

Project Name:	Garage Compound, Whitsbury Road, Havant
Document Reference:	160.0008/TN/1
Document Name:	Parking Technical Note
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Checked By:	Tom Fisher (October 2024)
Approved By:	Mark Smith (October 2024)

Revision Record				
Rev	Date	By	Summary of Changes	Aprvd

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1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Pure Town Planning to support the development of a 9-bedroom supported housing building for mothers and children at Garage Compound, Whitsbury Road, Havant (APP/24/00096). This report will respond to Havant Borough Council comments regarding potential for parking overspill as a result of the development. The site location is identified within **Figure 1**, with the proposed layout attached in **Appendix A**.



Figure 1: Site Location

- 1.2 This report will include the site context, summary of the development proposals, planning history and results of the car parking survey. It should be noted that Hampshire County

Council (HCC) in their role as the highway authority have not raised any concerns with the impact on the local highway network.

2. EXISTING CONDITIONS & PROPOSED DEVELOPMENT

- 2.1 The site is accessed off Whitsbury Road which is residential in nature and subject to a 30mph speed limit, supported by the street lighting. At present the site consists of unused garages which were formally used for the surrounding residential units. This land is no longer available for use and there is no legal right for the surrounding houses to park within the garage compound. However, there are 2 garages at the front of the site which are not included within the red line and will still utilise the site to access the garages. These are shown within **Appendix A** and are located outside of the secure access gate.
- 2.2 The proposed development is for *‘Demolition of existing buildings and erection of a supported housing building for mothers and children (Use Class C2) with associated access and parking’*. The scheme will provide 9 rooms, with 4 parking spaces and 10 cycle spaces as show in **Appendix A**.
- 2.3 Havant Borough Council noted a concern in relation to loss of parking in the compound and requested a parking survey to be undertaken. Discussions have been undertaken with Havant Borough Council and the following scope agreed for the survey. The survey would include the following areas:
- The garage compound itself including the access drive to capture any parking taking place within this area.
 - The roads surrounding the compound – but limited to the triangle of roads around the site. These were noted by the council, as the most likely to be impacted by any displacement of parking from within the site resulting from the development or any overspill of parking resulting from the development.
- 2.4 The survey was also required to be undertaken over a 7-day period as outlined in the Council’s Parking Standards SPD. The times included which were stated by Havant Borough Council were:
- 12 midnight
 - 5am
 - 8.40 am (school drop off)
 - 3pm (school pick up)
 - 8pm

3. PARKING SURVEYS

- 3.1 The surveys were undertaken by an independent surveyor on the week of Monday 30th September to Sunday 6th October. The area surveyed is shown in **Figure 2**, which was provided by Havant Council who agreed this scope for the survey area.

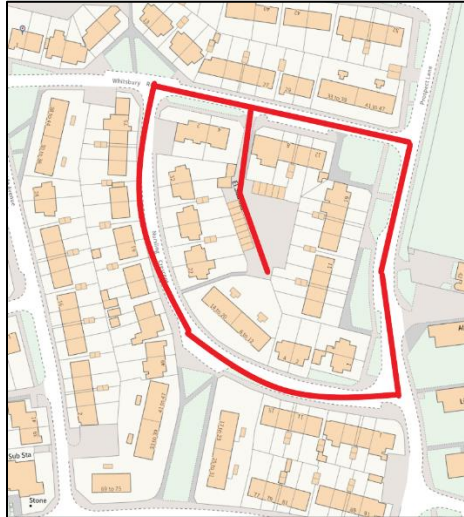


Figure 2: Surveyed Area

- 3.2 The surveyed area was broken down into zones which are shown below, and are noted within **Table 1**, with the full survey outputs attached in **Appendix B**.

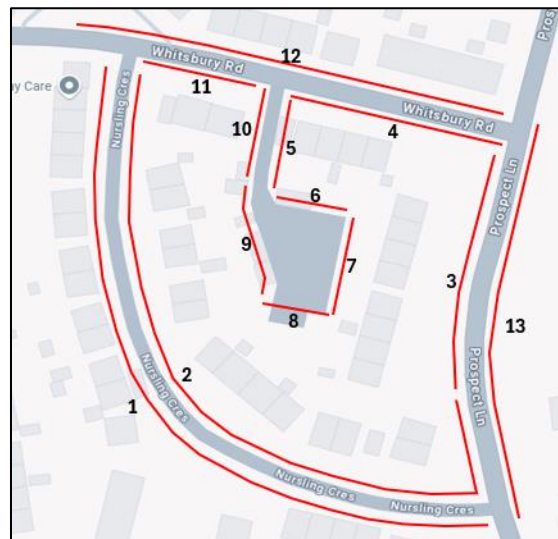


Figure 3: Surveyed Area Zones

- 3.3 Given the large amount of data captured within the surveys, the worst-case scenarios for each day have been presented in **Table 1**. These are based on a consideration of a worst-case scenario for the overall volume of parking, when all roads are included. While the full outputs including all time periods through the day are attached within **Appendix B**.

- 3.4 It is noted that capacity for 107 spaces were identified within the surveyed area. This does not include the spaces which may have been recorded in use during the survey but are not considered suitable for long term parking, such as parking on dropped kerbs or narrow parts of the road where such parking would obstruct traffic movements.
- 3.5 Within **Table 1** these spaces have been noted as unsuitable long-term parking, so it is evident how many of these are included within the total. Further information on these is shown within the full outputs in **Appendix B**.
- 3.6 The proposal for the development means the 'Garges off Whitsbury Road' will be removed and therefore we have discounted these from the survey. However, it is important to note there was only 2 spaces recorded in use at any time within the garage compound. Excluding the garage compound, there are still 96 potential spaces available on the surrounding roads.

Monday 30 th September (05:00am)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	41 (3 unsuitable long-term parking)	11
Prospect Lane	3	11	5	5
Whitsbury Road	4	4	3	1
Whitsbury Road	11-12	20	12	6
Prospect Lane	13	5	2	2
Tuesday 1 st October (20:00pm)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	45 (4 unsuitable long-term parking)	8
Prospect Lane	3	11	5	5
Whitsbury Road	4	4	4	0
Whitsbury Road	11-12	20	17	2
Prospect Lane	13	5	4	1
Wednesday 2 nd October (00:00am of Thursday 3 rd October)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	41 (2 unsuitable long-term parking)	11
Prospect Lane	3	11	5	5
Whitsbury Road	4	4	4	0
Whitsbury Road	11-12	20	15	3
Prospect Lane	13	5	3	1
Thursday 3 rd October (05:00am)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	43	9
Prospect Lane	3	11	4	6
Whitsbury Road	4	4	3	1
Whitsbury Road	11-12	20	14	4
Prospect Lane	13	5	2	3
Friday 4 th October (05:00am)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	40 (1 unsuitable long-term parking)	10
Prospect Lane	3	11	4	6
Whitsbury Road	4	4	3	1
Whitsbury Road	11-12	20	15	4

Prospect Lane	13	5	2	2
Saturday 5th October (05:00am)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	41	10
Prospect Lane	3	11	6	4
Whitsbury Road	4	4	3	1
Whitsbury Road	11-12	20	14	5
Prospect Lane	13	5	1	4
Sunday 6th October (00:00am of 7th October)	Zone	Number of spaces available	Number of spaces occupied	Number of spaces empty
Nursling Crescent	1-2	52	40 (1 unsuitable long-term parking)	11
Prospect Lane	3	11	6	4
Whitsbury Road	4	4	2	2
Whitsbury Road	11-12	20	14	5
Prospect Lane	13	5	3	2

Table 1: Worst Case Scenario Per Day for Parking Surveys

3.7 As noted in **Table 1** the worst-case scenarios tended to be 5am or midnight, though for the surveyed Tuesday it was 8pm. It should be noted that in some cases the empty spaces and spaces occupied may not equal the number of spaces available within the raw data in **Appendix B**. When the surveys were undertaken the surveyor has recorded the likely number of spaces based on how cars have been parked during that time, for example if a vehicle was parked across two possible parking spaces, the surveyor recorded this as both spaces being occupied. It is considered that this presents a robust assessment but also explains why the results in **Table 1** don't in every instance tally.

