%	55	22	40.0%	55	17	30.9%	55	14	25.5%	55	13	23.6%	55	21	38.2%	55	22	40.0%	55	22	40.0%
CHURCH ROAD	101	91	90.1%	101	88	87.1%	101	76	75.2%	101	75	74.3%	101	75	74.3%	101	81	80.2%	101	82	81.2%	101	105	104.0%
CLOVELLY PLACE	33	5	15.2%	33	5	15.2%	33	6	18.2%	33	6	18.2%	33	6	18.2%	33	7	21.2%	33	9	27.3%	33	11	33.3%
COBHAM TERRACE	0	2	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	0	#DIV/0!	0	3	#DIV/0!	0	2	#DIV/0!	0	3	#DIV/0!	0	2	#DIV/0!
COLLEGE PLACE	28	24	85.7%	28	22	78.6%	28	15	53.6%	28	9	32.1%	28	10	35.7%	28	15	53.6%	28	19	67.9%	28	20	71.4%
COLLEGE ROAD	7	22	314.3%	7	22	314.3%	7	18	257.1%	7	21	300.0%	7	23	328.6%	7	20	285.7%	7	21	300.0%	7	21	300.0%
COLYER ROAD	197	130	66.0%	197	110	55.8%	197	89	45.2%	197	74	37.6%	197	74	37.6%	197	129	65.5%	197	136	69.0%	197	141	71.6%
COULTON AVENUE	79	64	81.0%	79	56	70.9%	79	37	46.8%	79	29	36.7%	79	28	35.4%	79	51	64.6%	79	58	73.4%	79	62	78.5%
COUNCIL AVENUE	19	12	63.2%	19	12	63.2%	19	14	73.7%	19	9	47.4%	19	9	47.4%	19	9	47.4%	19	12	63.2%	19	11	57.9%
COURTYARD MEWS	81	25	30.9%	81	25	30.9%	81	20	24.7%	81	14	17.3%	81	14	17.3%	81	14	17.3%	81	22	27.2%	81	24	29.6%
COVESFIELD	67	4	6.0%	67	3	4.5%	67	2	3.0%	67	5	7.5%	67	6	9.0%	67	11	16.4%	67	11	16.4%	67	11	16.4%
COWLEY AVENUE	21	9	42.9%	21	6	28.6%	21	3	14.3%	21	1	4.8%	21	1	4.8%	21	10	47.6%	21	11	52.4%	21	10	47.6%
CRAYLANDS LANE	70	14	20.0%	70	17	24.3%	70	14	20.0%	70	16	22.9%	70	14	20.0%	70	17	24.3%	70	20	28.6%	70	18	25.7%
CRAYLANDS SCHOOL ENTRANCE	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	2	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
CRAYLANDS SQUARE	28	17	60.7%	28	12	42.9%	28	11	39.3%	28	5	17.9%	28	7	25.0%	28	11	39.3%	28	14	50.0%	28	17	60.7%
CREMORNE ROAD	26	2	7.7%	26	3	11.5%	26	2	7.7%	26	1	3.8%	26	2	7.7%	26	2	7.7%	26	2	7.7%	26	3	11.5%
CREST VIEW	0	1	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
CROSS ROAD	22	13	59.1%	22	13	59.1%	22	8	36.4%	22	14	63.6%	22	13	59.1%	22	11	50.0%	22	11	50.0%	22	12	54.5%
CUTTY SARK CLOSE	2	3	150.0%	2	2	100.0%	2	1	50.0%	2	0	0.0%	2	1	50.0%	2	3	150.0%	2	3	150.0%	2	3	150.0%
DAVIS AVENUE	52	13	25.0%	52	13	25.0%	52	13	25.0%	52	14	26.9%	52	14	26.9%	52	16	30.8%	52	16	30.8%	52	16	30.8%
DAWES CLOSE	0	3	#DIV/0!	0	2	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	2	#DIV/0!	0	6	#DIV/0!	0	4	#DIV/0!
DIAL CLOSE	3	4	133.3%	3	4	133.3%	3	3	100.0%	3	2	66.7%	3	1	33.3%	3	3	100.0%	3	3	100.0%	3	4	133.3%
DOVER MEWS	39	16	41.0%	39	16	41.0%	39	16	41.0%	39	14	35.9%	39	14	35.9%	39	16	41.0%	39	15	38.5%	39	16	41.0%
DOVER ROAD	99	98	99.0%	99	84	84.8%	99	82	82.8%	99	66	66.7%	99	55	55.6%	99	89	89.9%	99	79	79.8%	99	85	85.9%
DUDLEY ROAD	25	18	72.0%	25	17	68.0%	25	15	60.0%	25	11	44.0%	25	9	36.0%	25	19	76.0%	25	18	72.0%	25	18	72.0%
DUNCANNON PLACE	35	6	17.1%	35	6	17.1%	35	4	11.4%	35	4	11.4%	35	4	11.4%	35	7	20.0%	35	9	25.7%	35	9	25.7%
DURRANT WAY	172	58	33.7%	172	52	30.2%	172	42	24.4%	172	38	22.1%	172	46	26.7%	172	59	34.3%	172	57	33.1%	172	55	32.0%
E KENT AVENUE	36	9	25.0%	36	9	25.0%	36	4	11.1%	36	3	8.3%	36	3	8.3%	36	9	25.0%	36	7	19.4%	36	8	22.2%
EAGLE WAY	60	14	23.3%	60	20	33.3%	60	25	41.7%	60	24	40.0%	60	21	35.0%	60	16	26.7%	60	9	15.0%	60	16	26.7%
EAGLES ROAD	47	4	8.5%	47	5	10.6%	47	6	12.8%	47	4	8.5%	47	4	8.5%	47	5	10.6%	47	9	19.1%	47	6	12.8%
EARL ROAD	51	26	51.0%	51	23	45.1%	51	22	43.1%	51	18	35.3%	51	17	33.3%	51	17	33.3%	51	22	43.1%	51	21	41.2%
EGLINTON ROAD	69	0	0.0%	69	10	14.5%	69	37	53.6%	69	39	56.5%	69	40	58.0%	69	49	71.0%	69	50	72.5%	69	50	72.5%
ELIZA COOK CLOSE	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
EMPIRE WALK	50	3	6.0%	50	2	4.0%	50	3	6.0%	50	2	4.0%	50	2	4.0%	50	4	8.0%	50	6	12.0%	50	6	12.0%
ESTATE ACCESS	55	2	3.6%	55	1	1.8%	55	1	1.8%	55	0	0.0%	55	2	3.6%	55	0	0.0%	55	0	0.0%	55	1	1.8%
ESTATE FOOTPATH	97	4	4.1%	97	4	4.1%	97	3	3.1%	97	5	5.2%	97	4	4.1%	97	7	7.2%	97	7	7.2%	97	7	7.2%
EVANS CLOSE	0	1	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	3	#DIV/0!	0	2	#DIV/0!
EYNSFORD ROAD	69	15	21.7%	69	43	62.3%	69	53	76.8%	69	55	79.7%	69	57	82.6%	69	40	58.0%	69	45	65.2%	69	45	65.2%
FACTORY ENTRANCE	18	0	0.0%	18	0	0.0%	18	0	0.0%	18	0	0.0%	18	0	0.0%	18	0	0.0%	18	0	0.0%	18	0	0.0%
FACTORY ROAD	65	41	63.1%	65	40	61.5%	65	39	60.0%	65	35	53.8%	65	39	60.0%	65	36	55.4%	65	39	60.0%	65	41	63.1%
FIDDLERS CLOSE	0	2	#DIV/0!	0	2	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!
FIELDFARE LANE	76	3	3.9%	76	3	3.9%	76	1	1.3%	76	1	1.3%	76	1	1.3%	76	1	1.3%	76	3	3.9%	76	3	3.9%
FIRST AVENUE	40	0	0.0%	40	10	25.0%	40	10	25.0%	40	10	25.0%	40	10	25.0%	40	11	27.5%	40	11	27.5%	40	12	30.0%
FISHERMAN'S HILL	8	7	87.5%	8	7	87.5%	8	7	87.5%	8	5	62.5%	8	8	100.0%	8	8	100.0%	8	7	87.5%	8	7	87.5%
FIVEASH ROAD	39	38	97.4%	39	37	94.9%	39	34	87.2%	39	34	87.2%	39	35	89.7%	39	39	100.0%	39	38	97.4%	39	38	97.4%
FOOTBALL CLUB ENTRANCE	29	8	27.6%	29	12	41.4%	29	11	37.9%	29	7	24.1%	29	6	20.7%	29	2	6.9%	29	2	6.9%	29	2	6.9%

