

Proposed Residential Development at Greenes Road, Whiston

Addendum Transport Note

VN212003

Introduction

1. Vectos have been appointed by Built Group Ltd to provide highways and transport advice in support of a planning application for residential development comprising 22 apartments at land on the corner of Greenes Road and Paradise Lane in Whiston, Knowsley. The apartments will comprise of:
 - 10 x 1-bed apartments.
 - 12 x 2-bed apartments.
2. Following submission of the planning application to Knowsley Metropolitan Borough Council (KMBC) (application ref: 21/00783/FUL), and a supporting Transport Statement (TS) dated October 2021 prepared by Vectos, comments have been provided by KMBC Highways Department. A copy of the KMBC Highways comments is provided at **Appendix A** to this Note and further information is requested by Highways to assist in their determination of the planning application. The additional information requested relates primarily to car parking and servicing arrangements for the proposed site layout, and this Addendum Transport Note will address these matters.
3. It should be noted that, in response to comments on the planning application provided by KMBC, the proposed site layout has been amended, primarily in relation to the car parking arrangements to improve upon the operation of this area. The revised layout is shown in the drawing at **Appendix B** to this Note.

Site Access

4. The Highways comments do not raise any concerns regarding the principle of the proposed site access arrangement, however further vehicle tracking analysis has been requested. **Drawing VN212003-D100 Rev C, Drawing VN212003-TR101** and **Drawing VN212003-TR102** at the end of this Note show the proposed access arrangement and the vehicle tracking analysis requested, demonstrating that the access meets the relevant design criteria and is therefore considered a safe and suitable junction layout on Paradise Lane.

Site Layout / Vehicle Tracking

5. Tracking of two large cars passing at the proposed site access junction is provided in **Drawing VN212003-TR101**. This drawing also shows the review of the layout of the car parking spaces and that a supermarket delivery vehicle (Sainsbury's GOL) can enter the site in forward gear, turn around within the site and exit in forward gear. This provides comfort that the turning manoeuvres of standard everyday deliveries can be accommodated within the site.

6. The principle of refuse collection from Paradise Lane is accepted by KMBC Highways and the proposed site layout plan at **Appendix B** shows that a bin store will be located at the southeast corner of Block A, close to the access, to enable the refuse collection team to access the bins within a short distance of the waiting refuse vehicle on Paradise Lane. This bin store will serve Blocks B and C. The vehicle tracking analysis provided in **Drawing VN212003-TR102** shows that a large car can still pass a waiting refuse vehicle (11.2m long) on Paradise Lane, providing comfort that this arrangement will not cause obstruction to passing traffic on Paradise Lane.
7. Collection for Block A will occur from Greenes Road as recommended by the Council's Design Review Panel at a meeting held on 14th January 2022, and it is proposed to implement a dropped kerb on Greenes Road adjacent to the Block A bin store to facilitate a roadside refuse collection arrangement as shown on **Drawing VN212003-D100 Rev C**.

Car Parking

8. The Highways comments raise concerns regarding the proposed level of parking provision citing a shortfall in parking against the KMBC car parking standards, as set out in Appendix A of the Ensuring a Choice of Travel Supplementary Planning Document (SPD) (2010). The car parking standards are set as maximum standards and are as follows.

Land Use	Unit Size	Other Areas (Maximum)
C3 Dwelling Houses	1-bed	1 space
	2-3 bed	2 spaces

Table 1: KMBC Car Parking Standards

9. Car parking will be provided in line with these standards with one space per apartment including two disabled spaces.
10. Policy T6 of the SPD states that proposals for new development should provide, *"car parking facilities which do not exceed the Council's maximum standards"*. There is no policy stipulation that parking should meet the maximum standards, indeed the SPD goes on to state in paragraph 4.5 that the standards define **'upper limits'** for new developments and that:

"In all areas there may be instances where provision should be less than the maximum specified for example where a site is particularly accessible by modes of transport other than the private car".
11. As is acknowledged in the Highways comments, the development site is within an 800m walk of a district / local centre (Whiston) and there are several shops / amenities including a Tesco within 120m. There are no significant accessibility constraints for pedestrians between the site and the adjacent shops and amenities in the Whiston Local Centre. Other services and facilities close by include Halsnead Primary School and Noodles Day Nursery which are within around 150m to the east of the site. Whiston Primary Care Resource Centre, which includes GP surgeries and pharmacies is around 300m along a segregated pedestrian route to the north of the application site. The site is also immediately adjacent to Stadt Moers Park, which will provide a significant recreational amenity for future occupiers. Furthermore, there are several bus stops available within a 400m walk of the site. The nearest bus stops are located within 50m of the site on Greenes Road and there are also stops within 400m of the site on Windy Arbor Road. These stops are served by numerous bus services and Whiston Rail Station is only around 480m walk away to the northeast. The Transport Statement

provided a comprehensive list of amenities and facilities within walking distance of the site. The site is clearly particularly accessible by modes of transport other than the private car and therefore this development is in a location that is appropriate for providing less than the maximum car parking standards, in accordance with the policy and guidance set out in the Ensuring a Choice of Travel SPD.

12. The TS submitted by Vectos in support of the planning application provided a comprehensive review of the site's sustainable accessibility and highlighted the accessible credentials of the site in justifying the proposed parking provision being below the maximum standard. The proposed level of parking of 1 space per apartment (22 spaces in total) is still considered to be entirely appropriate for this development.
13. Whilst the excellent accessibility of the site is considered to provide sufficient justification for the proposed level of on-site car parking, further justification is provided by considering the type of residential accommodation that is being proposed in relation to local car ownership data and the specific requirements of the future tenants, as detailed in the next sections.
14. The updated proposed site layout still comprises of long-stay parking space for 24 cycles (external to the ground floor apartments). This provision is split between two areas of cycle parking (12 spaces each), one at the western end of the car park and one at Block B. The residential scheme proposes ten of the 20 communal parking spaces to be equipped with electric vehicle charging point provision, which is in line with the KMBC New Residential Development SPD (September 2018).

Local Car Ownership Data

15. The proposed development comprises one and two-bed apartments. It is generally the case that people who live in apartments tend to have lower levels of car ownership than those who live in houses. Data on car ownership levels amongst people who live in flats and apartments in the local area has been obtained from the Census 2011 dataset LC4415EW 'Accommodation type by car or van availability by number of usual residents aged 17 or over in household'. The dataset specific to the Knowsley Medium Super Output Area (MSOA) within which the site lies (Knowsley 013 – see **Figure 1**) has been extracted and the numbers are presented in **Table 2**.

