



## Stag Brewery, Mortlake

### Parking Survey Data Review

On behalf of **Reselton Properties**

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# 1 Introduction

## 1.1 Overview

- 1.1.1 This technical note forms part of the evidence used in order to produce a Transport Assessment, on behalf of Reselton Properties, to support the planning application for the former Stag Brewery site, Mortlake.
- 1.1.2 The technical note summarises the Parking surveys that were undertaken by Intelligent data on behalf of Peter Brett Associates LLP and provides an analysis of what this demonstrates regarding existing parking patterns within the area.

## 1.2 Survey Scope

- 1.2.1 Intelligent data were instructed to carry out two separate parking surveys over a number of days in the Mortlake area, London Borough of Richmond upon Thames (LBRuT). The surveys carried out involved a simple "On-Street Parking Beat survey and a more detailed "Vehicle Registration Number Capture" survey, undertaken in a more limited area. The scope for the surveys, including the extent of the surveys and the methodology, were agreed beforehand with LBRuT.

### On-Street Parking Beat Survey

- 1.2.2 The On-Street Parking Beat Survey included the area shown in Figure 1.1 below. This area was selected in order to encompass all residential roads considered to be within a reasonable walking distance of the site, defined as approximately 600m<sup>2</sup>. The aim of this survey was to provide an understanding of existing parking supply and demand on roads surrounding the site at different times of the day (including overnight) and on weekdays and weekends.

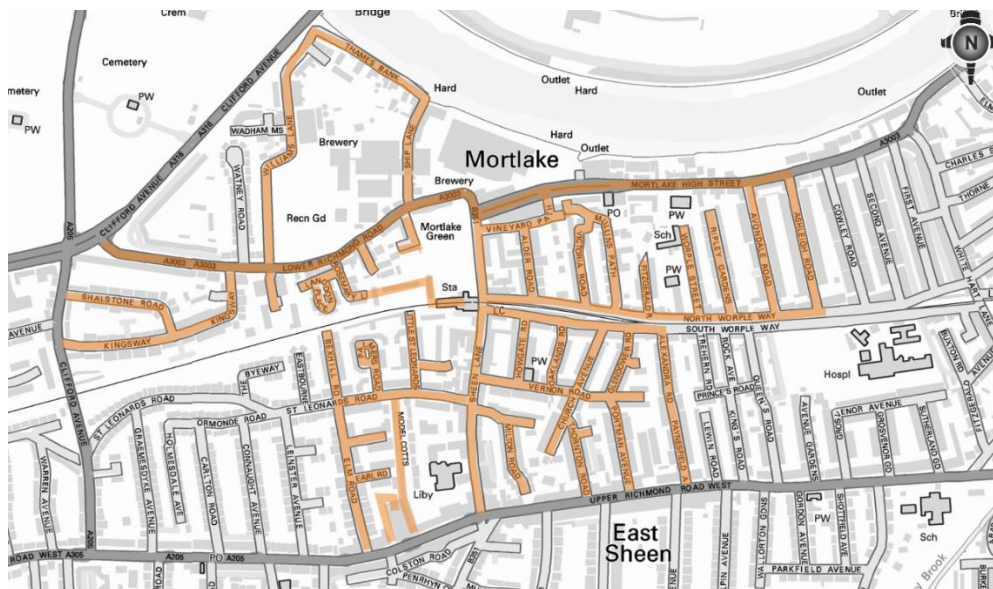


Figure 1.1 Map showing On-Street Parking Beat Survey Extent

- 1.2.3 This survey was conducted on two weekdays, Tuesday 22<sup>nd</sup> and Wednesday 23<sup>rd</sup> of November 2016 with beats at 05:00, 07:30, 11:00, 15:00 and 19:00 and on two separate Saturdays, 19<sup>th</sup> and 27<sup>th</sup> of November 2016, with beats at 12:00, 13:00, 14:00, 16:00, 18:00, 19:00 and 20:00. Further to this, overnight surveys were also carried out again for the same two weekdays with one survey between 01:00 and 05:30 each night. A final survey was then



carried out overnight at a weekend on the 27<sup>th</sup> November, with the day time count being carried out on the 19<sup>th</sup> of November 2016. The overnight count was again between the hours of 01:00 and 05:30. Maps were also required to be produced to demonstrate the exact locations of parked cars overnight.

### On-Street Vehicle Registration Number Capturing

1.2.4 The second survey carried out was the On-Street Vehicle Registration Number Capturing survey. This was carried out both overnight and during the day. The aim of this survey was to provide additional information regarding utilisation of available parking spaces close to the site. In particular, it was considered important to better understand the extent to which parking was used by commuters either associated with the railway station or with local employment. Accordingly, night time beats were undertaken at 01:00 AM and at 05:30 AM in order to identify cars associated with the local resident population. Further day time beats were undertaken at 07:30 AM and at 11:00 AM to identify the proportion of resident's cars that were still present and any new ("commuter") cars that were now parked