FORD ROAD	0	5	#DIV/0!	0	4	#DIV/0!	0	3	#DIV/0!	0	7	#DIV/0!	0	6	#DIV/0!	0	5	#DIV/0!	0	6	#DIV/0!	0	6	#DIV/0!
FOUNTAIN WALK	84	32	38.1%	84	32	38.1%	84	22	26.2%	84	24	28.6%	84	27	32.1%	84	32	38.1%	84	32	38.1%	84	35	41.7%
FOXWOOD GROVE	30	0	0.0%	30	6	20.0%	30	6	20.0%	30	5	16.7%	30	4	13.3%	30	13	43.3%	30	14	46.7%	30	14	46.7%
FROBISHER WAY	56	13	23.2%	56	10	17.9%	56	6	10.7%	56	8	14.3%	56	9	16.1%	56	14	25.0%	56	14	25.0%	56	14	25.0%
GALLEON MEWS	17	5	29.4%	17	5	29.4%	17	3	17.6%	17	2	11.8%	17	2	11.8%	17	4	23.5%	17	3	17.6%	17	4	23.5%
GASSON ROAD	38	15	39.5%	38	15	39.5%	38	14	36.8%	38	14	36.8%	38	10	26.3%	38	14	36.8%	38	14	36.8%	38	14	36.8%
GILBERT CLOSE	25	17	68.0%	25	16	64.0%	25	14	56.0%	25	12	48.0%	25	11	44.0%	25	18	72.0%	25	20	80.0%	25	20	80.0%
GLEBE ROAD	34	27	79.4%	34	26	76.5%	34	28	82.4%	34	25	73.5%	34	28	82.4%	34	33	97.1%	34	34	100.0%	34	32	94.1%
GORDON ROAD	89	72	80.9%	89	69	77.5%	89	52	58.4%	89	53	59.6%	89	56	62.9%	89	67	75.3%	89	79	88.8%	89	76	85.4%
GOUGE AVENUE	67	41	61.2%	67	41	61.2%	67	41	61.2%	67	41	61.2%	67	38	56.7%	67	38	56.7%	67	45	67.2%	67	44	65.7%
GRANVILLE ROAD	2	64	3200.0%	2	64	3200.0%	2	46	2300.0%	2	47	2350.0%	2	39	1950.0%	2	70	3500.0%	2	70	3500.0%	2	74	3700.0%
GROVE ROAD	31	7	22.6%	31	12	38.7%	31	14	45.2%	31	15	48.4%	31	15	48.4%	31	8	25.8%	31	7	22.6%	31	8	25.8%
GUNN ROAD	116	34	29.3%	116	29	25.0%	116	23	19.8%	116	22	19.0%	116	23	19.8%	116	34	29.3%	116	34	29.3%	116	32	27.6%
GWYNN ROAD	72	64	88.9%	72	59	81.9%	72	50	69.4%	72	46	63.9%	72	49	68.1%	72	62	86.1%	72	61	84.7%	72	62	86.1%
HALDANE GARDENS	67	10	14.9%	67	10	14.9%	67	9	13.4%	67	7	10.4%	67	8	11.9%	67	11	16.4%	67	12	17.9%	67	11	16.4%
HALL ROAD	61	24	39.3%	61	24	39.3%	61	20	32.8%	61	12	19.7%	61	11	18.0%	61	27	44.3%	61	22	36.1%	61	18	29.5%
HAMERTON ROAD	0	33	#DIV/0!	0	30	#DIV/0!	0	24	#DIV/0!	0	18	#DIV/0!	0	23	#DIV/0!	0	31	#DIV/0!	0	35	#DIV/0!	0	33	#DIV/0!
HARMER COURT	20	6	30.0%	20	6	30.0%	20	6	30.0%	20	6	30.0%	20	6	30.0%	20	6	30.0%	20	6	30.0%	20	6	30.0%
HARMER ROAD	24	12	50.0%	24	12	50.0%	24	9	37.5%	24	8	33.3%	24	9	37.5%	24	9	37.5%	24	9	37.5%	24	13	54.2%
HARTFIELD PLACE	25	3	12.0%	25	3	12.0%	25	3	12.0%	25	3	12.0%	25	3	12.0%	25	3	12.0%	25	3	12.0%	25	3	12.0%
HASTED CLOSE	19	12	63.2%	19	12	63.2%	19	9	47.4%	19	8	42.1%	19	9	47.4%	19	8	42.1%	19	11	57.9%	19	11	57.9%
HATTON MEWS	21	4	19.0%	21	2	9.5%	21	4	19.0%	21	1	4.8%	21	3	14.3%	21	5	23.8%	21	2	9.5%	21	2	9.5%
HAVELOCK ROAD	6	82	1366.7%	6	78	1300.0%	6	61	1016.7%	6	51	850.0%	6	51	850.0%	6	91	1516.7%	6	91	1516.7%	6	97	1616.7%
HERBERT ROAD	20	23	115.0%	20	23	115.0%	20	22	110.0%	20	18	90.0%	20	15	75.0%	20	20	100.0%	20	20	100.0%	20	20	100.0%
HIGH STREET	12	15	125.0%	12	14	116.7%	12	13	108.3%	12	16	133.3%	12	11	91.7%	12	25	208.3%	12	20	166.7%	12	20	166.7%
HIVE LANE	8	4	50.0%	8	4	50.0%	8	4	50.0%	8	6	75.0%	8	8	100.0%	8	2	25.0%	8	7	87.5%	8	6	75.0%
HOPE ROAD	24	4	16.7%	24	4	16.7%	24	6	25.0%	24	6	25.0%	24	6	25.0%	24	6	25.0%	24	7	29.2%	24	7	29.2%
HUNTLEY AVENUE	87	35	40.2%	87	34	39.1%	87	32	36.8%	87	30	34.5%	87	30	34.5%	87	45	51.7%	87	37	42.5%	87	36	41.4%
INGRESS GARDENS	142	70	49.3%	142	68	47.9%	142	49	34.5%	142	52	36.6%	142	60	42.3%	142	77	54.2%	142	82	57.7%	142	86	60.6%
INGRESS PARK AVENUE	336	42	12.5%	336	35	10.4%	336	32	9.5%	336	25	7.4%	336	30	8.9%	336	40	11.9%	336	44	13.1%	336	44	13.1%
JACKSON CLOSE	0	3	#DIV/0!	0	2	#DIV/0!	0	2	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	4	#DIV/0!	0	4	#DIV/0!	0	4	#DIV/0!
JOHNSONS WAY	24	7	29.2%	24	6	25.0%	24	7	29.2%	24	4	16.7%	24	5	20.8%	24	5	20.8%	24	4	16.7%	24	4	16.7%
JUBILEE CLOSE	21	0	0.0%	21	7	33.3%	21	7	33.3%	21	5	23.8%	21	5	23.8%	21	6	28.6%	21	6	28.6%	21	6	28.6%
KEARY ROAD	119	42	35.3%	119	40	33.6%	119	43	36.1%	119	36	30.3%	119	31	26.1%	119	39	32.8%	119	46	38.7%	119	51	42.9%