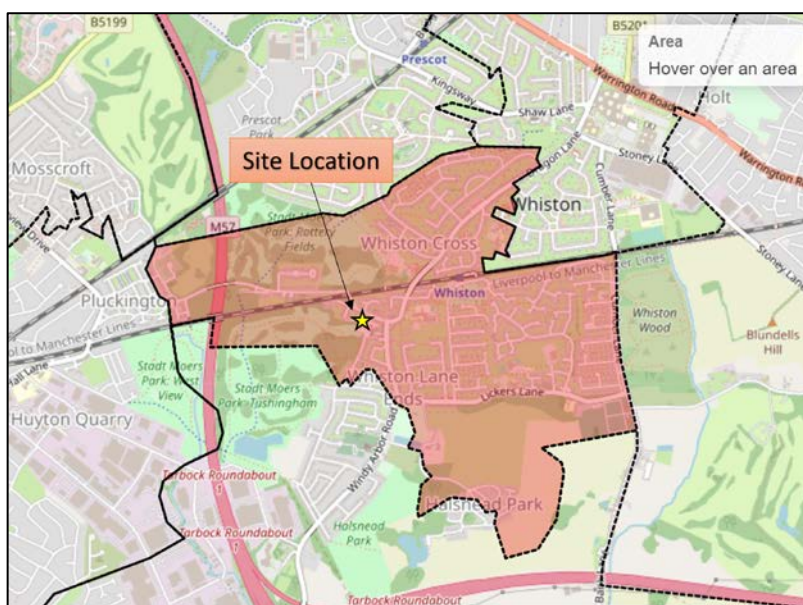


Figure 1: Knowsley 013 MSOA and Site Location

	Flat, Apartment	%
All Categories: Car or van availability	369	
No cars or vans in household	241	65%
1 car or van in household	116	31%
2 or more cars or vans in household	12	3%

Table 2: Car Ownership Data for Flat/Apartment Dwellers within the Local Area (Census 2011)

16. It can be seen from **Table 2** that the Census data for this area has recorded that almost two thirds of those living in flats do not own a car, and only 31% own one car. Just 3% own more than one car. This local car ownership data further supports the proposed provision of car parking for the residential development being lower than the maximum standard. If these ownership patterns are matched in the development scheme then the majority of residents would not own a car at all and would therefore not require access to a parking space on a regular basis, and the total car parking demand would be around nine spaces. Provision of one space per apartment is therefore expected to be sufficient to accommodate the parking demand generated by the development.
- Requirements of the Registered Provider – Onward Homes**
17. The proposed apartment development will be an affordable homes scheme operated by Onward Homes, a Registered Provider of Social Housing that is responsible for many other similar schemes throughout the northwest of England, managing over 35,000 homes in total. Onward Homes are satisfied with a provision of one car parking space per apartment for the proposed residential scheme, based upon their expectations for the requirements of tenants who will be living here. It is reasonable to expect that Onward Homes has a good understanding of the requirements of their tenants, including the car parking requirements, and the level of parking that they have requested is likely to be sufficient for the scheme.
18. In addition, Built Group Ltd and Onward Homes are happy to agree to a requirement for the submission of a Parking Management Plan for this site at the post application stage, and that this can be secured by planning condition.

Car Parking Survey

19. The TS included the results of an on-street car parking survey that was undertaken to capture the on-street parking situation within 200m of the site. This survey followed the principles of the Lambeth parking survey methodology employed in many London Boroughs, and adopted by other local authorities, when assessing car parking effects of new residential development. This methodology focuses upon the parking situation at a time of the day when residents are considered most likely to be at home (05:00-05:30), to capture the peak residential parking demand. The parking survey was undertaken on two separate weekday mornings in July 2021 and the survey revealed a high level of spare capacity for legal on-street car parking availability on the roads at this time (up to 41% parking stress on Greenes Road and up to 14% parking stress on Paradise Lane).
20. This provided comfort that, should there be any overspill parking from the residential development, this can be safely accommodated on surrounding roads.
21. The KMBC Highways comments request that the parking survey should be undertaken at different times and days to ensure that any parking activity on local streets associated with the nearby shops and amenities is also captured i.e. 4pm-7pm on a weekday and 9am-12pm on a Saturday. Vectos therefore commissioned further surveys for Saturday 29th January 2022 and Tuesday 1st February

2022 during the times requested by KMBC Highways. The full results of the surveys are provided at **Appendix C** to this Note, with a summary provided in **Table 3**.