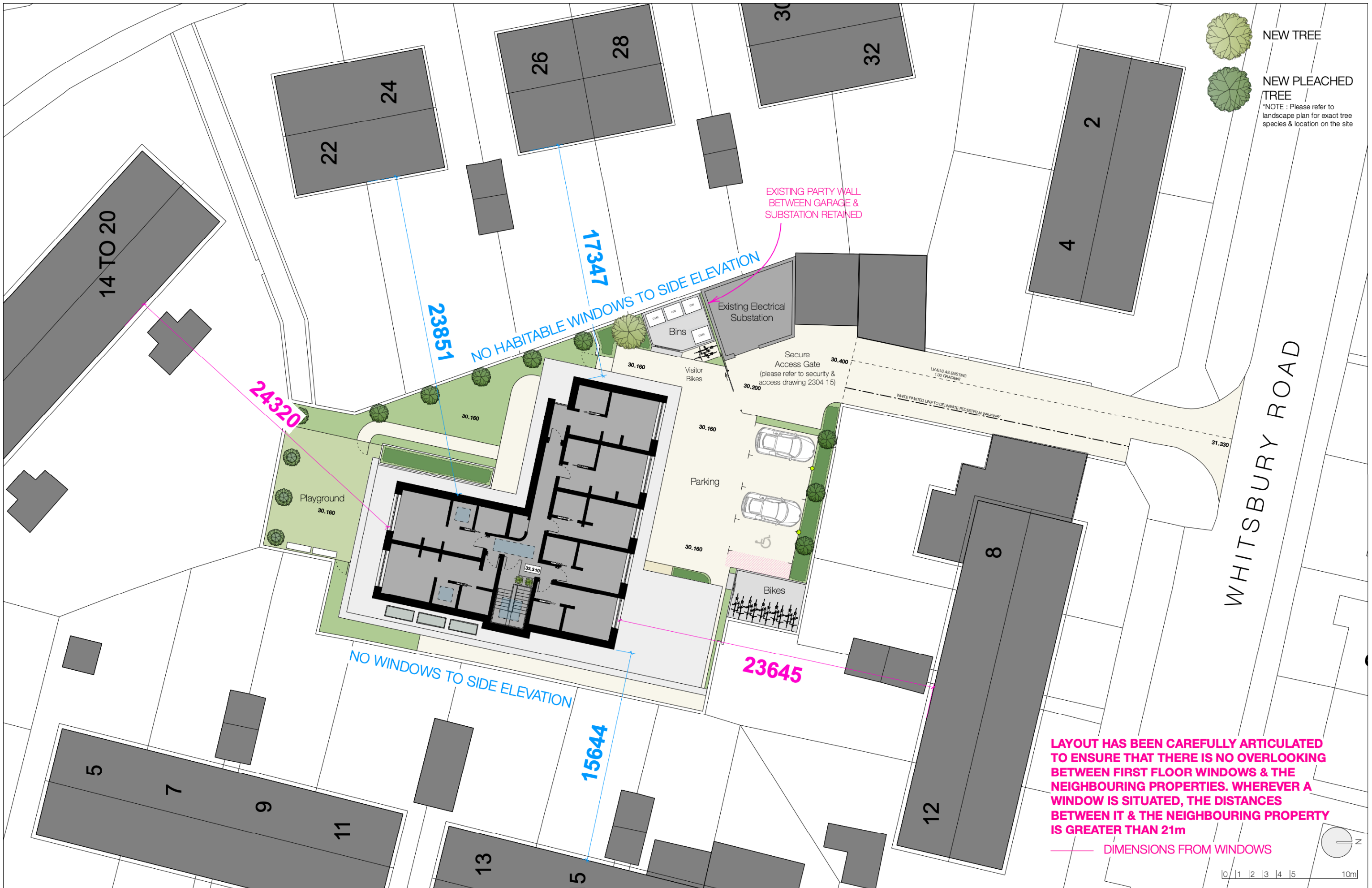
3.8 The results within **Table 1** shows that at the worst-case scenario there are 25 spaces on Monday, 16 spaces on Tuesday, 20 spaces on Wednesday, 23 on Thursday and Friday, along with 24 spaces on Saturday and Sunday, even when all 15 spaces within the garage court are excluded. Therefore, it is evident from the results of the parking survey there would be no material impact on local parking pressures through the removal of the garage compound.

4. SUMMARY AND CONCLUSIONS

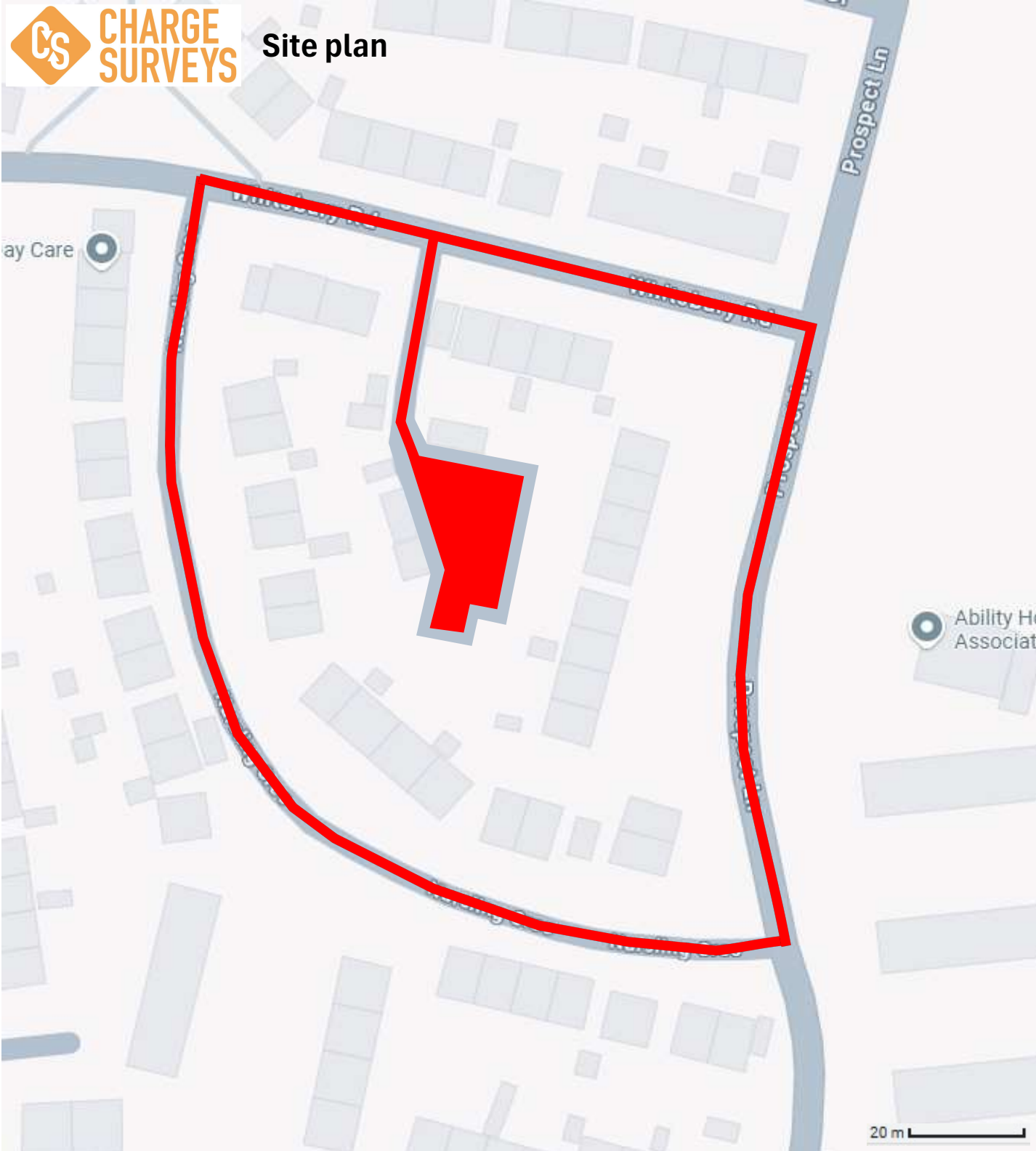
4.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Pure Town Planning to support the development of a 9-bedroom supported housing building for mothers and children at Whitsbury Road in Havant.