KEMSLEY CLOSE	38	12	31.6%	38	11	28.9%	38	8	21.1%	38	8	21.1%	38	8	21.1%	38	12	31.6%	38	13	34.2%	38	13	34.2%
KENDALL GARDENS	80	21	26.3%	80	20	25.0%	80	12	15.0%	80	9	11.3%	80	11	13.8%	80	12	15.0%	80	14	17.5%	80	14	17.5%
KIND EDWARD ROAD	49	21	42.9%	49	21	42.9%	49	8	16.3%	49	11	22.4%	49	11	22.4%	49	17	34.7%	49	23	46.9%	49	25	51.0%
KING EDWARD ROAD	39	15	38.5%	39	15	38.5%	39	16	41.0%	39	12	30.8%	39	11	28.2%	39	7	17.9%	39	7	17.9%	39	17	43.6%
KINGFISHER DRIVE	80	0	0.0%	80	0	0.0%	80	0	0.0%	80	0	0.0%	80	0	0.0%	80	0	0.0%	80	0	0.0%	80	0	0.0%
KINGSTON COURT	18	10	55.6%	18	10	55.6%	18	9	50.0%	18	10	55.6%	18	10	55.6%	18	9	50.0%	18	12	66.7%	18	10	55.6%
KNOCKHALL CHASE	83	58	69.9%	83	32	38.6%	83	55	66.3%	83	59	71.1%	83	41	49.4%	83	58	69.9%	83	57	68.7%	83	56	67.5%
KNOCKHALL ROAD	216	49	22.7%	216	106	49.1%	216	82	38.0%	216	63	29.2%	216	61	28.2%	216	107	49.5%	216	106	49.1%	216	120	55.6%
KOCKHALL ROAD	32	0	0.0%	32	3	9.4%	32	5	15.6%	32	5	15.6%	32	5	15.6%	32	9	28.1%	32	9	28.1%	32	7	21.9%
LABURNUM GROVE	76	4	5.3%	76	4	5.3%	76	3	3.9%	76	1	1.3%	76	1	1.3%	76	3	3.9%	76	0	0.0%	76	0	0.0%
LANE AVENUE	33	0	0.0%	33	7	21.2%	33	7	21.2%	33	5	15.2%	33	6	18.2%	33	11	33.3%	33	11	33.3%	33	14	42.4%
LANSDOWN PLACE	27	4	14.8%	27	3	11.1%	27	4	14.8%	27	16	59.3%	27	13	48.1%	27	6	22.2%	27	14	51.9%	27	12	44.4%
LANSDOWNE SQUARE	13	8	61.5%	13	8	61.5%	13	6	46.2%	13	5	38.5%	13	5	38.5%	13	7	53.8%	13	8	61.5%	13	8	61.5%
LAWN ROAD	60	11	18.3%	60	9	15.0%	60	8	13.3%	60	11	18.3%	60	13	21.7%	60	14	23.3%	60	15	25.0%	60	18	30.0%
LENNOX ROAD	1	16	1600.0%	1	15	1500.0%	1	15	1500.0%	1	13	1300.0%	1	14	1400.0%	1	9	900.0%	1	10	1000.0%	1	9	900.0%
LEONARD AVENUE	71	31	43.7%	71	28	39.4%	71	24	33.8%	71	21	29.6%	71	21	29.6%	71	29	40.8%	71	33	46.5%	71	36	50.7%
LEWIS ROAD	57	31	54.4%	57	25	43.9%	57	23	40.4%	57	23	40.4%	57	24	42.1%	57	31	54.4%	57	32	56.1%	57	32	56.1%
LIGHTERMAN'S MEWS	13	2	15.4%	13	2	15.4%	13	2	15.4%	13	1	7.7%	13	1	7.7%	13	2	15.4%	13	2	15.4%	13	2	15.4%
LIGHTERMANS WAY	52	2	3.8%	52	2	3.8%	52	2	3.8%	52	2	3.8%	52	2	3.8%	52	0	0.0%	52	0	0.0%	52	1	1.9%
LIME AVENUE	97	58	59.8%	97	58	59.8%	97	48	49.5%	97	43	44.3%	97	41	42.3%	97	59	60.8%	97	0	0.0%	97	0	0.0%
LOW CLOSE	4	8	200.0%	4	6	150.0%	4	5	125.0%	4	3	75.0%	4	2	50.0%	4	5	125.0%	4	6	150.0%	4	6	150.0%
MADDEN CLOSE	21	4	19.0%	21	4	19.0%	21	4	19.0%	21	4	19.0%	21	4	19.0%	21	5	23.8%	21	5	23.8%	21	5	23.8%
MANOR ROAD	129	86	66.7%	129	75	58.1%	129	59	45.7%	129	44	34.1%	129	46	35.7%	129	75	58.1%	129	83	64.3%	129	87	67.4%
MARINA DRIVE	37	22	59.5%	37	22	59.5%	37	22	59.5%	37	19	51.4%	37	19	51.4%	37	15	40.5%	37	16	43.2%	37	18	48.6%
MARINERS WAY	25	5	20.0%	25	6	24.0%	25	5	20.0%	25	5	20.0%	25	5	20.0%	25	2	8.0%	25	3	12.0%	25	4	16.0%
MARITIME CLOSE	2	9	450.0%	2	11	550.0%	2	5	250.0%	2	3	150.0%	2	3	150.0%	2	3	150.0%	2	10	500.0%	2	11	550.0%
MARITIME GATE	117	22	18.8%	117	21	17.9%	117	20	17.1%	117	17	14.5%	117	14	12.0%	117	18	15.4%	117	21	17.9%	117	24	20.5%
MAY AVENUE	48	12	25.0%	48	12	25.0%	48	12	25.0%	48	16	33.3%	48	15	31.3%	48	15	31.3%	48	17	35.4%	48	20	41.7%
MAYFIELD	14	3	21.4%	14	3	21.4%	14	3	21.4%	14	3	21.4%	14	2	14.3%	14	2	14.3%	14	2	14.3%	14	3	21.4%
MAYFIELD ROAD	2	46	2300.0%	2	40	2000.0%	2	31	1550.0%	2	25	1250.0%	2	28	1400.0%	2	40	2000.0%	2	43	2150.0%	2	43	2150.0%
MERLIN COURT	26	6	23.1%	26	6	23.1%	26	6	23.1%	26	2	7.7%	26	2	7.7%	26	6	23.1%	26	6	23.1%	26	6	23.1%
MERMAID CLOSE	25	15	60.0%	25	14	56.0%	25	9	36.0%	25	9	36.0%	25	6	24.0%	25	10	40.0%	25	14	56.0%	25	14	56.0%
MILL ROAD	15	110	733.3%	15	94	626.7%	15	87	580.0%	15	68	453.3%	15	74	493.3%	15	102	680.0%	15	109	726.7%	15	120	800.0%
MILTON ROAD	112	0	0.0%	112	0	0.0%	112	0	0.0%	112	0	0.0%	112	0	0.0%	112	0	0.0%	112	0	0.0%	112	0	0.0%
MILTON STREET	90	50	55.6%	90	47	52.2%	90	36	40.0%	90	35	38.9%	90	28	31.1%	90	45	50.0%	90	54	60.0%	90	53	58.9%