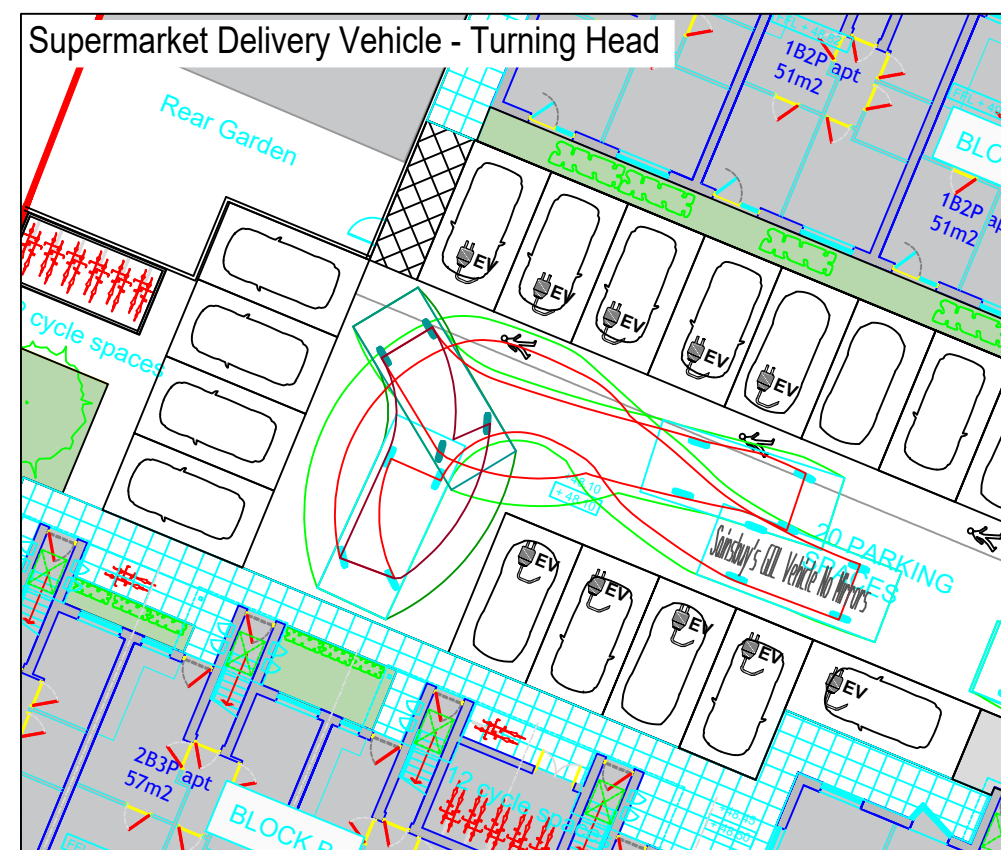
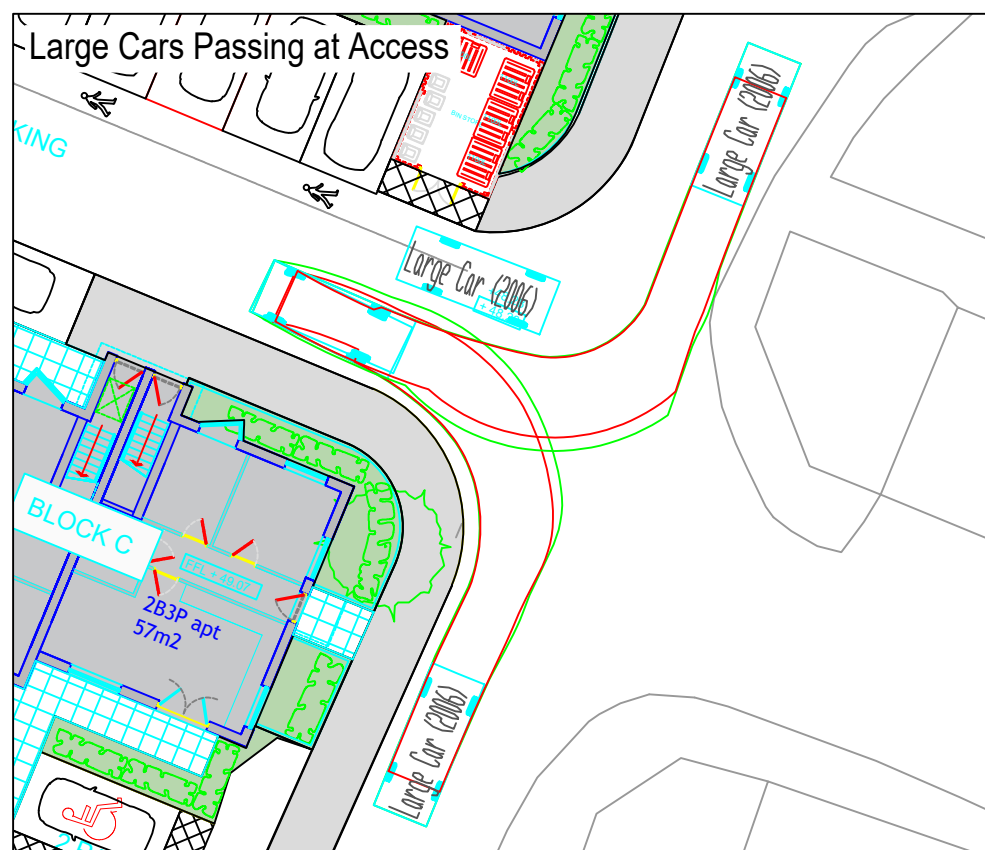
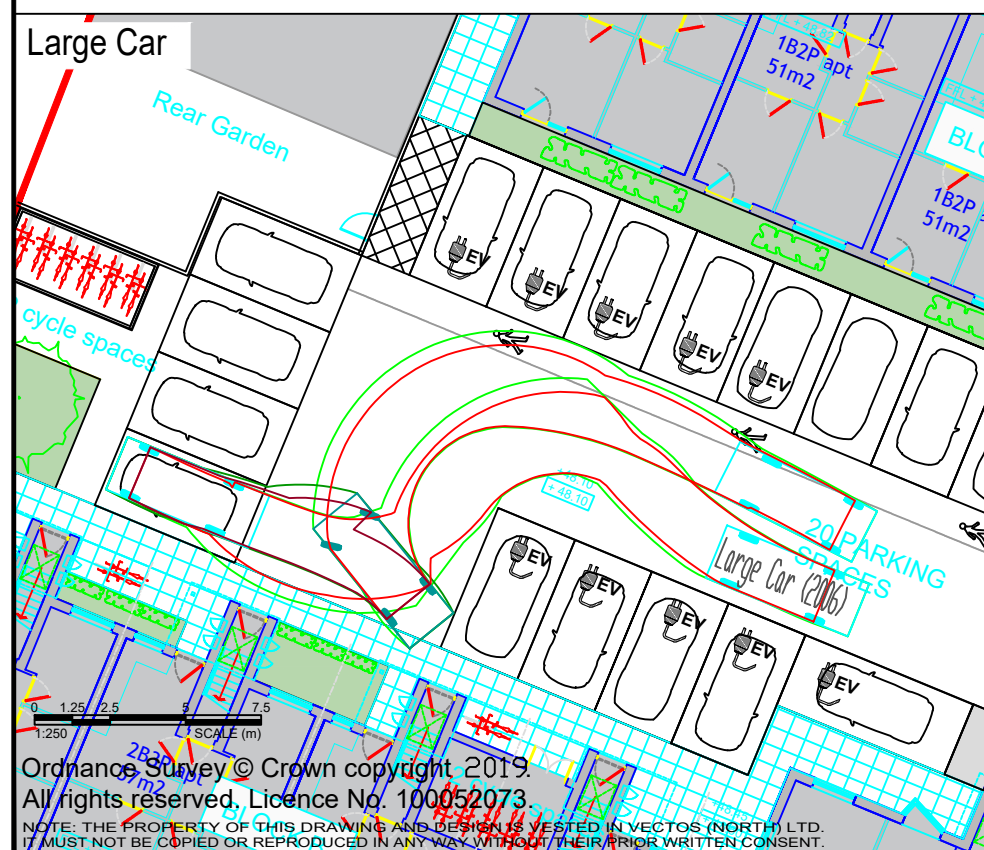
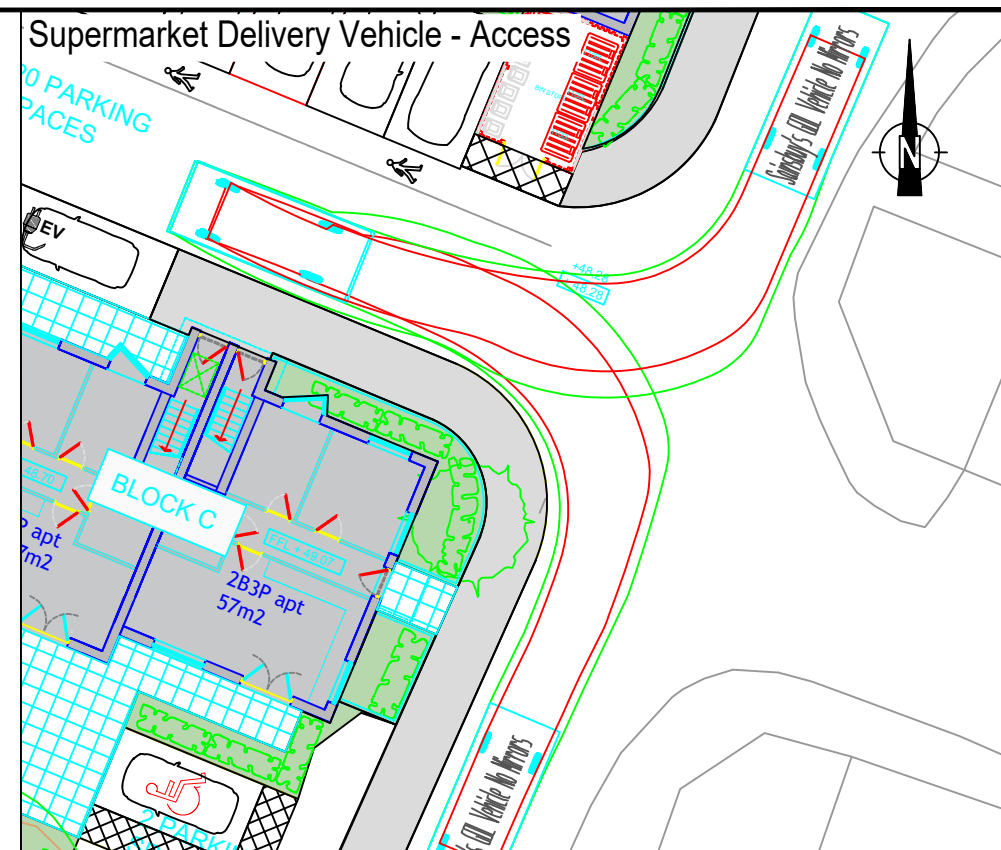
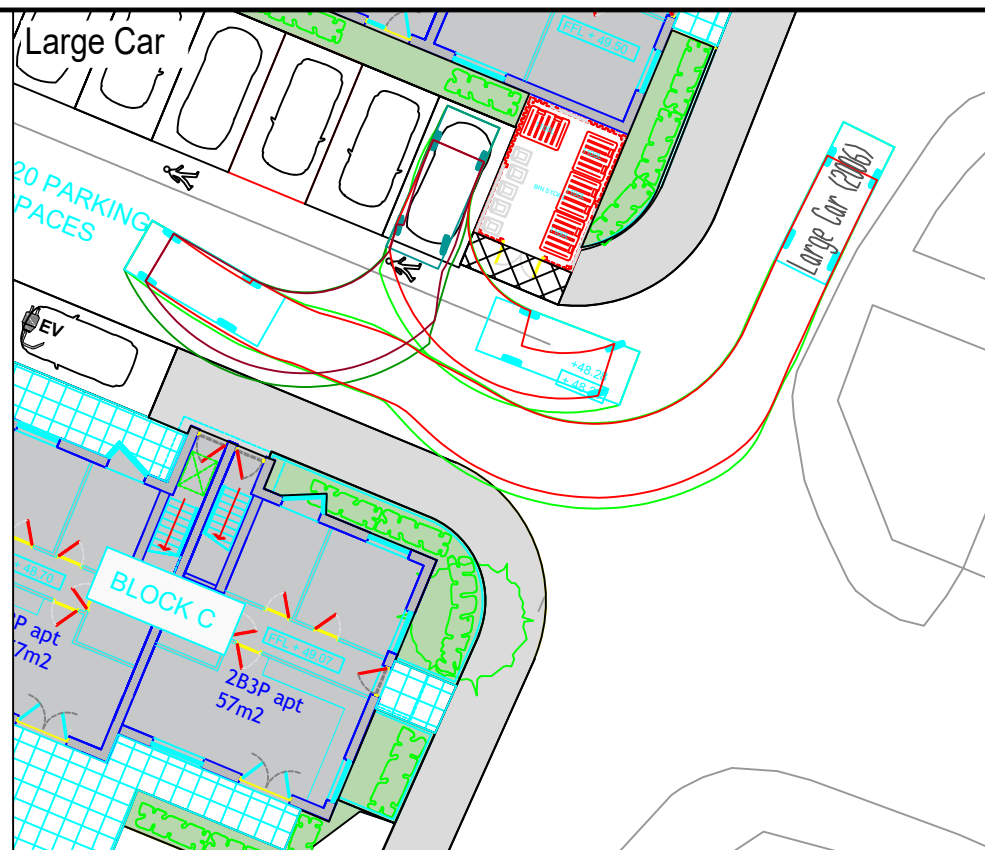
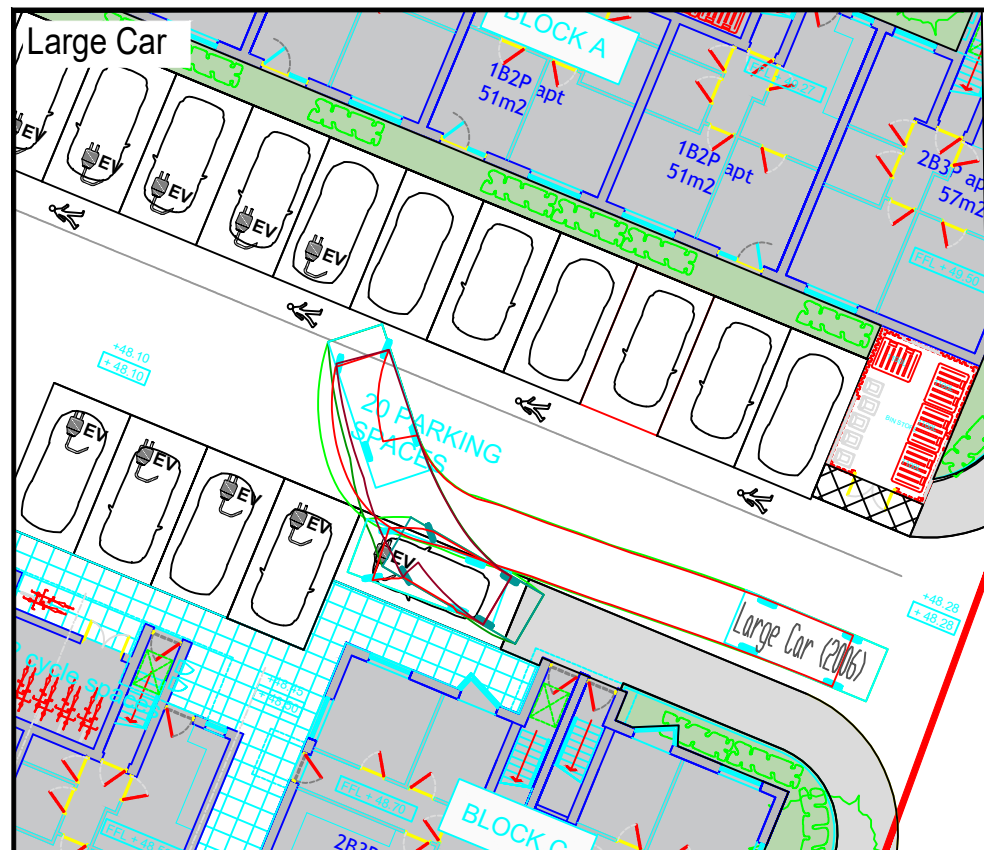
		Total Parked Vehicles	
		Saturday 29 th January	Tuesday 1 st February
	Legal Parking Spaces		
Greenes Road	51 unrestricted on-road spaces	25 (49% stress)	19 (37% stress)
Paradise Lane	95 unrestricted on-road spaces	16 (17% stress)	18 (19% stress)