1.2.5 The map below in Figure 1.2 identifies the five zones in which the number plate surveys were carried out.

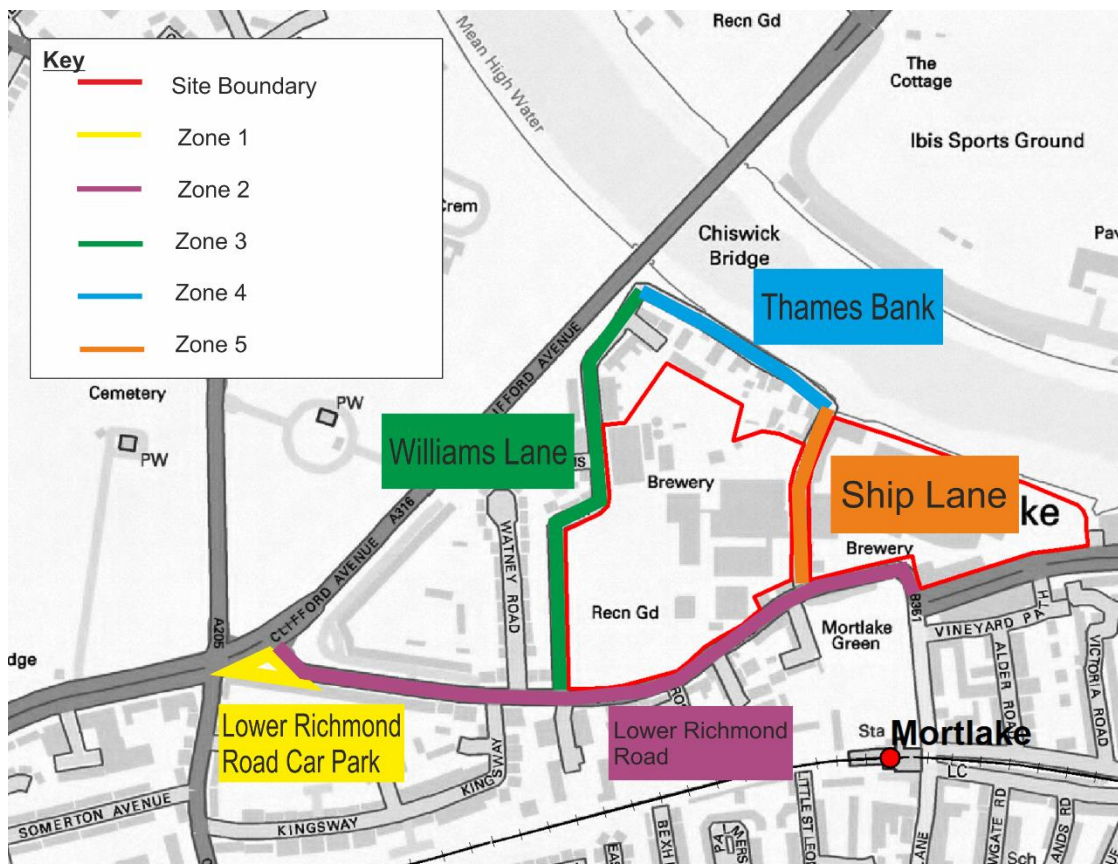


Figure 1.2 Map showing On-Street Vehicle Registration Number Capturing

## 1.3 Parking Controls

1.3.1 There are a number of existing parking controls in place within the survey area. A controlled parking zone (CPZ) operates from Sheen Lane eastwards as far as the Barnes Bridge branch of the railway line to the north of the Mortlake Line. A further CPZ operates to the south of the railway line between Little St Leonards to the west, the south circular to the south, Trehern Road to the east and the railway line to the north (Figure 1.3).