MITCHELL AVENUE	92	74	80.4%	92	71	77.2%	92	61	66.3%	92	55	59.8%	92	60	65.2%	92	67	72.8%	92	72	78.3%	92	76	82.6%
MONKS WELL	29	5	17.2%	29	5	17.2%	29	1	3.4%	29	2	6.9%	29	1	3.4%	29	3	10.3%	29	4	13.8%	29	5	17.2%
MOORE ROAD	52	23	44.2%	52	20	38.5%	52	17	32.7%	52	10	19.2%	52	12	23.1%	52	21	40.4%	52	24	46.2%	52	22	42.3%
MOUNTS ROAD	253	57	22.5%	253	46	18.2%	253	39	15.4%	253	31	12.3%	253	37	14.6%	253	54	21.3%	253	53	20.9%	253	54	21.3%
MUNFORD DRIVE	66	25	37.9%	66	26	39.4%	66	25	37.9%	66	20	30.3%	66	22	33.3%	66	29	43.9%	66	30	45.5%	66	31	47.0%
N KENT AVENUE	41	5	12.2%	41	4	9.8%	41	4	9.8%	41	4	9.8%	41	4	9.8%	41	3	7.3%	41	3	7.3%	41	3	7.3%
NORTHWOOD DRIVE	24	6	25.0%	24	5	20.8%	24	5	20.8%	24	6	25.0%	24	5	20.8%	24	5	20.8%	24	6	25.0%	24	6	25.0%
OLD PERRY STREET	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
ORCHARD ROAD	140	52	37.1%	140	47	33.6%	140	42	30.0%	140	30	21.4%	140	32	22.9%	140	49	35.0%	140	55	39.3%	140	58	41.4%
PACIFIC CLOSE	28	2	7.1%	28	1	3.6%	28	1	3.6%	28	1	3.6%	28	0	0.0%	28	4	14.3%	28	5	17.9%	28	5	17.9%
PALLADIAN CIRCUS	88	41	46.6%	88	34	38.6%	88	29	33.0%	88	24	27.3%	88	20	22.7%	88	39	44.3%	88	43	48.9%	88	42	47.7%
PARK AVENUE	167	68	40.7%	167	99	59.3%	167	88	52.7%	167	83	49.7%	167	70	41.9%	167	101	60.5%	167	98	58.7%	167	105	62.9%
PARK CLIFF AVENUE	26	1	3.8%	26	1	3.8%	26	1	3.8%	26	0	0.0%	26	0	0.0%	26	2	7.7%	26	2	7.7%	26	2	7.7%
PARK CLIFF ROAD	51	7	13.7%	51	7	13.7%	51	4	7.8%	51	3	5.9%	51	3	5.9%	51	11	21.6%	51	15	29.4%	51	14	27.5%
PARK LANE	63	16	25.4%	63	15	23.8%	63	12	19.0%	63	13	20.6%	63	13	20.6%	63	12	19.0%	63	12	19.0%	63	13	20.6%
PARK ROAD	82	15	18.3%	82	12	14.6%	82	9	11.0%	82	6	7.3%	82	6	7.3%	82	14	17.1%	82	15	18.3%	82	16	19.5%
PELHAM ROAD	18	17	94.4%	18	14	77.8%	18	11	61.1%	18	14	77.8%	18	13	72.2%	18	16	88.9%	18	13	72.2%	18	13	72.2%
PELHAM ROAD S	0	5	#DIV/0!	0	6	#DIV/0!	0	3	#DIV/0!	0	3	#DIV/0!	0	3	#DIV/0!	0	5	#DIV/0!	0	14	#DIV/0!	0	13	#DIV/0!
PENTSTEMON DRIVE	86	30	34.9%	86	21	24.4%	86	19	22.1%	86	17	19.8%	86	15	17.4%	86	22	25.6%	86	21	24.4%	86	23	26.7%
PERKINS CLOSE	3	5	166.7%	3	2	66.7%	3	1	33.3%	3	3	100.0%	3	2	66.7%	3	8	266.7%	3	6	200.0%	3	8	266.7%
PERRY STREET	19	5	26.3%	19	7	36.8%	19	5	26.3%	19	17	89.5%	19	12	63.2%	19	14	73.7%	19	16	84.2%	19	13	68.4%
PIER ROAD	126	86	68.3%	126	86	68.3%	126	67	53.2%	126	64	50.8%	126	61	48.4%	126	86	68.3%	126	83	65.9%	126	87	69.0%
PILGRIMS VIEW	38	7	18.4%	38	8	21.1%	38	9	23.7%	38	7	18.4%	38	7	18.4%	38	11	28.9%	38	9	23.7%	38	7	18.4%
PLANE AVENUE	64	50	78.1%	64	50	78.1%	64	33	51.6%	64	25	39.1%	64	25	39.1%	64	46	71.9%	64	47	73.4%	64	44	68.8%
PORT AVENUE	40	19	47.5%	40	15	37.5%	40	14	35.0%	40	11	27.5%	40	13	32.5%	40	17	42.5%	40	19	47.5%	40	19	47.5%
PORTLAND PLACE	35	11	31.4%	35	11	31.4%	35	11	31.4%	35	12	34.3%	35	13	37.1%	35	12	34.3%	35	12	34.3%	35	12	34.3%
PRIORESS CRESCENT	53	5	9.4%	53	5	9.4%	53	4	7.5%	53	3	5.7%	53	4	7.5%	53	6	11.3%	53	6	11.3%	53	6	11.3%
PROVIDENCE STREET	35	25	71.4%	35	26	74.3%	35	14	40.0%	35	6	17.1%	35	6	17.1%	35	28	80.0%	35	31	88.6%	35	33	94.3%
QUAY LANE	4	2	50.0%	4	4	100.0%	4	2	50.0%	4	2	50.0%	4	2	50.0%	4	5	125.0%	4	5	125.0%	4	4	100.0%
RAILWAY STREET	0	48	#DIV/0!	0	41	#DIV/0!	0	36	#DIV/0!	0	36	#DIV/0!	0	30	#DIV/0!	0	35	#DIV/0!	0	45	#DIV/0!	0	45	#DIV/0!
RANELAGH GARDENS	35	3	8.6%	35	3	8.6%	35	4	11.4%	35	3	8.6%	35	2	5.7%	35	4	11.4%	35	5	14.3%	35	5	14.3%
RECTORY ROAD	30	3	10.0%	30	4	13.3%	30	5	16.7%	30	5	16.7%	30	3	10.0%	30	6	20.0%	30	5	16.7%	30	4	13.3%
REDWING CRESCENT	52	0	0.0%	52	0	0.0%	52	0	0.0%	52	0	0.0%	52	0	0.0%	52	0	0.0%	52	0	0.0%	52	0	0.0%
REED COURT	65	2	3.1%	65	2	3.1%	65	1	1.5%	65	1	1.5%	65	1	1.5%	65	2	3.1%	65	3	4.6%	65	1	1.5%
RESERVOIR CLOSE	11	0	0.0%	11	2	18.2%	11	2	18.2%	11	4	36.4%	11	5	45.5%	11	8	72.7%	11	7	63.6%	11	8	72.7%
RESIDENTIAL ESTATE	78	3	3.8%	78	2	2.6%	78	2	2.6%	78	3	3.8%	78	3	3.8%	78	4	5.1%	78	4	5.1%	78	3	3.8%