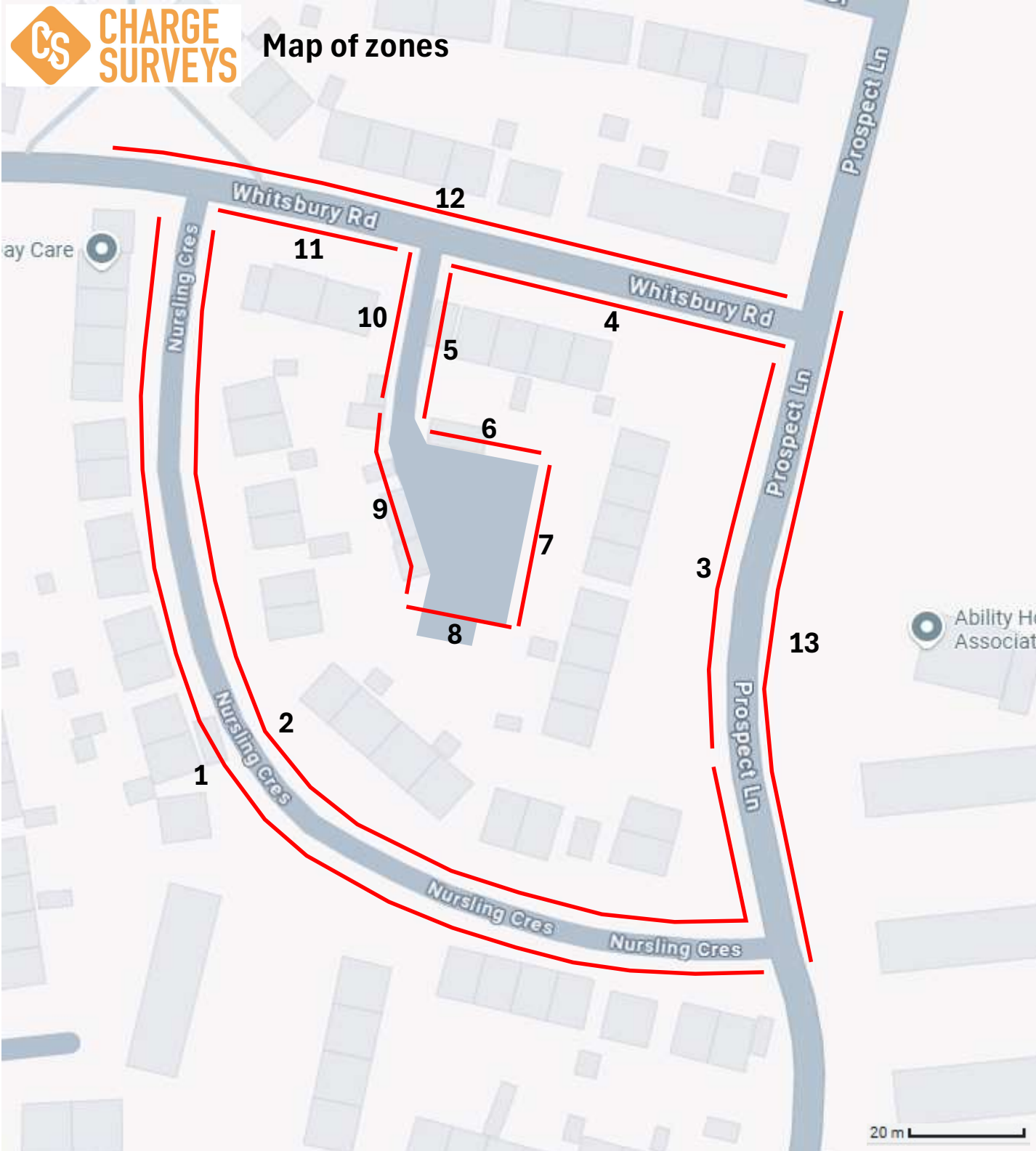
- 4.2 The site is accessed off Whitsbury Road which is residential in nature and subject to a 30mph speed limit. At present the site consists of unused garages which were formally used for the surrounding houses but is now private and not affiliated with the local housing stock.
- 4.3 The scheme will provide 4 parking spaces and 10 cycle spaces.
- 4.4 At the request of HBC (with HCC highways not raising concern), surveys were undertaken by an independent surveyor on the week of Monday 30th September to Sunday 6th October and the scope and methodology were agreed in advance with Havant Borough Council.
- 4.5 This report presented the data for the worst-case scenarios for each day, given the large extent of data collected. A total of 107 spaces were identified within the surveyed area, which does not include those who parked on dropped kerbs or unrestricted (too narrow) locations. There is capacity for 96 spaces on the surrounding roads, when factoring in the removal of the garage compound spaces.
- 4.6 The results show there is ample capacity on the survey local road network such that the loss of the garage compound parking would not materially impact the local area.
- 4.7 We therefore ask Havant Borough Council to look favourably upon the proposed development in relation to highways, and in particular the parking provision.