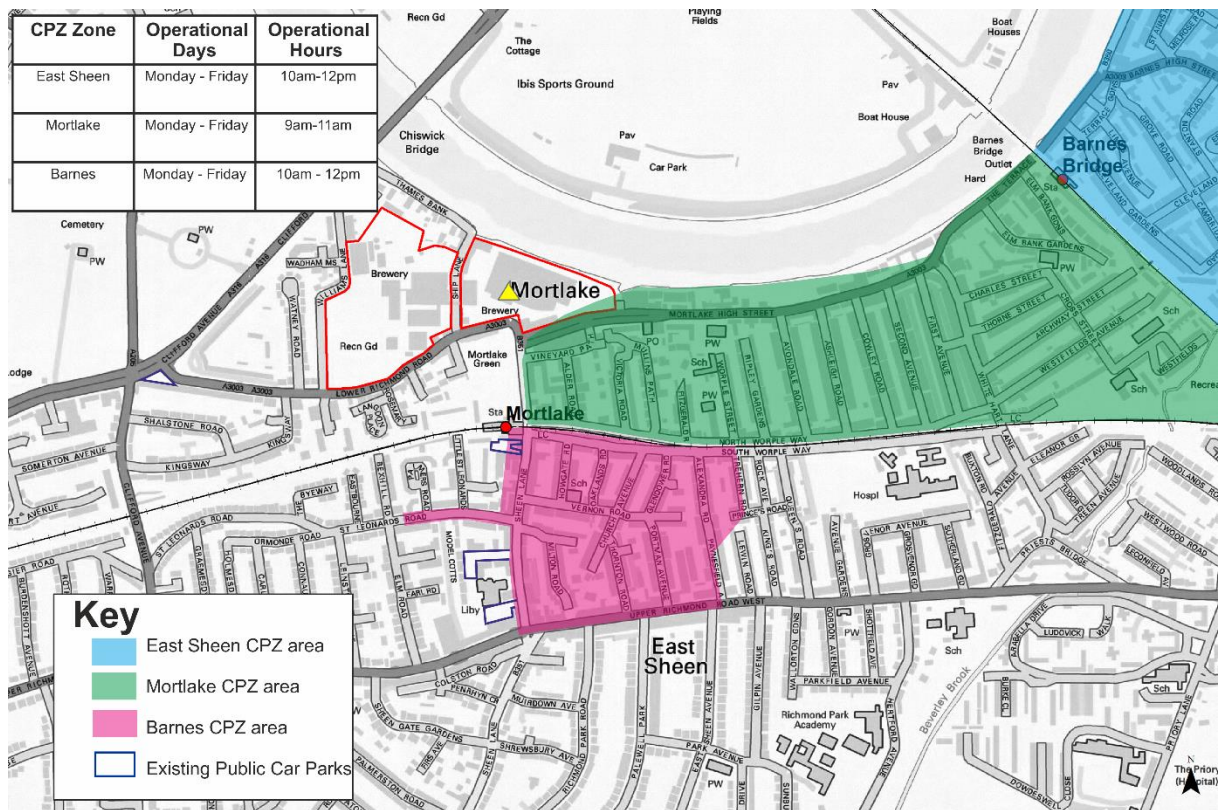


Figure 1.3 Mortlake Controlled Parking Zones

1.3.2 The controlled hours for these two existing CPZ's are as follows:

- CPZ M – Mortlake – Monday to Friday 09:00 – 11:00; and
- CPZ ES – East Sheen – Monday to Friday 10:00 – 12:00.
- CPZ B – Barnes – Monday to Friday 10:00 – 12:00

1.3.3 Additionally, there are a series of parking controls on Lower Richmond Road, these are in the form of single yellow and double red lines. The double red lines are mainly located on the approach to the Chalkers Corner and Sheen lane junctions and in the vicinity of the Ship Lane junction. In addition to the double yellow restrictions, other parts of the eastbound side of the carriageway, between Chalkers Corner and Sheen Lane and subject to single yellow line restrictions that apply between 08:00 - 18:30 (Monday to Saturday). On the westbound carriageway there is also an intermittent single yellow line parking restriction that applies either 07:00 – 19:00 (Monday to Saturday) or 08:00 - 18:30 (Monday to Saturday).

1.3.4 These single yellow lines cause a significant change in capacity available overnight and reduce the parking stress in the hours when the parking controls are not in place. For example, on Lower Richmond Road (west) the number of spaces increases from 23 during the day to 60 spaces outside of parking control hours.

1.3.5 Figure 1.4 below demonstrates the parking restrictions across the Mortlake area.



Parking Survey Data Review  
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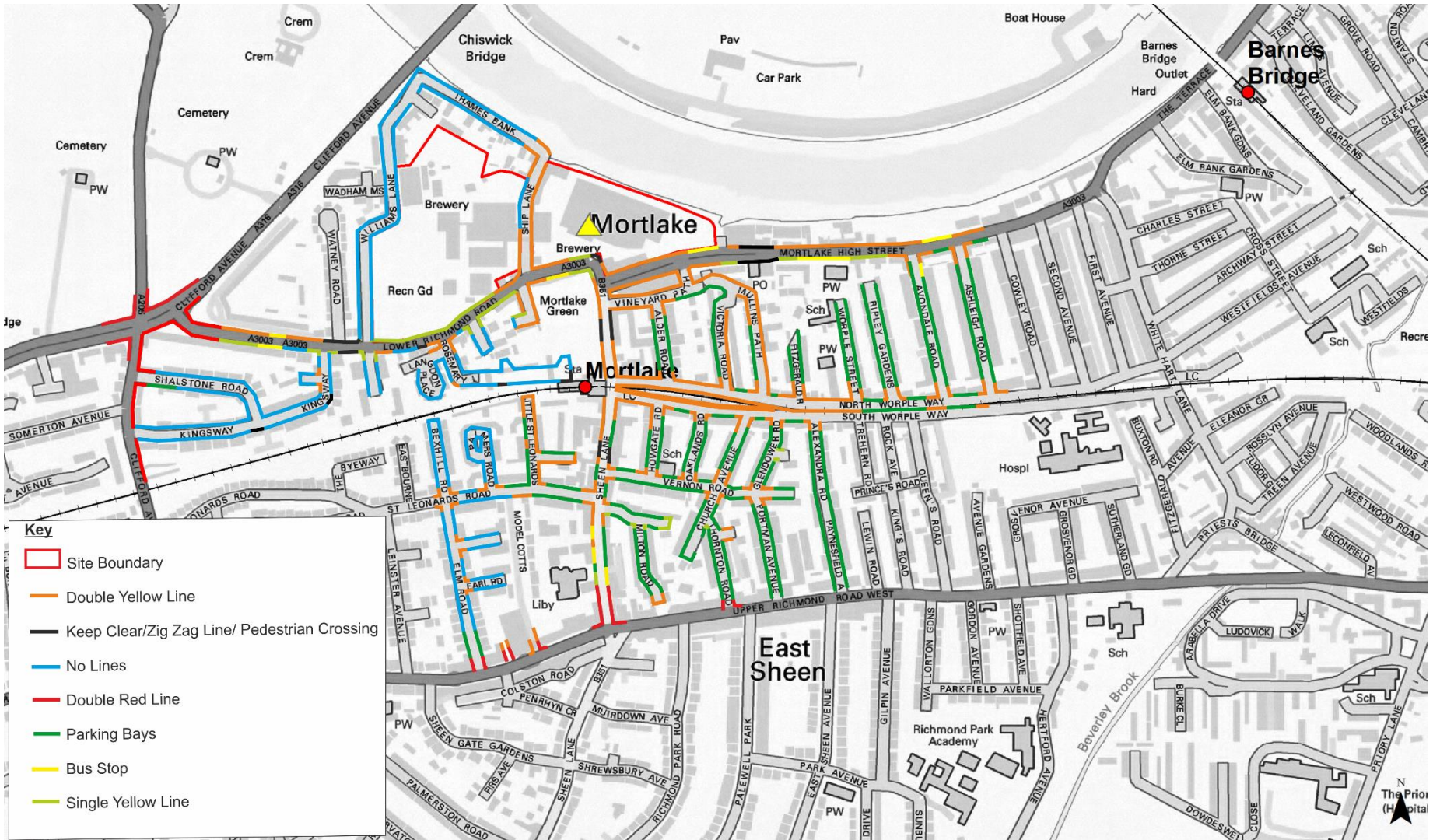