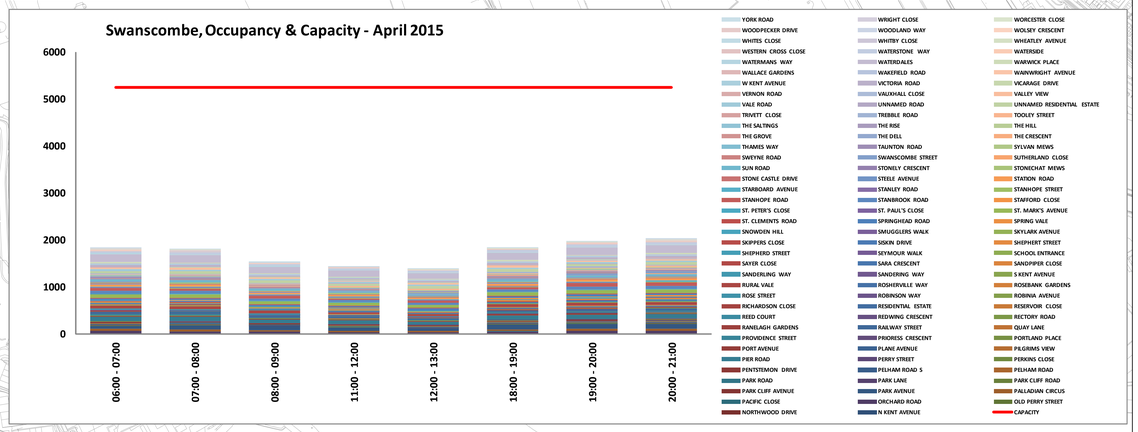
RICHARDSON CLOSE	0	6	#DIV/0!	0	3	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	3	#DIV/0!	0	4	#DIV/0!
ROBINIA AVENUE	59	41	69.5%	59	41	69.5%	59	26	44.1%	59	27	45.8%	59	27	45.8%	59	43	72.9%	59	46	78.0%	59	43	72.9%
ROBINSON WAY	17	21	123.5%	17	19	111.8%	17	12	70.6%	17	16	94.1%	17	15	88.2%	17	22	129.4%	17	19	111.8%	17	22	129.4%
ROSE STREET	73	28	38.4%	73	25	34.2%	73	24	32.9%	73	19	26.0%	73	17	23.3%	73	16	21.9%	73	16	21.9%	73	16	21.9%
ROSEBANK GARDENS	36	2	5.6%	36	2	5.6%	36	4	11.1%	36	5	13.9%	36	5	13.9%	36	7	19.4%	36	7	19.4%	36	7	19.4%
ROSHERVILLE WAY	107	0	0.0%	107	0	0.0%	107	0	0.0%	107	0	0.0%	107	0	0.0%	107	0	0.0%	107	0	0.0%	107	0	0.0%
RURAL VALE	72	62	86.1%	72	61	84.7%	72	53	73.6%	72	37	51.4%	72	41	56.9%	72	67	93.1%	72	68	94.4%	72	66	91.7%
S KENT AVENUE	57	5	8.8%	57	5	8.8%	57	3	5.3%	57	3	5.3%	57	3	5.3%	57	5	8.8%	57	8	14.0%	57	8	14.0%
SANDERING WAY	99	4	4.0%	99	3	3.0%	99	3	3.0%	99	2	2.0%	99	3	3.0%	99	8	8.1%	99	7	7.1%	99	7	7.1%
SANDERLING WAY	69	6	8.7%	69	6	8.7%	69	4	5.8%	69	4	5.8%	69	4	5.8%	69	10	14.5%	69	7	10.1%	69	10	14.5%
SANDPIPER CLOSE	48	11	22.9%	48	11	22.9%	48	10	20.8%	48	9	18.8%	48	4	8.3%	48	5	10.4%	48	5	10.4%	48	4	8.3%
SARA CRESCENT	76	9	11.8%	76	8	10.5%	76	5	6.6%	76	5	6.6%	76	4	5.3%	76	12	15.8%	76	12	15.8%	76	10	13.2%
SAYER CLOSE	2	7	350.0%	2	3	150.0%	2	0	0.0%	2	1	50.0%	2	2	100.0%	2	8	400.0%	2	5	250.0%	2	5	250.0%
SCHOOL ENTRANCE	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
SEYMOUR WALK	26	6	23.1%	26	6	23.1%	26	7	26.9%	26	7	26.9%	26	8	30.8%	26	5	19.2%	26	5	19.2%	26	4	15.4%
SHEPHERD STREET	23	9	39.1%	23	9	39.1%	23	9	39.1%	23	9	39.1%	23	6	26.1%	23	6	26.1%	23	6	26.1%	23	10	43.5%
SHEPHERT STREET	80	26	32.5%	80	26	32.5%	80	25	31.3%	80	25	31.3%	80	18	22.5%	80	24	30.0%	80	23	28.8%	80	26	32.5%
SISKIN DRIVE	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	0	0.0%	15	0	0.0%
SKIPPERS CLOSE	0	1	#DIV/0!	0	3	#DIV/0!	0	2	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!
SKYLARK AVENUE	50	3	6.0%	50	3	6.0%	50	2	4.0%	50	3	6.0%	50	4	8.0%	50	3	6.0%	50	3	6.0%	50	3	6.0%
SMUGGLERS WALK	7	12	171.4%	7	12	171.4%	7	1	14.3%	7	2	28.6%	7	2	28.6%	7	2	28.6%	7	8	114.3%	7	8	114.3%
SNOWDEN HILL	27	20	74.1%	27	18	66.7%	27	14	51.9%	27	13	48.1%	27	13	48.1%	27	18	66.7%	27	21	77.8%	27	19	70.4%
SPRING VALE	93	0	0.0%	93	16	17.2%	93	13	14.0%	93	12	12.9%	93	11	11.8%	93	18	19.4%	93	22	23.7%	93	25	26.9%
SPRINGHEAD ROAD	190	30	15.8%	190	30	15.8%	190	26	13.7%	190	39	20.5%	190	39	20.5%	190	39	20.5%	190	37	19.5%	190	37	19.5%
ST. CLEMENTS ROAD	66	20	30.3%	66	20	30.3%	66	14	21.2%	66	11	16.7%	66	8	12.1%	66	11	16.7%	66	12	18.2%	66	11	16.7%
ST. MARK'S AVENUE	121	69	57.0%	121	70	57.9%	121	60	49.6%	121	65	53.7%	121	63	52.1%	121	71	58.7%	121	74	61.2%	121	76	62.8%
ST. PAUL'S CLOSE	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!
ST. PETER'S CLOSE	33	17	51.5%	33	15	45.5%	33	14	42.4%	33	9	27.3%	33	7	21.2%	33	15	45.5%	33	21	63.6%	33	22	66.7%