Appendix A

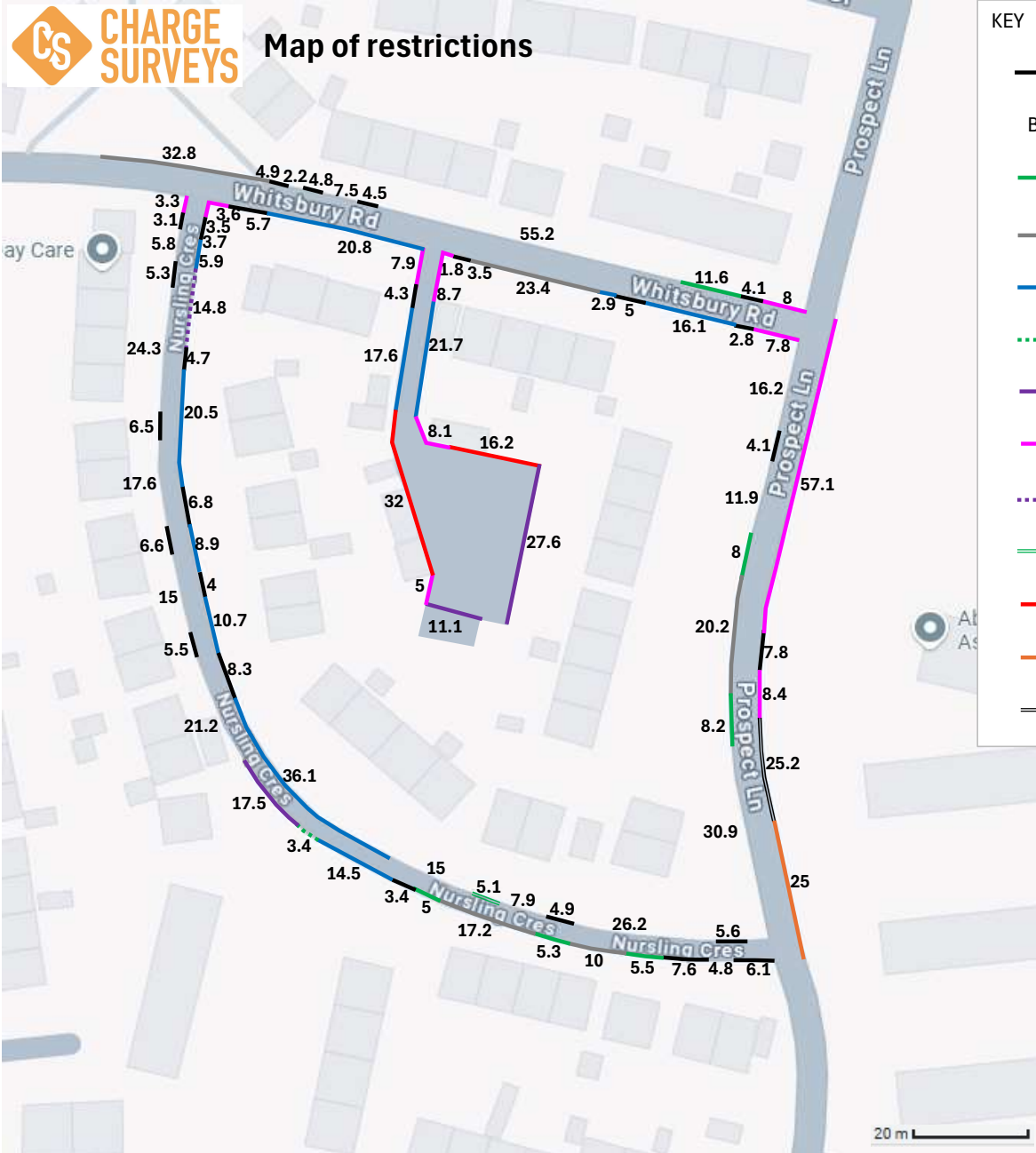


Appendix B





Map of restrictions



KEY

-  = DROPPED KERB
-  = UNRESTRICTED
-  = DISABLED BAY - LAYBY
-  = UNRESTRICTED - LAYBY
-  = UNRESTRICTED - TOO NARROW
-  = DISABLED BAY - NOSE IN PARKING
-  = UNRESTRICTED - NOSE IN PARKING
-  = UNRESTRICTED - WOULD NOT PARK
-  = UNRESTRICTED - OFF ROAD NOSE IN PARKING
-  = DISABLED BAY
-  = GARAGES
-  = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
-  = ACCESS

					Monday 30th September 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Tuesday 1st October 2024 Snapshot beat at 00:00		
					TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSING CRESCENT	1	DROPPED KERB	44.1		2			1			1			2			2		
		UNRESTRICTED	88.7	15	10	4	71.4%	4	10	28.6%	9	5	64.3%	8	6	57.1%	7	7	50.0%
		DISABLED BAY - LAYBY	15.8	3	3	0	100.0%	3	0	100.0%	2	1	66.7%	3	0	100.0%	3	0	100.0%
		UNRESTRICTED - LAYBY	27.2	5	4	1	80.0%	3	2	60.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	6	1	85.7%	4	3	57.1%	4	3	57.1%	5	2	71.4%	6	1	85.7%
		UNRESTRICTED - WOULD NOT PARK	3.3																
	2	UNRESTRICTED - TOO NARROW	14.5																
		UNRESTRICTED - WOULD NOT PARK	3.5																
		DROPPED KERB	38																
		UNRESTRICTED - TOO NARROW	82.1		1														
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	4	0	100.0%	0	5	0.0%	1	4	20.0%	5	0	100.0%	4	1	80.0%
PROSPECT LANE	3	DISABLED BAY	5.1	1	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%	0	1	0.0%
		UNRESTRICTED	80	15	10	4	71.4%	6	9	40.0%	6	9	40.0%	9	6	60.0%	9	6	60.0%
		DISABLED BAY - LAYBY	16.2	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	3	0	100.0%	2	1	66.7%	2	1	66.7%	3	0	100.0%	3	0	100.0%
WHITSBURY ROAD	4	UNRESTRICTED	28.1	5	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	4.1																
		UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	3	1	75.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	3	1	75.0%
		UNRESTRICTED - WOULD NOT PARK	8.7																
		UNRESTRICTED - TOO NARROW	21.7																
	6	UNRESTRICTED - WOULD NOT PARK	8.1																
		GARAGES	16.2																
	7	UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
		UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
	9	UNRESTRICTED - WOULD NOT PARK	5		1			1			1			1			1		
		GARAGES	32																
WHITSBURY ROAD	10	UNRESTRICTED - TOO NARROW	17.6																
		DROPPED KERB	4.3																
		UNRESTRICTED - WOULD NOT PARK	7.9																
		UNRESTRICTED - TOO NARROW	20.8																
	11	DROPPED KERB	5.7																
		UNRESTRICTED - WOULD NOT PARK	3.6																
		UNRESTRICTED - LAYBY	32.8	6	4	1	80.0%	1	4	20.0%	3	2	60.0%	4	1	80.0%	5	0	100.0%
		DROPPED KERB	18.3								1			1			1		
PROSPECT LANE	12	UNRESTRICTED	64.9	12	7	4	63.6%	4	7	36.4%	4	7	36.4%	8	3	72.7%	7	4	63.6%
		DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
		UNRESTRICTED - WOULD NOT PARK	8																
		UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
PROSPECT LANE	13	UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
		UNRESTRICTED - WOULD NOT PARK	8.4																