Figure 1.4 Mortlake Parking Restrictions



## 1.4 On-Street Parking Beat Data

1.4.1 The On-Street Parking Beat Data was collected over the course of two weekdays and one weekend day with parking beats collected both during the day and overnight. The data collected for each road within the survey extent shown in Figure 1.1 included the number of legal spaces, the number of cars parked and the level of parking stress. The tables in Appendix A, B and C demonstrate the available capacity (number and proportion of total spaces) for each road within the survey area. This information is provided for each parking beat, as well as the number of legal spaces. Appendix A contains data for the weekday day time, Appendix B the weekend day time and Appendix C the weekend and weekday overnight data.

1.4.2 The data indicates the varying levels of capacity available across the Mortlake area. The four figures included below demonstrate the average capacity remaining for each street. Figure 1.5 shows the weekday during the day, whilst Figure 1.6 demonstrates the weekend during the day. In order to create the figure an average of all parking beats surveyed throughout the day has been taken.

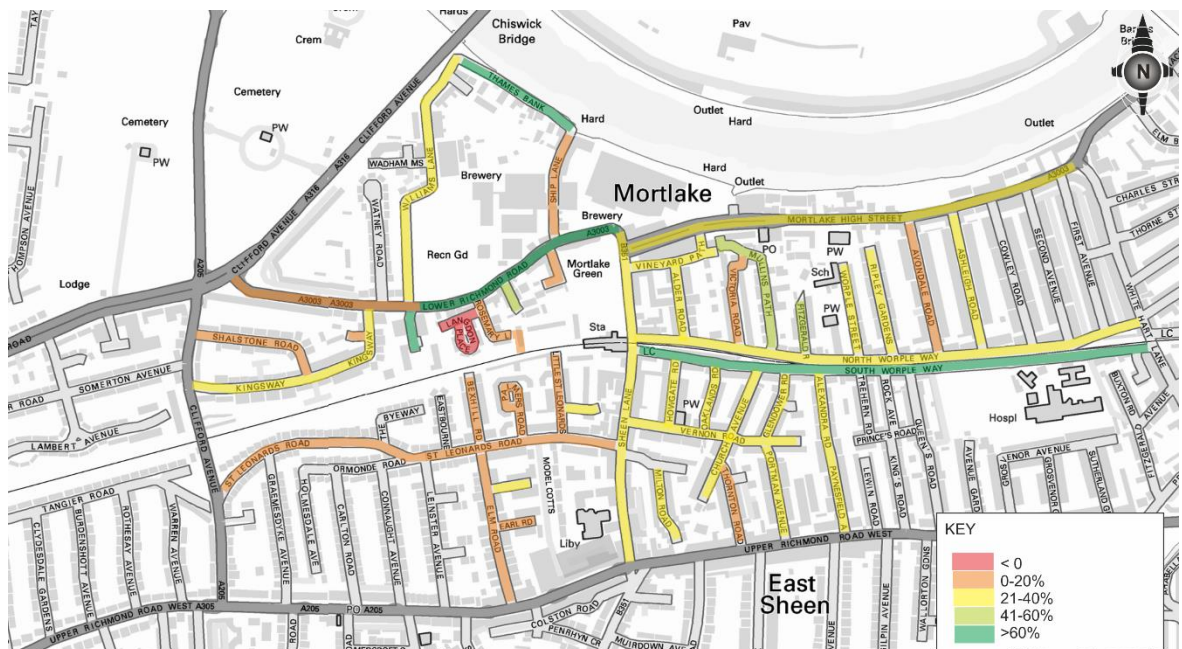


Figure 1.5 Chromatic scale of remaining capacity – Weekday Day Time Average



Figure 1.6 Chromatic scale of remaining capacity – Weekend Day Time Average

- 1.4.3 The two figures demonstrate that of the key roads in the area surrounding the site some demonstrate a high level of capacity whilst others demonstrate a much lower level of capacity available. Any roads in orange indicate a level of capacity remaining between 0% and 20% which demonstrates a mainly full parking provision. Langdon Place demonstrates a red rating which is less than 0% capacity. This however is a small residential road with lots of informal parking, although as a cul de sac it is not likely to attract parking from the Stag Brewery anyway and therefore not thought to be a problem going forward.