STAFFORD CLOSE	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!
STANBROOK ROAD	4	62	1550.0%	4	61	1525.0%	4	50	1250.0%	4	40	1000.0%	4	36	900.0%	4	51	1275.0%	4	54	1350.0%	4	60	1500.0%
STANHOPE ROAD	67	48	71.6%	67	48	71.6%	67	47	70.1%	67	44	65.7%	67	45	67.2%	67	45	67.2%	67	75	111.9%	67	75	111.9%
STANHOPE STREET	12	10	83.3%	12	10	83.3%	12	11	91.7%	12	11	91.7%	12	11	91.7%	12	11	91.7%	12	9	75.0%	12	9	75.0%
STANLEY ROAD	43	13	30.2%	43	13	30.2%	43	9	20.9%	43	11	25.6%	43	7	16.3%	43	8	18.6%	43	8	18.6%	43	8	18.6%
STARBOARD AVENUE	29	19	65.5%	29	15	51.7%	29	12	41.4%	29	10	34.5%	29	10	34.5%	29	13	44.8%	29	16	55.2%	29	16	55.2%
STATION ROAD	14	45	321.4%	14	42	300.0%	14	36	257.1%	14	34	242.9%	14	31	221.4%	14	43	307.1%	14	44	314.3%	14	45	321.4%
STEELE AVENUE	38	6	15.8%	38	8	21.1%	38	8	21.1%	38	9	23.7%	38	7	18.4%	38	7	18.4%	38	7	18.4%	38	9	23.7%
STONE CASTLE DRIVE	71	13	18.3%	71	14	19.7%	71	13	18.3%	71	15	21.1%	71	17	23.9%	71	15	21.1%	71	11	15.5%	71	12	16.9%
STONECHAT MEWS	27	24	88.9%	27	24	88.9%	27	17	63.0%	27	17	63.0%	27	16	59.3%	27	16	59.3%	27	22	81.5%	27	22	81.5%
STONELY CRESCENT	10	6	60.0%	10	6	60.0%	10	3	30.0%	10	3	30.0%	10	3	30.0%	10	3	30.0%	10	4	40.0%	10	3	30.0%
SUN ROAD	59	41	69.5%	59	44	74.6%	59	41	69.5%	59	37	62.7%	59	32	54.2%	59	47	79.7%	59	51	86.4%	59	56	94.9%
SUTHERLAND CLOSE	0	7	#DIV/0!	0	2	#DIV/0!	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	2	#DIV/0!	0	5	#DIV/0!	0	6	#DIV/0!
SWANSCOMBE STREET	72	16	22.2%	72	16	22.2%	72	17	23.6%	72	20	27.8%	72	29	40.3%	72	29	40.3%	72	43	59.7%	72	41	56.9%
SWEYNE ROAD	40	15	37.5%	40	15	37.5%	40	13	32.5%	40	13	32.5%	40	11	27.5%	40	11	27.5%	40	11	27.5%	40	11	27.5%
SYLVAN MEWS	31	4	12.9%	31	4	12.9%	31	4	12.9%	31	1	3.2%	31	4	12.9%	31	2	6.5%	31	3	9.7%	31	3	9.7%
TAUNTON ROAD	38	25	65.8%	38	24	63.2%	38	23	60.5%	38	20	52.6%	38	20	52.6%	38	28	73.7%	38	27	71.1%	38	27	71.1%
THAMES WAY	26	0	0.0%	26	0	0.0%	26	0	0.0%	26	0	0.0%	26	0	0.0%	26	0	0.0%	26	0	0.0%	26	0	0.0%
THE CRESCENT	15	0	0.0%	15	3	20.0%	15	6	40.0%	15	6	40.0%	15	6	40.0%	15	8	53.3%	15	7	46.7%	15	6	40.0%
THE DELL	34	11	32.4%	34	11	32.4%	34	9	26.5%	34	9	26.5%	34	9	26.5%	34	14	41.2%	34	16	47.1%	34	15	44.1%
THE GROVE	0	3	#DIV/0!	0	2	#DIV/0!	0	3	#DIV/0!	0	3	#DIV/0!	0	5	#DIV/0!	0	5	#DIV/0!	0	12	#DIV/0!	0	13	#DIV/0!
THE HILL	32	11	34.4%	32	11	34.4%	32	9	28.1%	32	9	28.1%	32	9	28.1%	32	18	56.3%	32	18	56.3%	32	18	56.3%
THE RISE	28	10	35.7%	28	10	35.7%	28	6	21.4%	28	5	17.9%	28	5	17.9%	28	5	17.9%	28	7	25.0%	28	7	25.0%
THE SALTINGS	8	3	37.5%	8	3	37.5%	8	2	25.0%	8	2	25.0%	8	2	25.0%	8	2	25.0%	8	2	25.0%	8	2	25.0%
TOOLEY STREET	40	20	50.0%	40	20	50.0%	40	20	50.0%	40	20	50.0%	40	20	50.0%	40	15	37.5%	40	15	37.5%	40	20	50.0%
TREBBLE ROAD	50	12	24.0%	50	17	34.0%	50	16	32.0%	50	9	18.0%	50	9	18.0%	50	19	38.0%	50	22	44.0%	50	22	44.0%
TRIVETT CLOSE	0	2	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	1	#DIV/0!	0	3	#DIV/0!	0	3	#DIV/0!	0	4	#DIV/0!
UNNAMED RESIDENTIAL ESTATE	166	47	28.3%	166	52	31.3%	166	50	30.1%	166	49	29.5%	166	52	31.3%	166	57	34.3%	166	53	31.9%	166	46	27.7%