See cell note for more information

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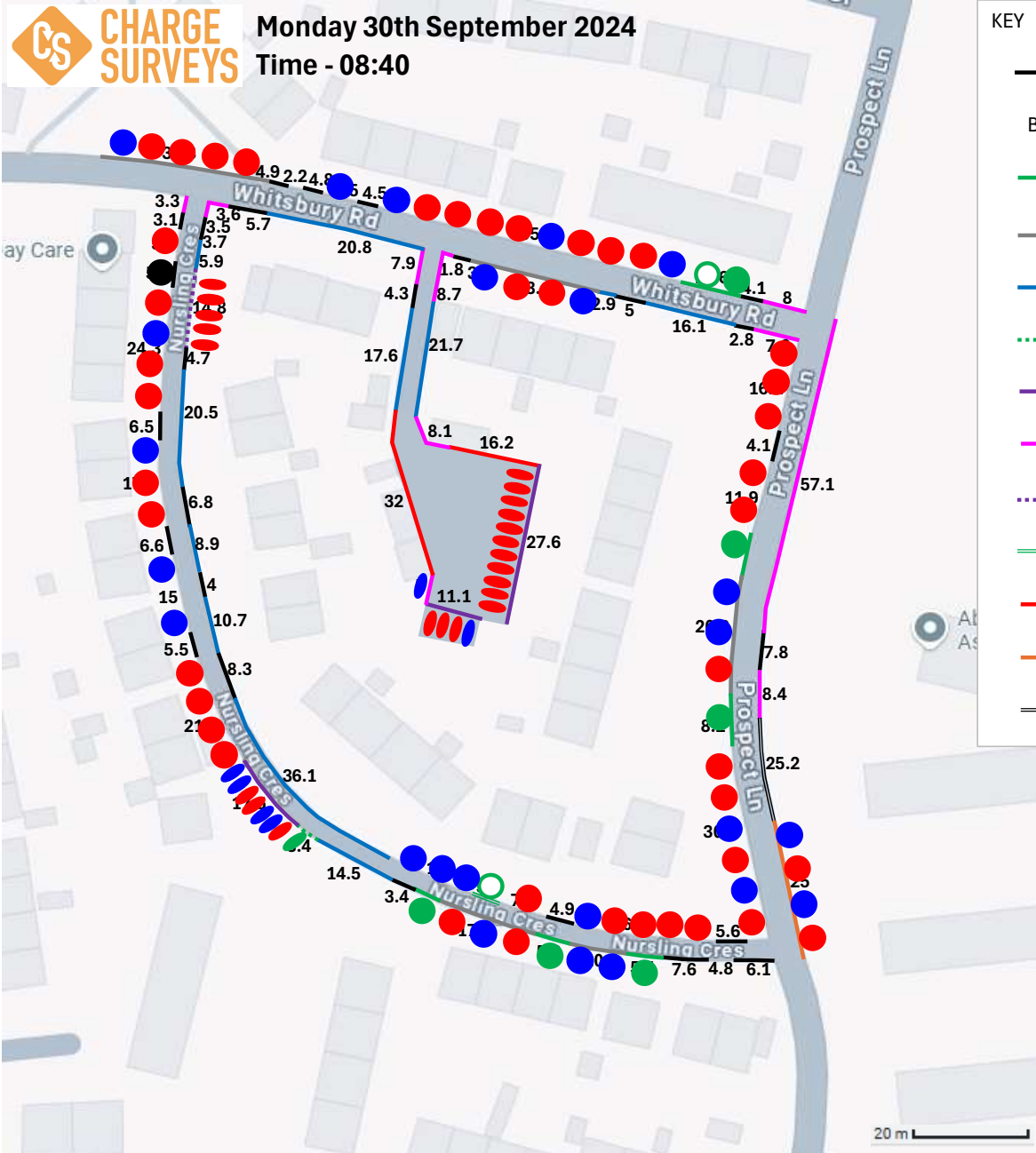
Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)



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|  | = DISABLED BAY - NOSE IN PARKING |
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|  | = UNRESTRICTED - OFF ROAD NOSE IN PARKING |
|  | = DISABLED BAY |
|  | = GARAGES |
|  | = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD |
|  | = ACCESS |

- KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

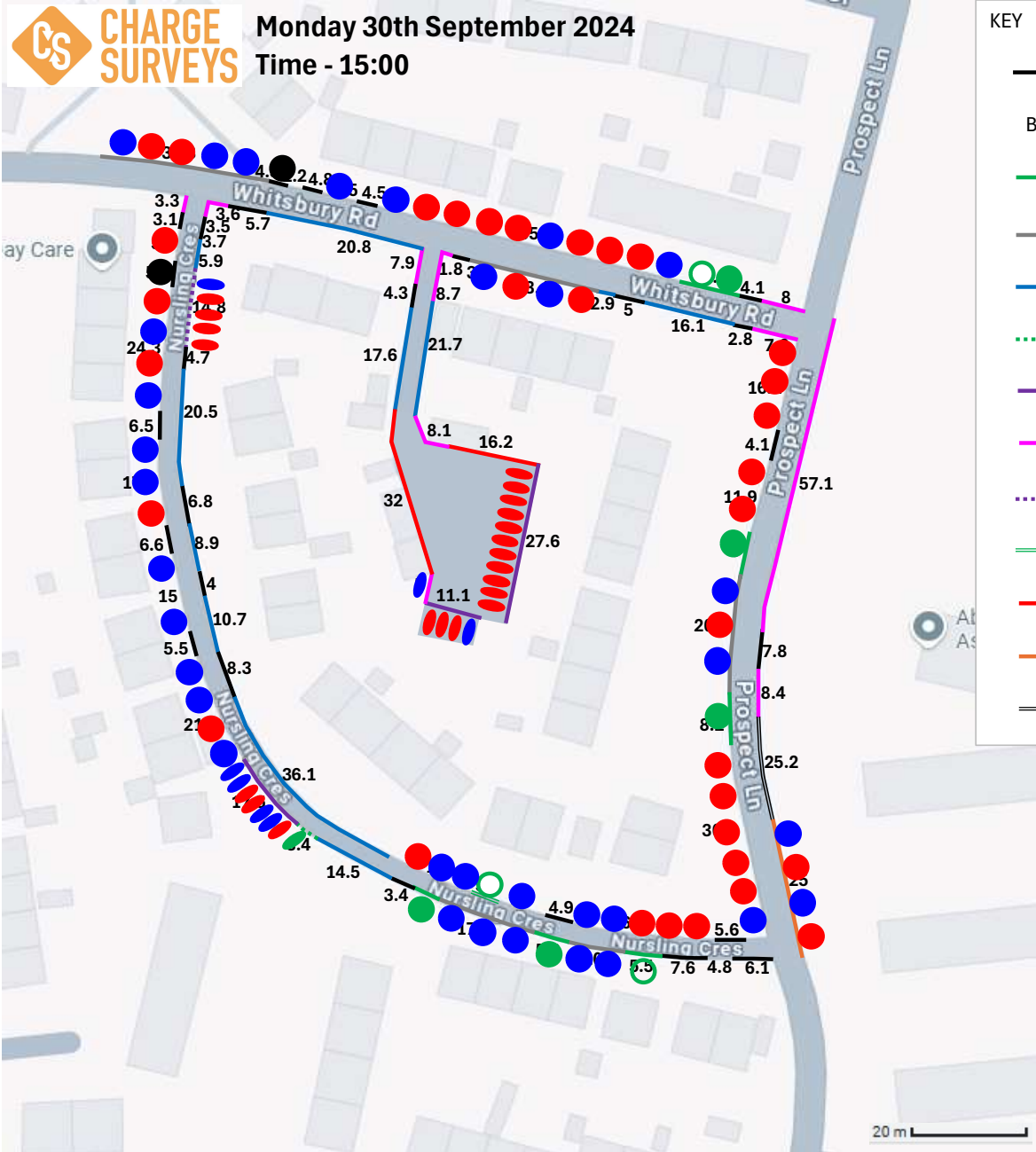


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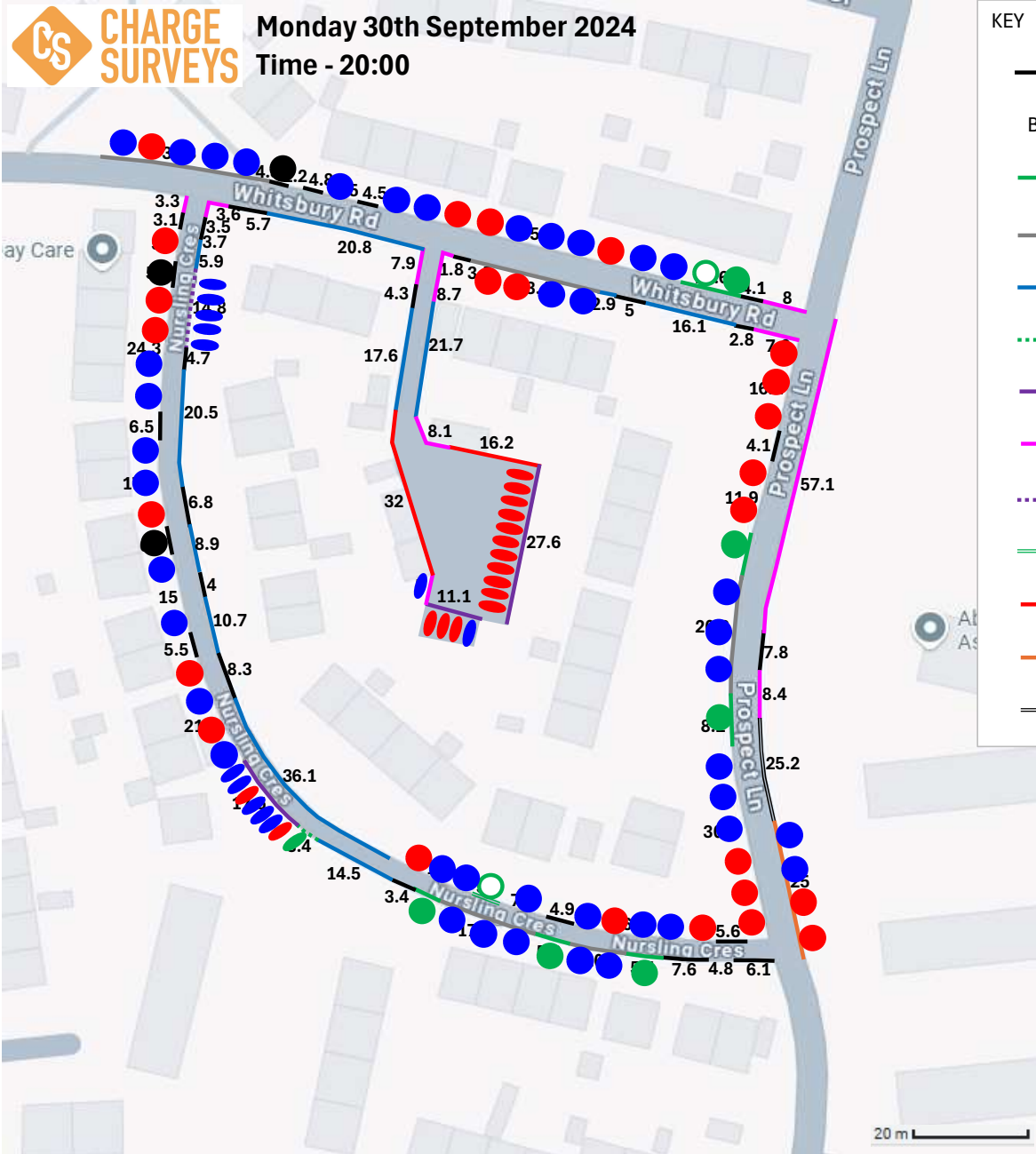


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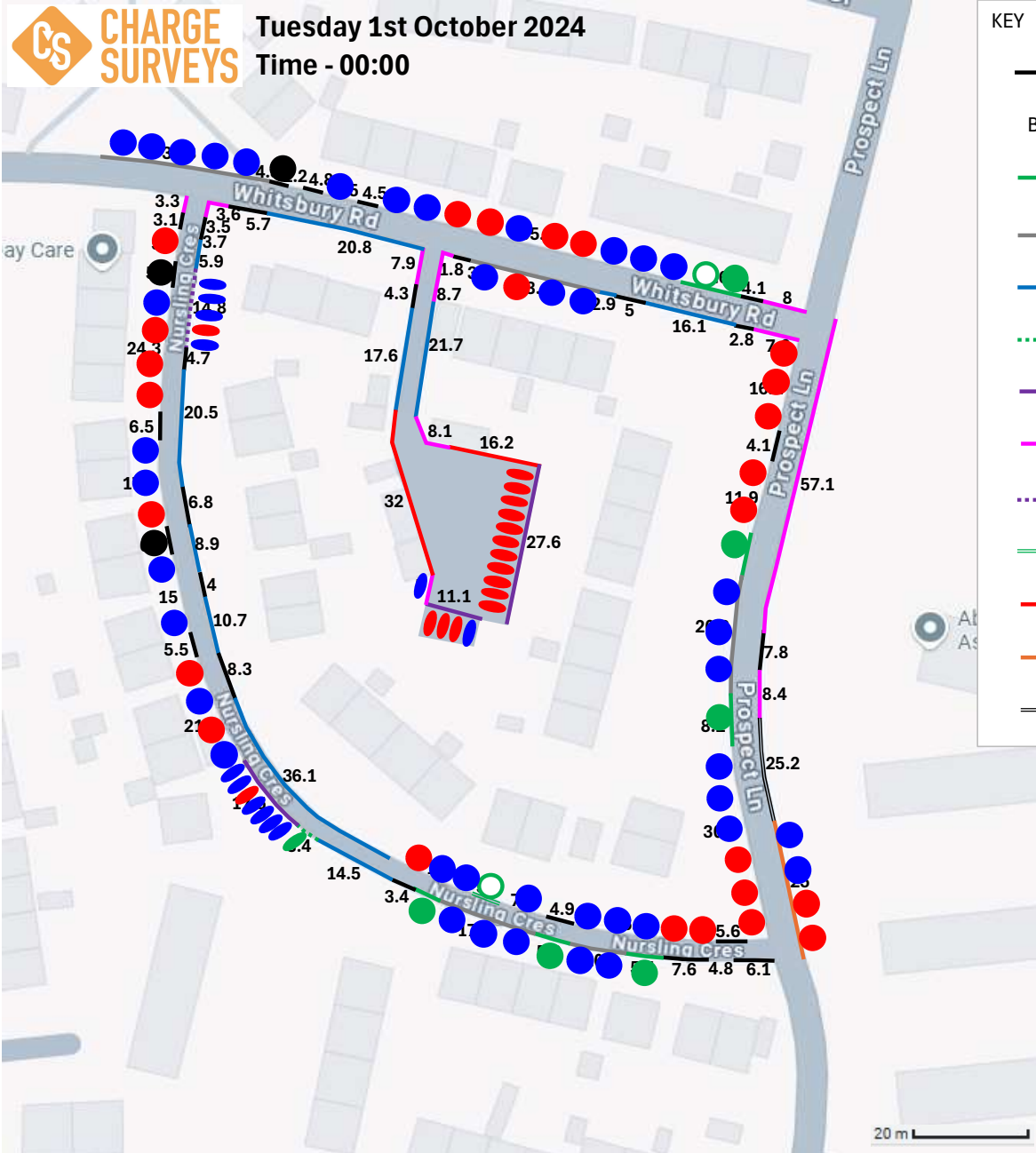