- 1.4.4 The majority of roads in the area for both plans demonstrate a yellow rating, an average capacity of between 21%-40%. Roads such as Kingsway, Williams Lane and Mortlake High Street demonstrate this level of average capacity over both the weekday and weekend time periods. Two roads in close proximity to the site demonstrate an average level of capacity of over 60% in both the weekday and weekend periods, Thames Bank and Hanson Close, whilst Lower Richmond Road East also demonstrates a capacity of over 60% over the weekend. Thames Bank and Hanson Close however as shown in the tables in Appendix A and B only have 39 and 14 spaces respectively and due to the nature of the roads and their location neither is likely to attract a high level of parking.
- 1.4.5 Figures 1.5 and 1.6 demonstrate the same information as Figures 1.3 and 1.4, albeit for the overnight parking beats. The capacity for Lower Richmond Road West has been altered for these scenarios. In theory overnight it is possible to park on both sides of Lower Richmond Road West but not during the day due to the single yellow line present on the eastbound side of the carriageway. This increases the number of legal parking spaces from 23 to 60. However, the survey data demonstrates that no parking is taking place on the eastbound carriageway and therefore to represent true conditions capacity has been calculated based on the 23 spaces available.





Figure 1.7 Chromatic scale of remaining capacity – Weekday Overnight Average

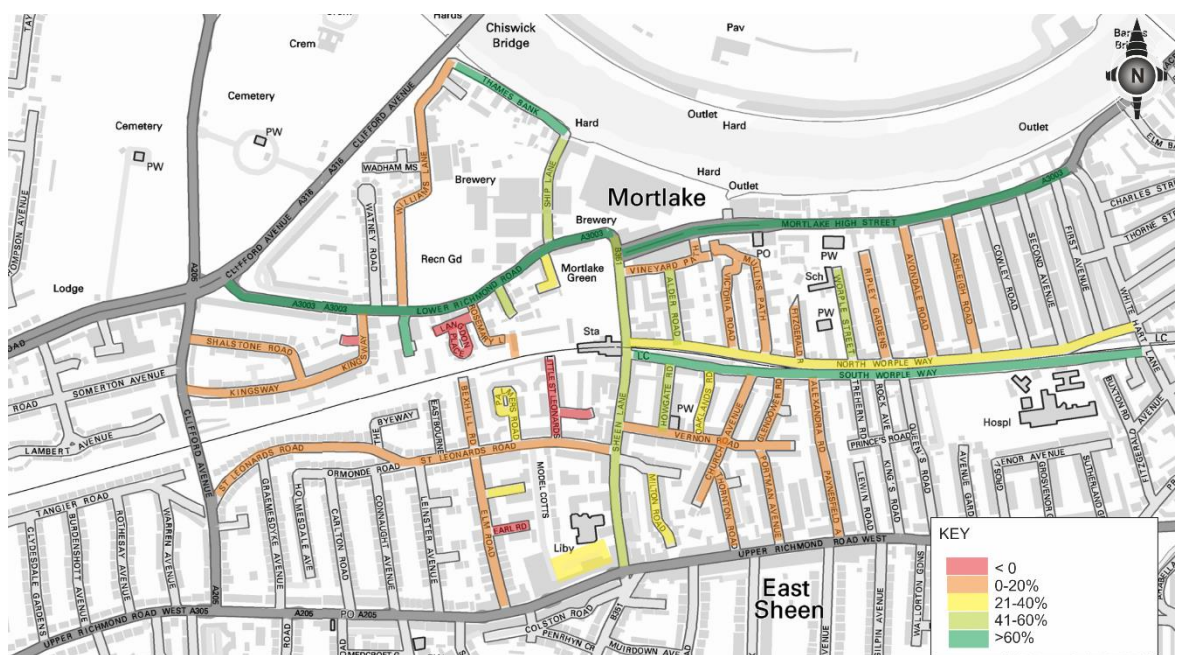


Figure 1.8 Chromatic scale of remaining capacity – Weekend Overnight Average

- 1.4.6 Overnight the two figures demonstrate that of the key roads in the area surrounding the site there are much lower levels of capacity than during the day. This indicates a high level of resident parking taking place. Williams Lane and Ship Lane both now show lower levels of capacity particularly during the week. Both roads in the weekday overnight scenario demonstrate an orange rating which indicates less than 20% capacity available. A number of other roads also show a red rating to imply there is more cars parked than there is capacity for. These roads include Rosemary Lane and Little St Leonards as well as several others in just the weekday scenario. At the weekend there is a slight alleviation of constraint on capacity with Ship Lane and Sheen Lane indicating a capacity between 41% and 60% and Mortlake High Street indicating capacity being at over 60%.