UNNAMED ROAD	116	1	0.9%	116	1	0.9%	116	1	0.9%	116	1	0.9%	116	2	1.7%	116	1	0.9%	116	1	0.9%	116	1	0.9%
VALE ROAD	91	39	42.9%	91	38	41.8%	91	33	36.3%	91	32	35.2%	91	27	29.7%	91	35	38.5%	91	35	38.5%	91	35	38.5%
VALLEY VIEW	135	35	25.9%	135	35	25.9%	135	29	21.5%	135	26	19.3%	135	27	20.0%	135	39	28.9%	135	37	27.4%	135	38	28.1%
VAUXHALL CLOSE	7	1	14.3%	7	2	28.6%	7	3	42.9%	7	5	71.4%	7	4	57.1%	7	5	71.4%	7	6	85.7%	7	5	71.4%
VERNON ROAD	22	12	54.5%	22	9	40.9%	22	6	27.3%	22	5	22.7%	22	6	27.3%	22	7	31.8%	22	8	36.4%	22	11	50.0%
VICARAGE DRIVE	28	9	32.1%	28	9	32.1%	28	9	32.1%	28	8	28.6%	28	8	28.6%	28	11	39.3%	28	12	42.9%	28	12	42.9%
VICTORIA ROAD	55	44	80.0%	55	43	78.2%	55	35	63.6%	55	38	69.1%	55	39	70.9%	55	47	85.5%	55	47	85.5%	55	47	85.5%
W KENT AVENUE	45	14	31.1%	45	14	31.1%	45	9	20.0%	45	7	15.6%	45	7	15.6%	45	11	24.4%	45	12	26.7%	45	12	26.7%
WAINWRIGHT AVENUE	37	0	0.0%	37	0	0.0%	37	0	0.0%	37	0	0.0%	37	0	0.0%	37	0	0.0%	37	0	0.0%	37	0	0.0%
WAKEFIELD ROAD	45	10	22.2%	45	12	26.7%	45	9	20.0%	45	10	22.2%	45	10	22.2%	45	16	35.6%	45	13	28.9%	45	12	26.7%
WALLACE GARDENS	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	1	7.1%	14	2	14.3%	14	1	7.1%
WARWICK PLACE	44	25	56.8%	44	23	52.3%	44	18	40.9%	44	15	34.1%	44	20	45.5%	44	18	40.9%	44	17	38.6%	44	20	45.5%
WATERDALES	273	166	60.8%	273	161	59.0%	273	140	51.3%	273	124	45.4%	273	125	45.8%	273	152	55.7%	273	158	57.9%	273	168	61.5%
WATERMANS WAY	78	25	32.1%	78	21	26.9%	78	20	25.6%	78	14	17.9%	78	16	20.5%	78	23	29.5%	78	25	32.1%	78	24	30.8%
WATERSIDE	16	1	6.3%	16	1	6.3%	16	1	6.3%	16	1	6.3%	16	1	6.3%	16	1	6.3%	16	1	6.3%	16	1	6.3%
WATERSTONE WAY	158	43	27.2%	158	41	25.9%	158	33	20.9%	158	37	23.4%	158	35	22.2%	158	45	28.5%	158	44	27.8%	158	46	29.1%
WESTERN CROSS CLOSE	17	7	41.2%	17	5	29.4%	17	4	23.5%	17	3	17.6%	17	3	17.6%	17	5	29.4%	17	5	29.4%	17	6	35.3%
WHEATLEY AVENUE	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	2	#DIV/0!	0	3	#DIV/0!	0	2	#DIV/0!
WHITBY CLOSE	0	1	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	0	#DIV/0!	0	4	#DIV/0!	0	3	#DIV/0!	0	3	#DIV/0!
WHITES CLOSE	7	2	28.6%	7	1	14.3%	7	1	14.3%	7	2	28.6%	7	2	28.6%	7	1	14.3%	7	1	14.3%	7	2	28.6%
WOLSEY CRESCENT	35	12	34.3%	35	12	34.3%	35	11	31.4%	35	6	17.1%	35	6	17.1%	35	6	17.1%	35	11	31.4%	35	11	31.4%
WOODLAND WAY	4	4	100.0%	4	4	100.0%	4	1	25.0%	4	1	25.0%	4	2	50.0%	4	2	50.0%	4	3	75.0%	4	5	125.0%
WOODPECKER DRIVE	28	18	64.3%	28	18	64.3%	28	10	35.7%	28	10	35.7%	28	11	39.3%	28	12	42.9%	28	14	50.0%	28	14	50.0%
WORCESTER CLOSE	35	13	37.1%	35	14	40.0%	35	9	25.7%	35	6	17.1%	35	9	25.7%	35	9	25.7%	35	15	42.9%	35	15	42.9%
WRIGHT CLOSE	14	5	35.7%	14	5	35.7%	14	3	21.4%	14	3	21.4%	14	3	21.4%	14	6	42.9%	14	6	42.9%	14	6	42.9%
YORK ROAD	38	18	47.4%	38	18	47.4%	38	18	47.4%	38	18	47.4%	38	11	28.9%	38	15	39.5%	38	15	39.5%	38	19	50.0%
TOTAL	14480	5689	39.3%	14480	5550	38.3%	14480	4808	33.2%	14480	4389	30.3%	14480	4306	29.7%	14480	5745	39.7%	14480	6075	42.0%	14480	6276	43.3%