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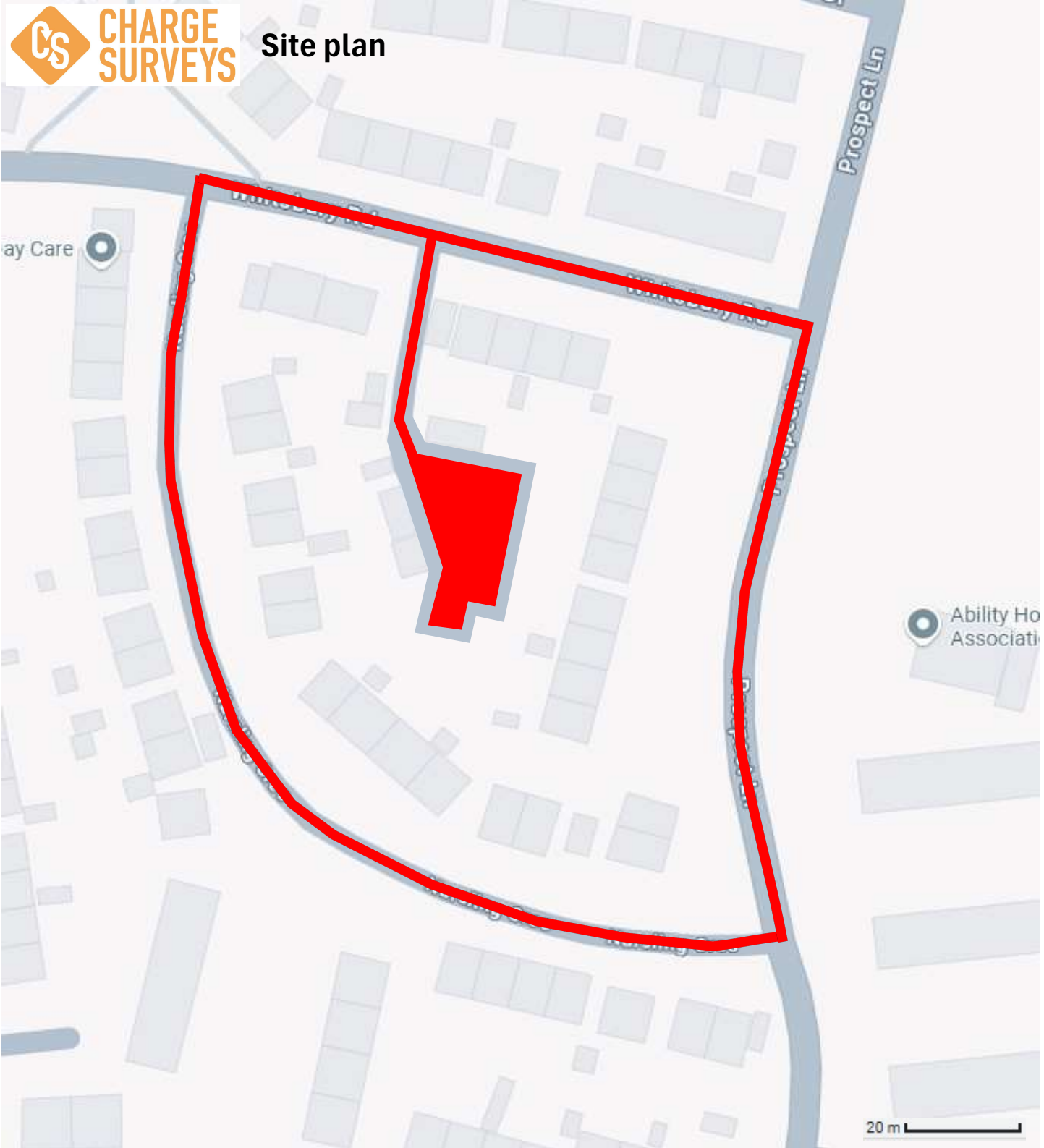