Table 3: Summary of On-Street Parking Additional Surveys Results

22. It can be seen from **Table 3** that the parking stress recorded on the surrounding roads was no greater than 49% on the Saturday at 10:10 hours and 37% on the Tuesday at 18:22 hours. This provides further comfort that the surrounding roads would be able to accommodate any overspill parking that may arise from the residential development, without causing any safety issues or having a detrimental impact on residential amenity. Although, it has already been shown that the proposed car parking provision within the site is expected to be sufficient to meet normal operational parking demand at the site.

Summary and Conclusion

23. Vectos have been appointed by Built Group Ltd to provide highways and transport advice in support of a planning application for residential development comprising 22 apartments at land on the corner of Greenes Road and Paradise Lane in Whiston, Knowsley.
24. This Addendum Transport Note has been prepared by Vectos following comments provided by KMBC Highways in response to the submission of planning application reference: 21/00783/FUL. It has provided the additional information requested by KMBC Highways in relation to the development proposals to allow a positive determination of the application from a highways perspective, including:
- Details of the changes to the proposed site layout.
 - Swept path analysis showing that the delivery vehicle will be able to enter and leave the site in forward gear and the proposed development can be serviced for refuse collection.
 - The proposed access arrangement on Paradise Lane and car park layout provide suitable access and internal arrangements.
 - Further information, including additional parking survey data, to justify the proposed car parking levels within the residential site and to demonstrate that the proposals would not give rise to any adverse impact upon local highway safety and the amenity of local residents.
25. This additional information has provided further assurance that the proposed residential development is in accordance with national and local transport planning policy, and therefore should not be refused on transport and highways grounds.



REV.	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Large Car (2006)

Overall Length 5.079m
Overall Width 1.822m
Overall Body Height 1.325m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

Sainsbury's GDL Vehicle

Overall Length 6.300m
Overall Width 2.500m
Overall Body Height 3.027m
Min Body Ground Clearance 0.336m
Max Track Width 1.990m
Lock to lock time 4.00s
Wall to Wall Turning Radius 7.000m

Greene's Road, Whiston

Swept Path Analysis
Large Car & Supermarket Delivery Vehicle

DRAWN: WD	CHECKED: PT / TR	DATE: 08.02.22	SCALES: 1:500 at A3
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Built Group Ltd

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN212003-TR101	REVISION: -
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REV.	DETAILS	DRAWN	CHECKED	DATE
-		-	-	-

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

Overall Length: 11.200m
Overall Width: 4.815m
Min Body Height: 0.304m
Track Width: 1.67m
Lock to lock time: 4.005s
Kerb to Kerb Turning Radius: 9.500m

Greene's Road, Whiston

Swept Path Analysis - 11.2m Refuse Vehicle

DRAWN: WD

CHECKED: PT / TR

DATE: 08.02.22

SCALES: 1:500 at A3

Built Group Ltd

vectos.

4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008 e: manchester@vectos.co.uk

DRAWING NUMBER: VN212003-TR102

REVISION: -

Appendices

Appendix A

KMBC Highways Comments on Application

Date:	05/01/2021
To:	Jo Sheridan
Planning App. No:	21/00783/FUL
Proposal:	ERECTION OF 22NO APARTMENTS AND ASSOCIATED PARKING AND LANDSCAPING
Location:	Land Adjacent To , 35 Greenes Road, Whiston, L35 3RE

Highway Objection (pending additional satisfactory information being provided)

The following information has been reviewed:

Design and Access Statement (Sept 21), Existing Site Sections, Existing Site Plan, Planning Statement (Sept 21), Proposed Site Plan, Proposed Street Scenes, Transport Statement (Sept 21)

Site Access

The development is proposed to be accessed via Paradise Lane. The access will consist of 5m corner radii with a 6m carriageway width (vehicular tracking will need to be completed). Visibility splays of 2.4m x 23m are proposed to the north and 2.4m x 43m are proposed to the south.

However, the scaling provided on Drawing 212003-D100 Rev A appears to be incorrect on the main drawing. This will need to be rectified so that the visibility splays provided can be measured.

Pedestrian Access

Pedestrian access will be provided via Paradise Lane and Greenes Road. 2m wide footways are to be provided which is deemed suitable for pedestrian access

Site Layout / Vehicle Tracking

The site layout has been reviewed. Vehicular tracking will need to be provided to highlight the suitability of the site access, as well as the internal site layout.

Two large cars (5.0m in length) will need to be able to pass each other at the site access, with some of the parking bays then show as accessible. A delivery vehicle of circa 7.0m in length will also need to be highlighted as being able to enter the site, turn around internally and then egress the site in forward gear. It will not be appropriate for a vehicle to need to maneuverer within the Paradise Lane carriageway to then attempt to reverse into the site.

In general, highways have no issue with a refuse vehicle collecting from Paradise Lane. However, it will not be appropriate for a large quantity of bins to be left on the footway for collection, with these bins likely to cause obstruction to both members of the public, as well as vehicular visibility for those exiting the site. An area for bin storage will need to be provided. It should be noted that KMBC refuse vehicles are 11.2m in length. A large car should be highlighted as still being able to pass the refuse vehicle along Paradise Lane when stationary.

Parking

Knowsley Council standards dictate that 2 parking spaces will need to be provided for each 2-bedroom property and 1 parking space will be required for each 1-bedroom property.

Required

10 – 1 x bedroom = 10 parking spaces

12 – 2 x bedroom = 24 parking spaces

Total – 34 parking spaces

Proposed

22 parking spaces

The proposed parking provision only meets with 65% of the required amount which is not acceptable. It is recommended that the quantum of properties proposed be reduced in size, so that 100% parking provision can be achieved.

An on-street parking survey has been completed to try to justify the level of parking provision, however highways are not satisfied with the surveys.

The survey took place between 5am – 530am on two separate weekdays (7th and 8th July 2021). Although this time may be appropriate for an entirely residential area, it does not consider the neighbouring shops or their opening times / operational times (they will be closed at 5am / 530am). Amenities like these shops are limited in the area and they serve a large proportion of people. These shops will also be the closest of their kind to the large Halsnead development to the south of the site (they are likely to become busier and have a greater parking demand locally).

Any on street parking surveys completed will need to be conducted 4pm – 7pm on a weekday, as well as 9am – 12pm on a Saturday. These times will help to capture the surrounding parking situation on local streets when all / most of the shops are operating.

The level of cycle storage proposed is acceptable.

Traffic Impact

A trip generation exercise has been completed with the submitted Transport Statement. The assessment has highlighted that the proposed development should be expected to generate in the region of 5 two-way trips in the AM peak and 7 two-way trips in the PM peak.

Highways do not strictly agree with the TRICs assessment undertaken, with a less than 10-year range selected. However, the impact in terms of vehicular trips for 22 apartments dwellings will nonetheless be unlikely to have a significant impact. Highways are then satisfied regarding the expected level of vehicular trips.

MASA

The development has been assessed in accordance with the target scores for a 'medium' residential development in an 'other urban' location.

The Knowsley Council scoring has been provided below, with the applicants scoring also provided

	Knowsley Council Scoring	Applicant Scoring	Required Scoring
Walking	4	4	4
Cycling	3	3	3
Public Transport	4	4	5
Vehicle Access / Parking	0	1	1

It can be seen from the above table that a proportion of the required scoring is achieved through both Knowsley Councils own assessment and the applicant's assessment.

The development is within an 800m walk of a district/local centre and there are no barriers between the site and this location. Although the site fails to meet the required public transport score, it is noted that a reasonably frequent bus stop is within a circa 100m walk and the development site. The development scored 0 for parking, with the application scoring the site 1. Issues regarding parking for the development site have already been discussed earlier in the report.

No additional highway improvements or funding are then considered appropriate for the proposed development.