1.4.7 Lower Richmond Road east and west both show a high level of capacity available in both the weekend and weekday overnight periods as a number of parking spaces become available overnight due to the restriction on single yellow lines being lifted. However, the surveys demonstrate that there is minimal parking in these areas on Lower Richmond Road West with only a small number using this area on Lower Richmond Road East. Therefore, although it is suggested that capacity is high, in reality a similar number of vehicles are parking on both roads overnight and there are in the day.

## 1.5 Number Plate Analysis

1.5.1 Number Plate surveys were also carried out in order to determine the type of parking being carried out in different areas around the site. By Monitoring number plates throughout the day and overnight it is possible to ascertain whether the majority of vehicles belong to residents or commuters. Five Zones were selected to assess the times at which cars were arriving and leaving each parking zone. Number Plates were recorded at 03:00, 05:00, 07:30 and 11:00 in order to determine which vehicles had left and arrived at each location. The five zones were shown in Figure 1.2 above.

1.5.2 The Five Zones represent key areas in terms of parking in close proximity to the proposed development. All zones are on street parking with the exception of Zone 1 which is a small car park which is not subject to any parking controls and which is located adjacent to Chalkers Corner. The table below demonstrates the results of the survey for each zone and the percentage of vehicles that left at each time period.

	No. of Vehicles Surveyed	Left before 03:00	Left before 05:00	Left before 07:30	Left before 11:00	Parked Whole time	Notes
<b>Zone 1</b>	19	0%	0%	11%	53%	37%	-
<b>Zone 2</b>	38	0%	5%	8%	37%	50%	two vehicles returned
<b>Zone 3</b>	67	0%	0%	12%	25%	61%	one vehicle returned
<b>Zone 4</b>	1	0%	0%	0%	100%	0%	only 1 car parked
<b>Zone 5</b>	20	0%	0%	5%	40%	55%	-
<b>Overall average</b>	<b>29</b>	<b>0%</b>	<b>1%</b>	<b>7%</b>	<b>51%</b>	<b>41%</b>	

1.5.3 Zone 1 was surveyed to have a total of 19 vehicles present throughout the survey period. Of the 19 vehicles 11% left between the hours of 05:00 and 07:30, whilst 63% left between 07:30 and 11:00. The remaining 37% were parked for the entire survey period. As no vehicles arrived and parked within the survey period it can be determined that the vehicles parking within this zone are residents who are leaving to drive to work or leaving their car and travelling to work using other modes.

1.5.4 Zone 2, Lower Richmond Road, had a total of 38 vehicles observed over the survey period a similar pattern to Zone 1 was observed, although a larger proportion (50%) were observed to have parked the whole period. In Zone 3 61% of vehicles remained parked for the whole period and 55% were observed doing the same in Zone 5.

1.5.5 Only one vehicle across the survey area was recorded as not being present in the area overnight. One vehicle arrived between the hours of 07:30 and 11:00. Based on this, it appears that there is practically zero commuter parking occurring in the area around the site. All other vehicles were parked overnight, suggesting they are residents in the area. These vehicles (58%) then mainly left between the hours of 07:30 and 11:00, with 41% across the whole area remaining parked all through the survey period. As a result of this, it would suggest

that any existing parking stress in the area is caused by residents of the area, rather than people parking in the area to use the rail station or to access local employment.

## 1.6 Summary

1.6.1 Two different types of parking survey data were collected by Intelligent Data on behalf of Peter Brett Associates LLP:

- Simple parking beat surveys were undertaken across the wider Mortlake area in order to identify existing levels of parking stress; and
- Within a more localised area, more detailed surveys were undertaken involving the collection of registration numbers in order to understand dwell times and the potential impacts of in commuters using local parking.

1.6.2 The parking beat survey data demonstrated a wide variation in the level of parking stress between weekdays and weekends and daytime and overnight. range of capacity available across the Mortlake area, with variances between the weekday and weekend data both during the day and overnight.

1.6.3 Of the key roads around the site, several showed low levels of capacity available. Williams Lane was identified as having a yellow rating for both day time scenarios but an orange rating for both overnight scenarios. Ship Lane demonstrated a higher amount of capacity available at the weekends (yellow during the day, light green overnight) but had much less capacity available during the week as both scenarios received an orange rating.