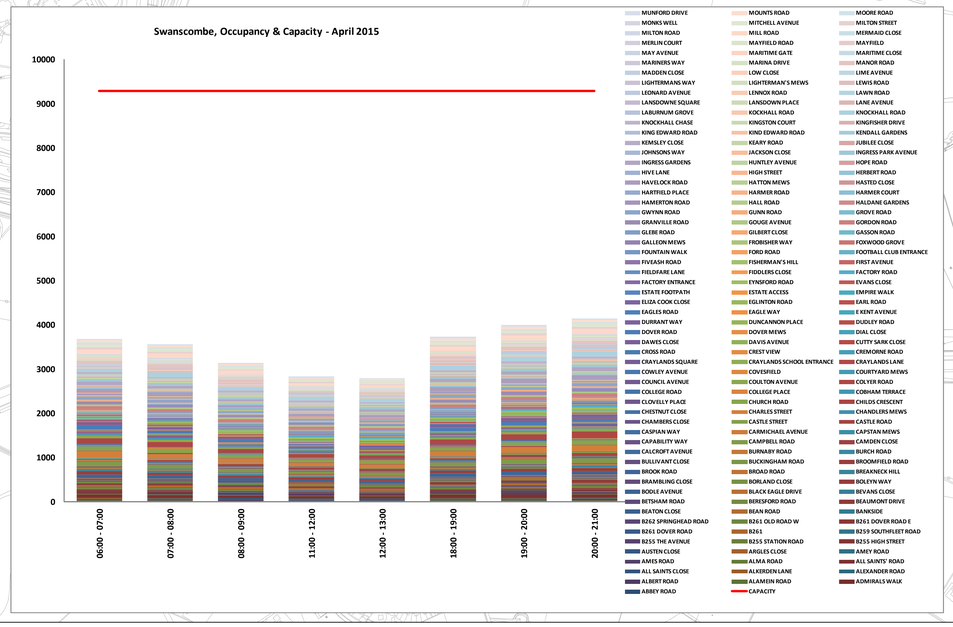
Appendix B

PARKING RESTRICTIONS PLAN

3121 - Swanscombe Parking Survey - April 2015 (07:00 - 09:00, 11:00 - 13:00 & 18:00 - 21:00)
Occupancy

N





Parking Locations

CLASS

- Access/Junction
- Bus Stop
- Disabled
- Disabled Nose-In
- Double yellow lines
- Dropped Kerb
- Echelon bay
- I-Bar
- Keep Clear
- Nose-in Bay
- Parallel Bay
- Resident Permit Holders
- School Keep Clear
- Single yellow line
- Thick White Line
- Unclassified
- Unclassified Nose-In
- Zig zag

Classified links

CLASS

- Access/Junction
- Bus Stop
- Cycle Lane
- Disabled
- Disabled Nose-In
- Double yellow lines
- Dropped Kerb
- Echelon Bay
- Hatching
- I-Bar
- Keep Clear
- Miscellaneous
- Nose-in Bay
- Parallel Bay
- Resident Permit Holders
- School Keep Clear
- Single yellow line
- Thick White Line
- Unclassified
- Unclassified Nose-In
- Zig zag

0 255 510 1,020 1,530 2,040 Meters

Streetwise Services Ltd
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Tel: 01133 222 602
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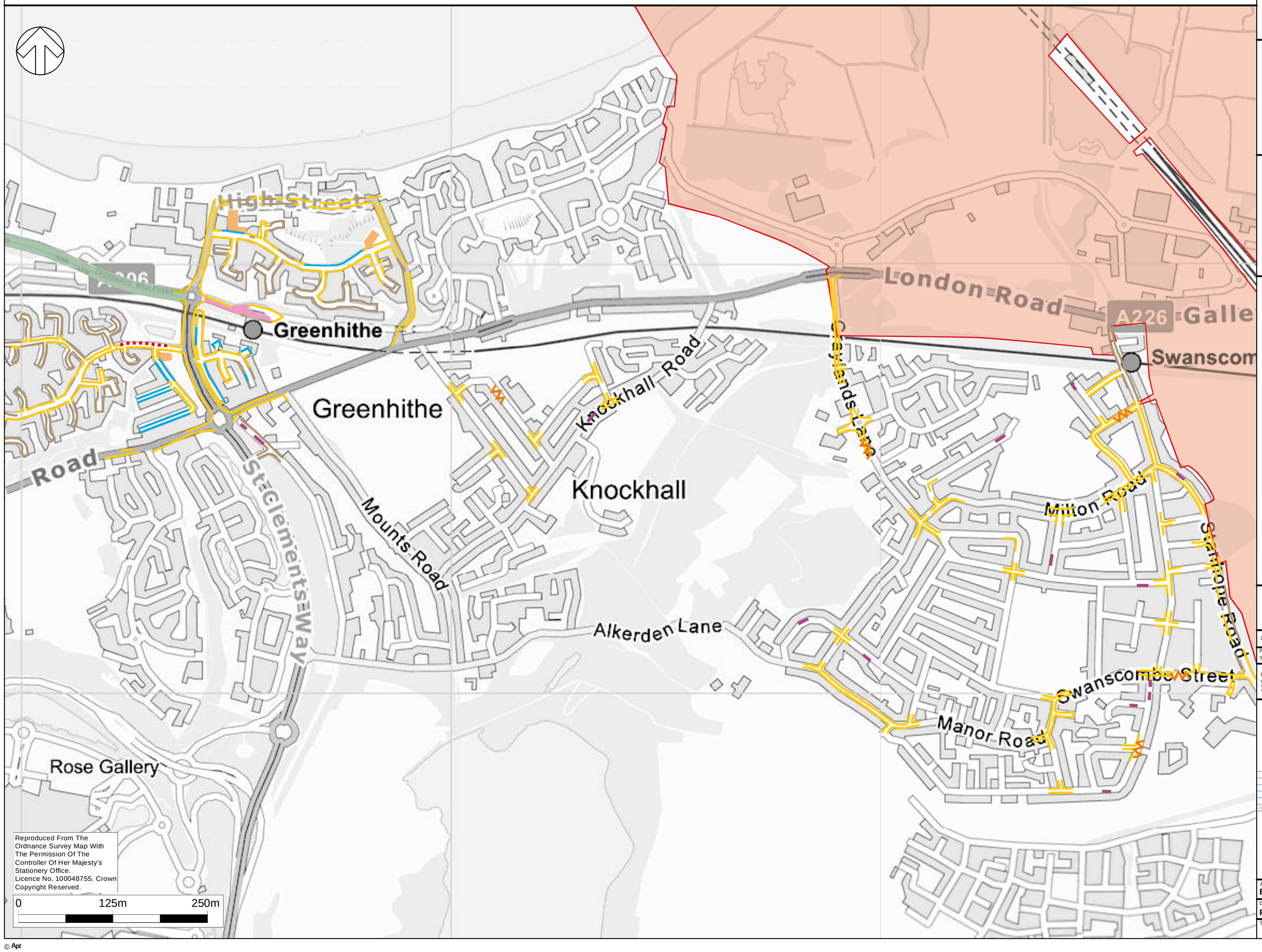
FOR CONSULTATION PURPOSES

THE LONDON RESORT



KEY

- Project Site
- No waiting at any time
- No waiting
- Permit Holders
- Disabled badge holders
- Pay & Display Mon-Fri 8am-6pm
- 24 hour Clearway
- Off Street Parking
- Buses only 7am-7pm
- Entrance Markings, No Stopping Mon-Fri 8am - 9.30am and 2.30pm - 4pm

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Apt wsp

235 St John Street London EC1V 4NG www.apt.london

Project: The London Resort | Project No.

Disclaimer

Rev	Reason for Issue	Date	Drw | Chk

THE LONDON RESORT DEVELOPMENT CONSENT ORDER

Local Parking Restrictions

Application Number: **BC080001**

Drawing Reference: **Figure 9-8**

Scale | Sheet: | Revision

Mountbatten House
Basing View
Basingstoke, Hampshire
RG21 4HJ

wsp.com