Informative

Highways s278 Agreement

It is an offence to carry out any works within the public highway without the permission of the Highway Authority. The grant of planning permission will require the developer to enter into an agreement under s278 of the Highways Act 1980 with the Council. The applicant is advised to contact: SiteDevelopment@knowsley.gov.uk

Highways s38 Agreement

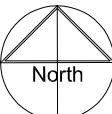
A grant of planning permission does not negate the need for the submission and approval of highway engineering details. If it is the developer's intention to offer any of the roadworks included in the proposals for adoption, a s38 agreement would be required. The applicant is advised to contact: SiteDevelopment@knowsley.gov.uk

Appendix B

Proposed Site Layout Plan



18



North

KEY

 Application Site

 Demolished buildings

 Sewer Easement

 2m wide footpath to adoptable standards.

 600mm sq paving slabs, natural grey concrete

 Rowlawn turf/ Amenity

+29.62

 Existing Levels

+29.62

 Proposed Levels

AL A

 Section Planes
(see PLN18 and PLN19)

 Electric Vehicle Charging

Accommodation

10no. 1bed Apts (51m2)

12no. 2bed Apts (57m2)

TOTAL

22no. apartments

A3

Level 2

architects

Project

Greene's Road, Whiston

Title

Proposed Site Plan

Scale

1:250

Drawing

417-1-PLN-003

Rev

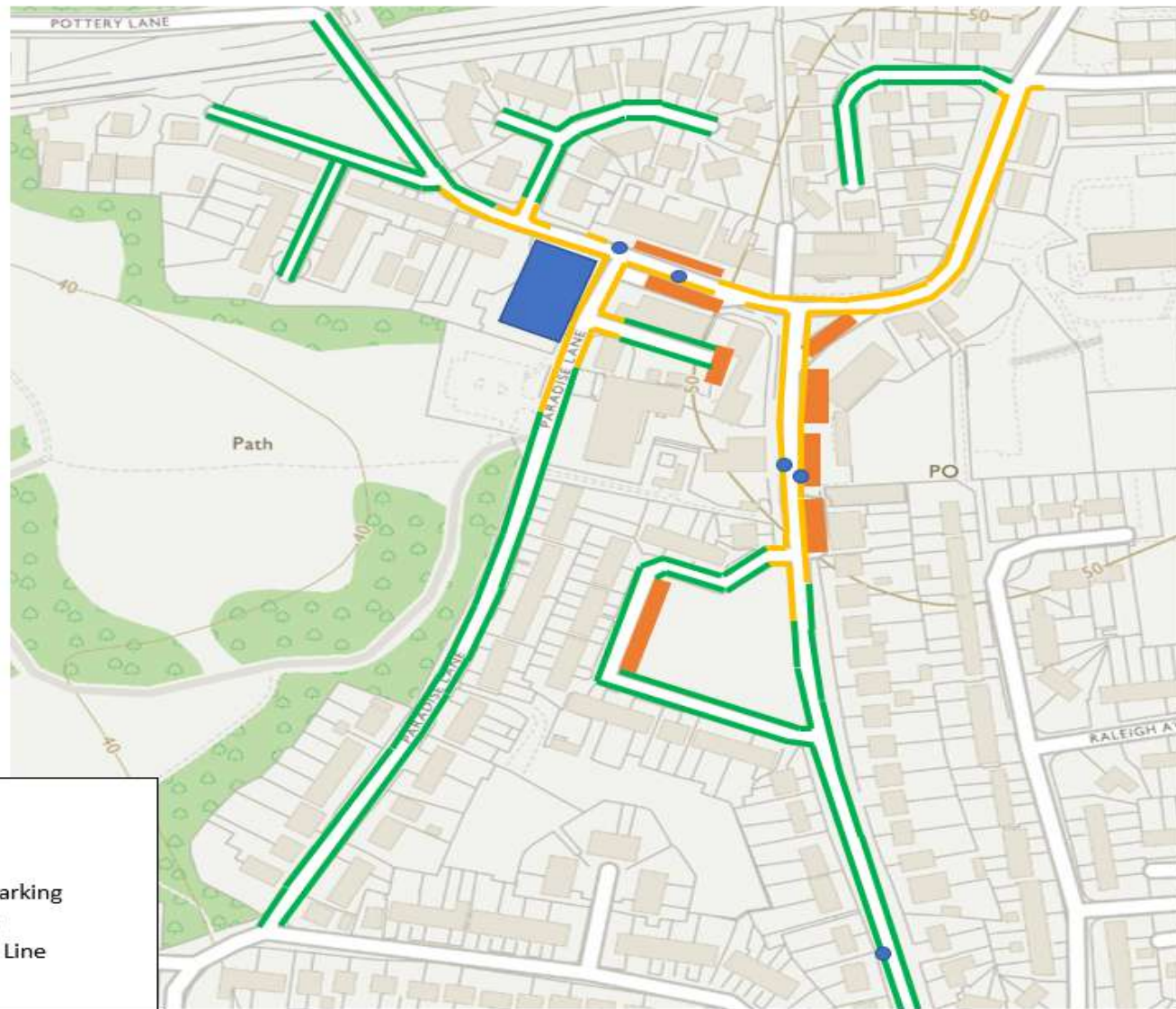
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PLANNING

Appendix C

Parking Survey Data

Whiston Parking Beat



Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Greenes Road

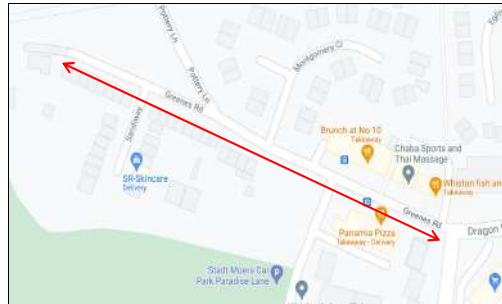
Parking Restrictions:

Parking bays: Yes - Mon - Sat 0800-1800 15mins, No return with 45mins
 Pay and Display: N/A
 Shared Users: N/A
 Loading Bays: N/A
 Double Yellow: Yes
 Cycle / Bus Lane: No
 Bus Stops: Yes

Notes (reasons for any overstress and details of 'Other' parking types):

Some footway parking (recorded separately)

Aerial View:



Street Views:



Parking Inventory

Parking Type	Legal Parking Areas												Illegal Parking Areas							
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Number of Spaces	39	12	0	0	0	0	0	0	0	0	0	0	7	0	31	0	0	1	0	2
Total Legal Spaces												51	Total Illegal Spaces							41

Restrictions

Parking Inventory (M)

Parking Type	Legal Parking Areas												Illegal Parking Areas							
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Metres	195	60	0	0	0	0	0	0	0	0	0	0	14	0	155	0	0	2	0	20
Total Legal Space												255	Total Illegal Space							191

Parking Beat Data

Time	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Saturday	8	10	0	0	0	0	0	0	0	0	0	5	0	0	1	0	0	1	0	0	23	45%	25	49%
Tuesday	10	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	1	0	0	18	35%	19	37%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Pottery Lane

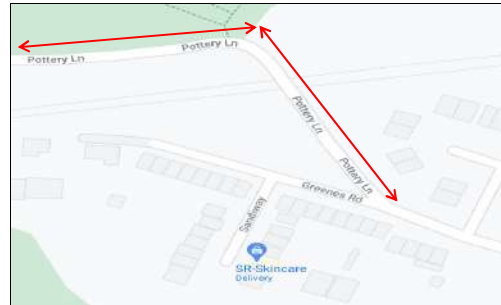
Parking Restrictions:

Parking bays:	No
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	No
Cycle / Bus Lane:	No
Bus Stops:	No

Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas								
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	
Number of Spaces	64	0	0	0	0	0	0	0			0	0	0	0	0	0	0		0	0	
											Total Legal Spaces		64						Total Illegal Spaces		0

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas								
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	
Metres	320	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
										Total Legal Space			320						Total Illegal Space		0

Parking Beat Data

[illegible]

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Dragon Lane

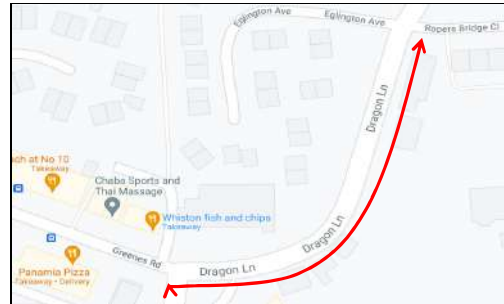
Parking Restrictions:

Parking bays:	No
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	Yes
Cycle / Bus Lane:	No
Bus Stops:	No

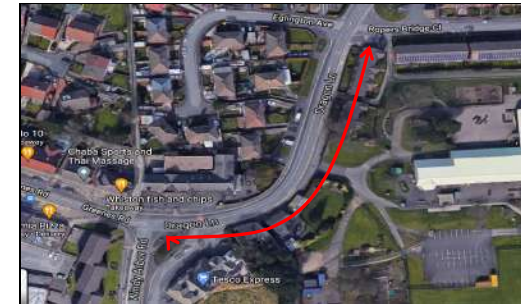
Notes (reasons for any overstress and details of 'Other' parking types):

Footway parking (recorded separately)

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Number of Spaces	0	0	0	0	0	0	0	0	0	0	0	0	8	0	56	0	0	1	0	0
Total Legal Spaces											0	Total Illegal Spaces								65

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas								
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	
Metres	0	0	0	0	0	0	0	0	0	0	0	0	16	0	280	0	0	2	0	20	
Total Legal Space												0	Total Illegal Space								318

Parking Beat Data

Time	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Saturday	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0%	2	0%
Tuesday	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0%	2	0%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Eglington Ave

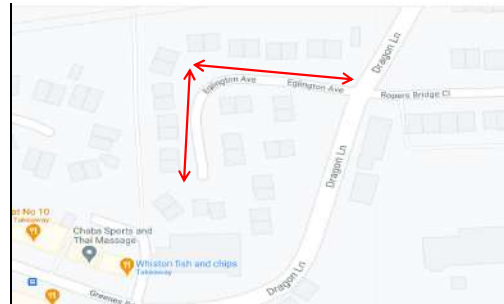
Parking Restrictions:

Parking bays:	No
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	No
Cycle / Bus Lane:	No
Bus Stops:	No

Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas								
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	
Number of Spaces	50	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	
Total Legal Spaces												50	Total Illegal Spaces								22

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Metres	205	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0	0	0	0
Total Legal Space											205	Total Illegal Space								44

Parking Beat Data

Time	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Saturday	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	18%	9	18%
Tuesday	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	16%	8	16%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Windy Arbor Road

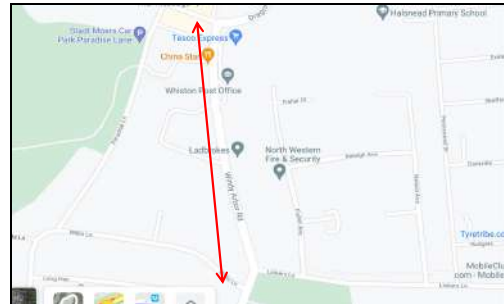
Parking Restrictions:

Parking bays:	Yes
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	Yes
Cycle / Bus Lane:	No
Bus Stops:	Yes

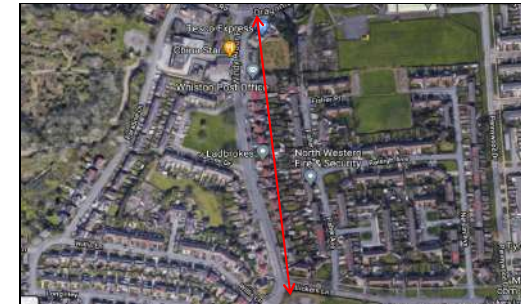
Notes (reasons for any overstress and details of 'Other' parking types):

Some footway parking (recorded separately)

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas												
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop					
Number of Spaces	55	32	0	0	0	0	0	0	0	0	0	0	31	0	66	0	0	0	0	3					
Total Legal Spaces											87		Total Illegal Spaces											100	

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas								
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	
Metres	275	64	0	0	0	0	0	0	0	0	0	0	62	0	330	0	0	0	0	25	
Total Legal Space												339	Total Illegal Space								417

Parking Beat Data

Time	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Saturday	10	18	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	35	40%	36	41%
Tuesday	6	14	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	32	37%	32	37%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Jubilee Drive

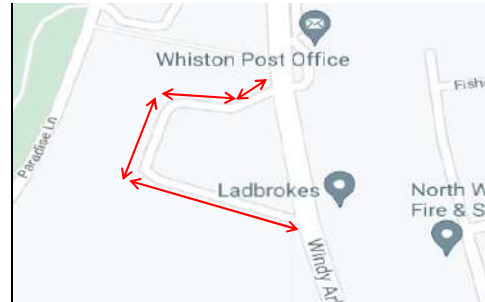
Parking Restrictions:

Parking bays:	Yes
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	Yes
Cycle / Bus Lane:	No
Bus Stops:	No

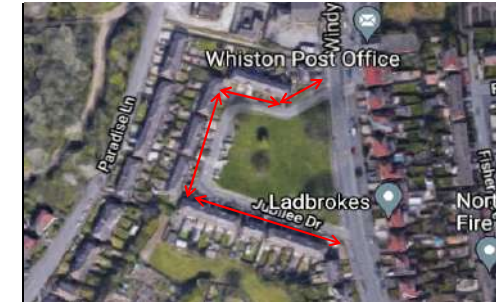
Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Number of Spaces	62	13	0	0	0	0	0	0	0	0	0	0	20	0	4	0	0	0	0	0
Total Legal Spaces												75	Total Illegal Spaces							24

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Metres	312	40	0	0	0	0	0	0	0	0	0	0	40	0	20	0	0	0	0	25
Total Legal Space												352	Total Illegal Space							85

Parking Beat Data

Time	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Saturday	11	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24%	18	24%
Tuesday	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	24%	18	24%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Paradise Lane

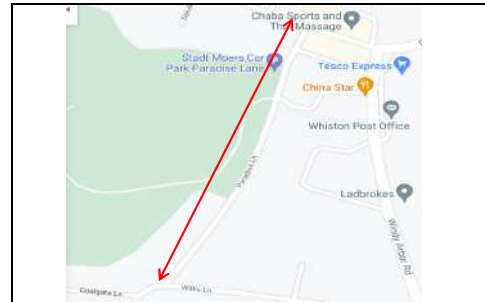
Parking Restrictions:

Parking bays:	No
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	Yes
Cycle / Bus Lane:	No
Bus Stops:	No

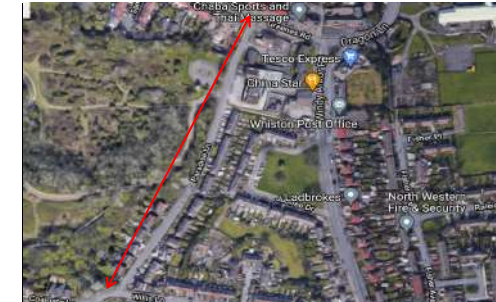
Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Number of Spaces	95	0	0	0	0	0	0	0	0	0	0	0	37	0	27	0	0	0	0	0
Total Legal Spaces												95	Total Illegal Spaces							64

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Metres	475	0	0	0	0	0	0	0	0	0	0	0	75	0	134	0	0	0	0	0
Total Legal Space												475	Total Illegal Space							209

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas											
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig zag	Cycle Lane / Bus Lane	Bus Stop	Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Saturday	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	17%	16	17%
Tuesday	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	19%	18	19%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Montgomery Close

Parking Restrictions:

Parking bays:	No
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	Yes
Cycle / Bus Lane:	No
Bus Stops:	No

Notes (reasons for any overstress and details of 'Other' parking types):

None

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Number of Spaces	38	0	0	0	0	0	0	0	0	0	0	0	29	0	2	0	0	0	0	0
Total Legal Spaces												38	Total Illegal Spaces							31

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Metres	192	0	0	0	0	0	0	0	0	0	0	0	58	0	10	0	0	0	0	0
Total Legal Space												192	Total Illegal Space							68

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas											
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zigzag	Cycle Lane / Bus Lane	Bus Stop	Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Saturday	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	5%	2	5%
Tuesday	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	18%	7	18%

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1351-Jan
Date of Survey: Saturday 29th Jan & Tuesday 1st Feb 2022
Survey Type: Parking Surveys
Road Name: Hostock Close

Parking Restrictions:

Parking bays:	Yes
Pay and Display:	N/A
Shared Users:	N/A
Loading Bays:	N/A
Double Yellow:	Yes
Cycle / Bus Lane:	No
Bus Stops:	No

Notes (reasons for any overstress and details of 'Other' parking types):

Garages and Parking bays, some kerb parking behind shops

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zigzag	Cycle Lane / Bus Lane	Bus Stop
Number of Spaces	13	5	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0
Total Legal Spaces												18	Total Illegal Spaces							16

Restrictions

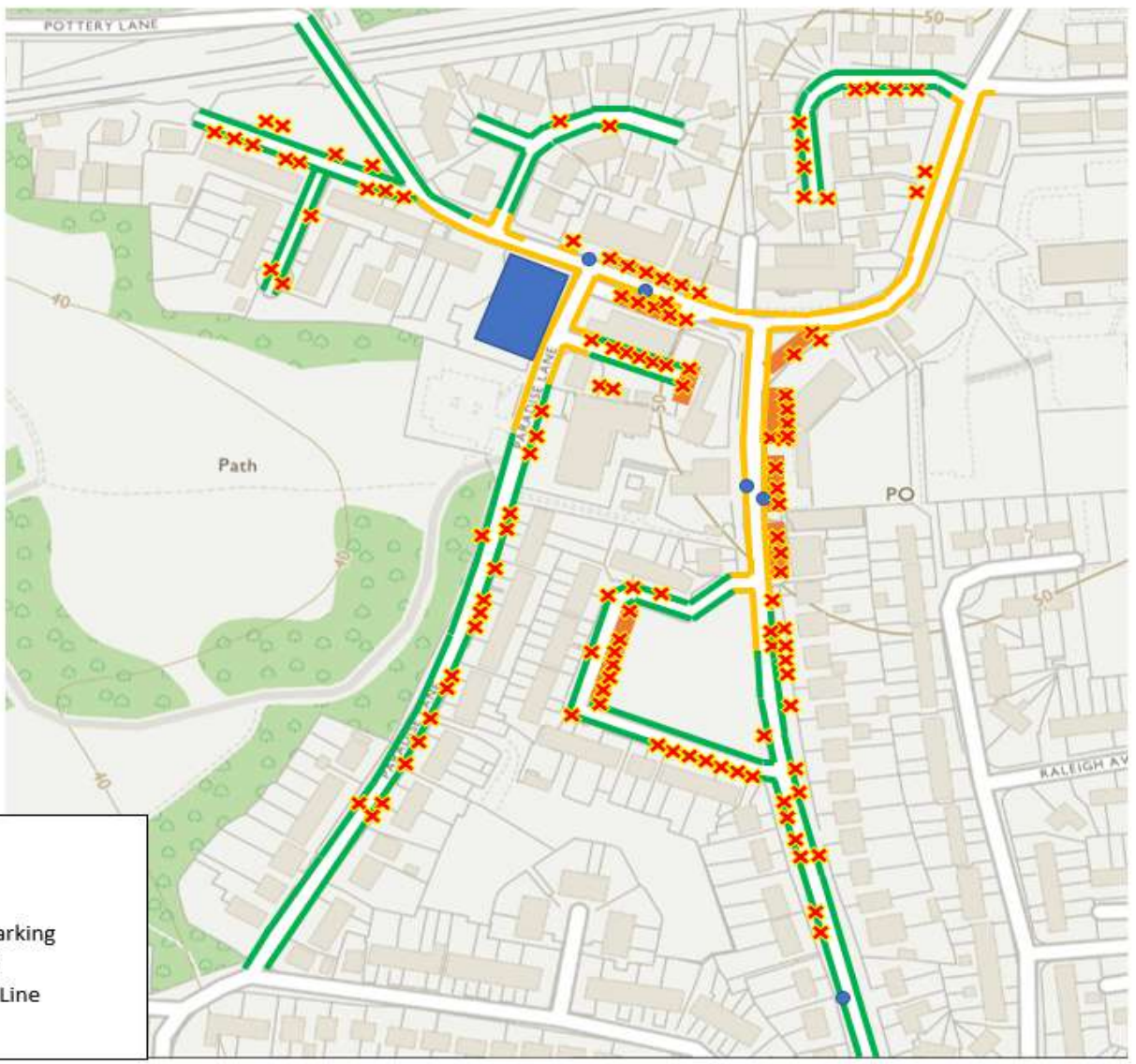
Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zigzag	Cycle Lane / Bus Lane	Bus Stop
Metres	27	10	0	0	0	0	0	0	0	0	0	0	18	0	40	0	0	0	0	0
Total Legal Space												37	Total Illegal Space							58

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas											
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (Fway)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zigzag	Cycle Lane / Bus Lane	Bus Stop	Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Saturday	7	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	9	50%	10	56%
Tuesday	4	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	39%	7	39%

Whiston Parking Beat – Parking Beat 1 – Saturday 29th January 2022 @ 1010am



Key:

- Parking layby
- Unrestricted parking
- Parked vehicle
- Double Yellow Line
- Bus Stop

Whiston Parking Beat – Parking Beat 2 – Tuesday 1st Februray 2022 @ 18:22pm