1.6.4 Lower Richmond Road West achieved an orange rating for the weekday day time and a yellow rating during the day at weekends. In contrast Lower Richmond Road East scored a dark green rating and demonstrated high capacity in all scenarios with the exception of during the day at the weekend. This is impacted by the increased availability in parking overnight caused by the single yellow lines on the road.

1.6.5 The number plate analysis demonstrates a high number of resident parking takes place on the roads surrounding the site, with practically zero commuter parking. Of the surveys carried out it was demonstrated for all five zones that the majority of vehicles either left between the hours of 07:30 and 11:00 or remained in situ for the duration. This indicated that most vehicles are either being used to commute or are remaining parked outside the place of residence during the day.

## Appendix A Weekday Parking Spare Capacity

Road Name	Legal Spaces	Total Weekday Parking Capacity				
		05:00	07:30	11:00	15:00	19:00
Kingsway	146	30%	31%	41%	36%	24%
Shalstone Road	70	10%	12%	19%	9%	-13%
Rutland Close	5	10%	10%	20%	0%	10%
Chertsey Court	93	41%	42%	72%	66%	47%
Lower Richmond Road (West)	23	61%	63%	48%	26%	-11%
Lower Richmond Road (East)	19	64%	73%	76%	63%	45%
Hanson Close	14	57%	57%	75%	71%	68%
Langdon Place	9	-206%	-189%	-117%	-122%	-172%
Rosemary Lane	14	0%	4%	7%	25%	14%
Rosemary Terrace	5	0%	0%	30%	10%	-10%
Rosemary Gardens	26	19%	21%	12%	19%	16%
Waldeck Road	9	45%	45%	61%	61%	6%
Cromwell Place	8	12%	12%	25%	-6%	-6%
Williams Lane	73	11%	21%	45%	37%	26%
Thames Bank	39	97%	97%	96%	90%	83%
Ship Lane	27	13%	17%	31%	11%	17%
North Worpole Way	50	34%	34%	27%	45%	37%
Mortlake High Street	57	18%	18%	34%	33%	15%
Vineyard Path	24	19%	19%	35%	42%	31%
Alder Road	38	15%	21%	33%	37%	34%
Victoria Road	26	16%	16%	17%	16%	9%
Mullins Path	25	36%	36%	50%	52%	36%
FitzGerald Road	35	40%	42%	40%	45%	36%
Worpole Street	57	29%	40%	35%	46%	45%
Ripley Gardens	70	19%	20%	36%	42%	41%
Avondale Road	62	-5%	-4%	31%	35%	31%
Ashleigh Road	87	17%	17%	25%	36%	32%
Alexandra Road-Paynesfield Avenue	95	23%	24%	45%	35%	21%
Glendower Road	33	14%	17%	42%	39%	26%
Portman Avenue	57	28%	31%	32%	28%	24%
Thornton Road	34	13%	16%	15%	9%	3%
Milton Road	82	26%	30%	24%	14%	16%



Road Name	Legal Spaces	Total Weekday Parking Capacity				
		05:00	07:30	11:00	15:00	19:00
Howgate Road	34	37%	38%	40%	28%	31%
Oaklands Road	36	38%	39%	35%	36%	24%
Vernon Road	67	22%	23%	18%	31%	16%
Church Avenue	67	15%	15%	31%	27%	22%
South Worpole Way	70	70%	71%	79%	72%	75%
Sheen Lane	31	34%	30%	19%	10%	26%
Bexhill Road	45	10%	11%	19%	21%	22%
Palmers Road	12	16%	16%	12%	-5%	-8%
Little St Leonards	17	9%	9%	18%	9%	12%
Moore Close	9	17%	22%	44%	39%	22%
St Leonards Road	47	20%	22%	18%	2%	9%
Elm Road	84	5%	10%	17%	8%	5%
Beechcroft Road	24	29%	29%	31%	23%	23%
Earl Road	21	12%	14%	21%	5%	15%
Maximum	2080	97%	100%	100%	100%	100%

## Appendix B Weekend Parking Spare Capacity

Road Name	Legal Spaces	Total Weekend Parking Capacity						
		12:00	13:00	14:00	16:00	18:00	19:00	20:00
Kingsway	146	31%	19%	32%	26%	32%	34%	30%
Shalstone Road	70	15%	14%	14%	12%	14%	11%	12%
Rutland Close	5	0%	0%	0%	0%	0%	0%	20%
Chertsey Court	93	68%	77%	70%	74%	73%	78%	74%
Lower Richmond Road (West)	23	39%	26%	26%	22%	35%	30%	39%
Lower Richmond Road (East)	19	37%	32%	42%	26%	32%	37%	16%
Hanson Close	14	64%	71%	64%	71%	64%	64%	43%
Langdon Place	9	-178%	-167%	-267%	-189%	-222%	-267%	-200%
Rosemary Lane	14	21%	7%	0%	14%	7%	21%	7%
Rosemary Terrace	5	0%	-20%	-20%	0%	-20%	0%	-20%
Rosemary Gardens	26	24%	35%	41%	53%	44%	65%	38%
Waldeck Road	9	33%	33%	33%	56%	33%	33%	11%
Cromwell Place	8	0%	0%	0%	12%	25%	50%	0%
Williams Lane	73	21%	19%	30%	32%	26%	29%	33%
Thames Bank	39	82%	85%	90%	95%	90%	95%	87%
Ship Lane	27	26%	19%	19%	26%	22%	26%	19%
North Worple Way	50	32%	40%	48%	40%	40%	36%	36%
Mortlake High Street	57	16%	33%	44%	35%	61%	19%	19%
Vineyard Path	24	8%	21%	33%	25%	21%	17%	0%
Alder Road	38	41%	54%	54%	59%	56%	46%	46%
Victoria Road	26	12%	23%	35%	23%	19%	23%	12%

Road Name	Legal Spaces	Total Weekend Parking Capacity						
		12:00	13:00	14:00	16:00	18:00	19:00	20:00
Mullins Path	25	28%	40%	60%	52%	60%	36%	16%
FitzGerald Road	35	23%	34%	46%	34%	46%	31%	29%
Worple Street	57	44%	63%	70%	56%	54%	51%	44%
Ripley Gardens	70	26%	39%	37%	30%	36%	33%	24%
Avondale Road	62	13%	21%	29%	30%	30%	29%	21%
Ashleigh Road	87	5%	22%	34%	20%	20%	15%	15%
Alexandra Road- Paynesfield Avenue	95	41%	15%	23%	16%	45%	43%	41%
Glendower Road	33	24%	21%	18%	27%	33%	27%	21%
Portman Avenue	57	19%	5%	5%	5%	15%	8%	5%
Thornton Road	34	6%	9%	6%	12%	12%	12%	6%
Milton Road	82	16%	12%	20%	23%	15%	12%	10%
Howgate Road	34	50%	35%	41%	53%	53%	50%	50%
Oaklands Road	36	36%	50%	53%	42%	42%	39%	33%
Vernon Road	67	19%	-3%	7%	16%	22%	24%	22%
Church Avenue	67	19%	21%	6%	16%	19%	16%	13%
South Worple Way	70	73%	83%	76%	71%	76%	73%	76%
Sheen Lane	31	3%	3%	13%	19%	16%	19%	100%
Bexhill Road	45	20%	20%	20%	24%	29%	36%	36%
Palmers Road	12	8%	8%	8%	8%	23%	31%	15%
Little St Leonards	17	0%	0%	-6%	6%	12%	12%	6%
Moore Close	9	0%	0%	0%	22%	22%	33%	56%
St Leonards Road	47	13%	13%	15%	17%	26%	21%	17%
Elm Road	84	13%	13%	12%	17%	17%	17%	21%
Beechcroft Road	24	37%	37%	33%	33%	37%	37%	42%



Road Name	Legal Spaces	Total Weekend Parking Capacity						
		12:00	13:00	14:00	16:00	18:00	19:00	20:00
Earl Road	21	14%	19%	19%	24%	24%	19%	24%
Maximum	2080	1%	5%	9%	8%	16%	27%	46%

## Appendix C Weekday and Weekend Overnight Parking Spare Capacity

Road Name	Legal Spaces	Weekday Average Overnight Capacity	Weekend Overnight Capacity
Kingsway	153	32%	18%
Shalstone Road	72	8%	0%
Rutland Close	5	20%	-20%
Chertsey Court	90	48%	21%
Lower Richmond Road (West)	60	66%	62%
Lower Richmond Road (East)	59	79%	76%
Hanson Close	14	57%	71%
Langdon Place	9	-183%	-189%
Rosemary Lane	14	-14%	7%
Rosemary Terrace	5	0%	0%
Rosemary Gardens	34	34%	6%
Waldeck Road	12	63%	50%
Cromwell Place	11	27%	27%
Williams Lane	75	19%	16%
Thames Bank	39	96%	92%
Ship Lane	27	15%	44%
North Worple Way	54	22%	30%
Mortlake High Street	60	23%	65%
Vineyard Path	24	0%	4%
Alder Road	39	23%	44%
Victoria Road	26	13%	12%
Mullins Path	25	36%	0%

FitzGerald Road	35	17%	9%
Worple Street	57	23%	40%
Ripley Gardens	70	14%	14%
Avondale Road	63	16%	13%
Ashleigh Road	87	16%	10%
Alexandra Road- Paynesfield Avenue	91	16%	4%
Glendower Road	33	9%	9%
Portman Avenue	59	22%	5%
Thornton Road	34	4%	6%
Milton Road	82	27%	32%
Howgate Road	34	35%	47%
Oaklands Road	36	25%	33%
Vernon Road	67	22%	4%
Church Avenue	67	8%	12%
South Worple Way	70	69%	70%
Sheen Lane	38	49%	47%
Bexhill Road	45	10%	13%
Palmers Road	13	19%	23%
Little St Leonards	17	-3%	-12%
Moore Close	10	5%	-10%
St Leonards Road	47	19%	11%
Elm Road	84	4%	10%
Beechcroft Road	24	19%	21%
Earl Road	21	10%	-5%
Maximum	2080	96%	92%