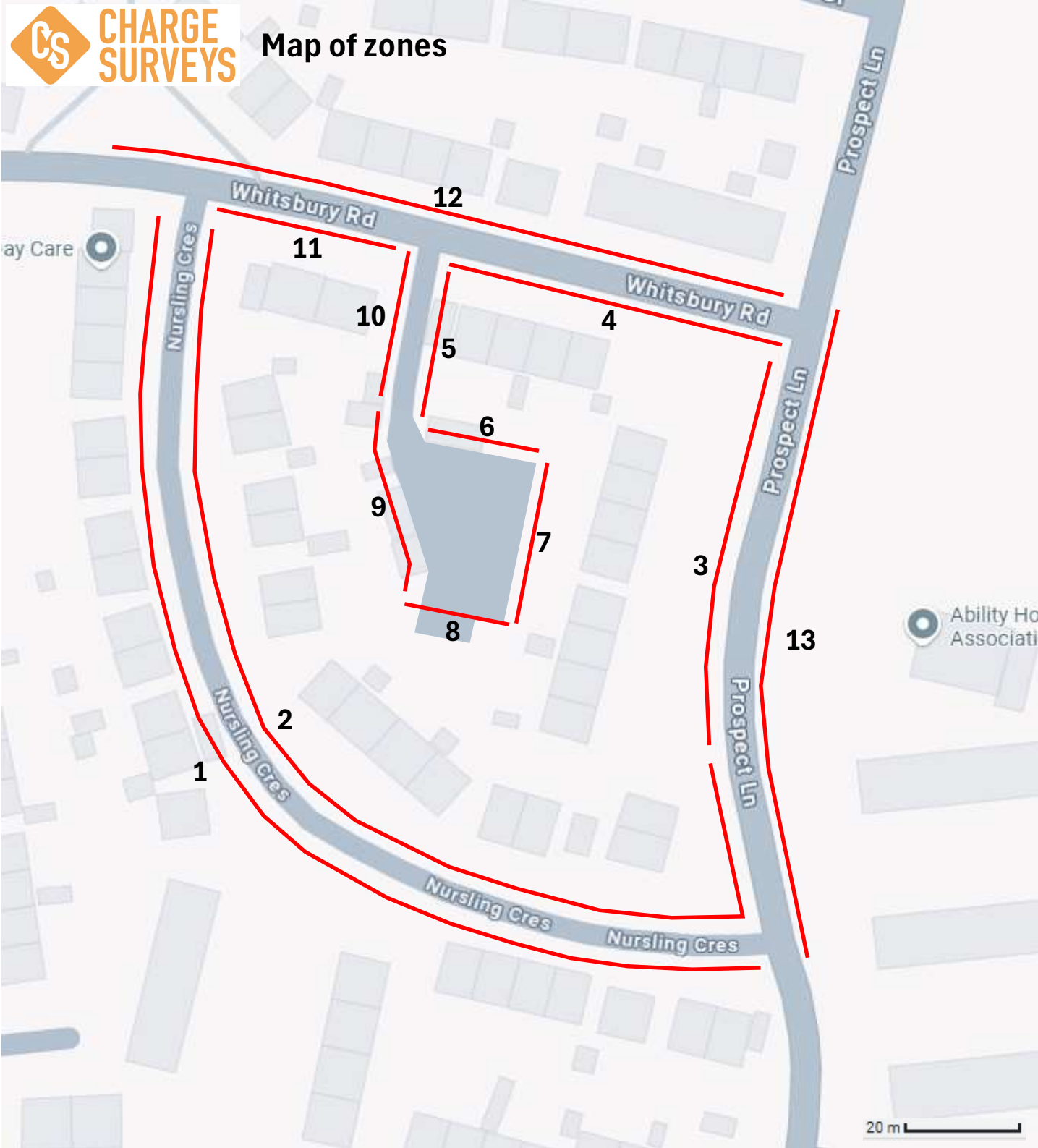
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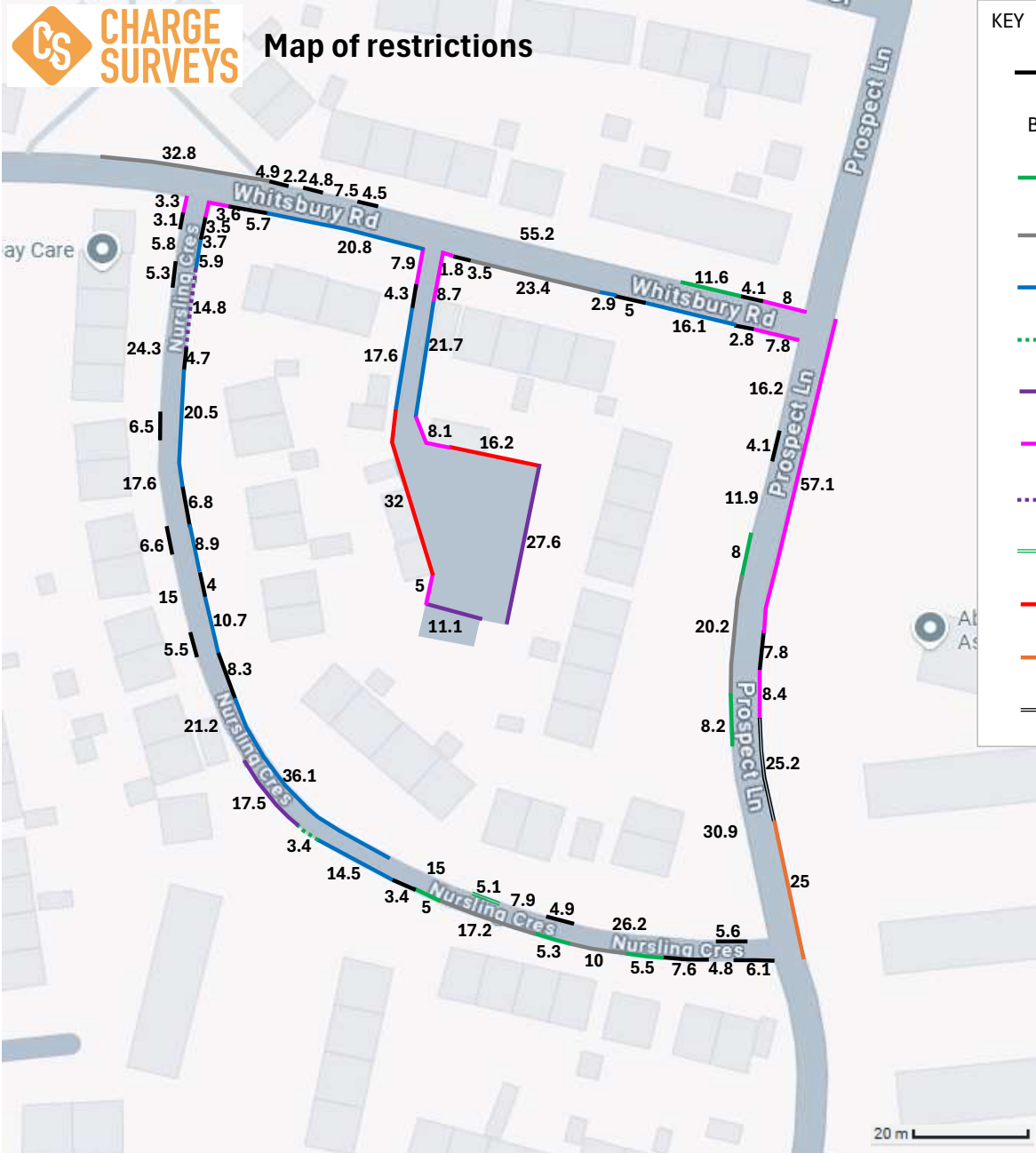
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-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





Map of restrictions



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					Tuesday 1st October 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Wednesday 2nd October 2024 Snapshot beat at 00:00		
					TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSING CRESCENT	1	DROPPED KERB	44.1		2									1			1		
		UNRESTRICTED	88.7	15	12	2	85.7%	2	13	13.3%	5	10	33.3%	13	1	92.9%	8	6	57.1%
		DISABLED BAY - LAYBY	15.8	3	3	0	100.0%	2	1	66.7%	2	1	66.7%	3	0	100.0%	3	0	100.0%
		UNRESTRICTED - LAYBY	27.2	5	3	2	60.0%	3	2	60.0%	5	0	100.0%	5	0	100.0%	5	0	100.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	7	0	100.0%	5	2	71.4%	2	5	28.6%	5	2	71.4%	5	2	71.4%
		UNRESTRICTED - WOULD NOT PARK	3.3																
	2	UNRESTRICTED - TOO NARROW	14.5																
		UNRESTRICTED - WOULD NOT PARK	3.5																
		DROPPED KERB	38																
		UNRESTRICTED - TOO NARROW	82.1		1			1			3			3			3		
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	5	0	100.0%	2	3	40.0%	4	0	100.0%	4	0	100.0%	4	0	100.0%
PROSPECT LANE	3	DISABLED BAY	5.1	1	1	0	100.0%	0	1	0.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	80	15	8	6	57.1%	4	11	26.7%	6	9	40.0%	9	5	64.3%	9	5	64.3%
		DISABLED BAY - LAYBY	16.2	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	3	0	100.0%	1	2	33.3%	1	2	33.3%	3	0	100.0%	3	0	100.0%
WHITSBURY ROAD	4	UNRESTRICTED	28.1	5	0	5	0.0%	1	4	20.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	4.1																
		UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	3	1	75.0%	3	1	75.0%	2	2	50.0%	4	0	100.0%	4	0	100.0%
		UNRESTRICTED - WOULD NOT PARK	8.7																
		UNRESTRICTED - TOO NARROW	21.7																
	6	UNRESTRICTED - WOULD NOT PARK	8.1																
		GARAGES	16.2																
		UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
		UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
	9	UNRESTRICTED - WOULD NOT PARK	5		1			1			1			1			1		
		GARAGES	32																
WHITSBURY ROAD	10	UNRESTRICTED - TOO NARROW	17.6																
		DROPPED KERB	4.3																
		UNRESTRICTED - WOULD NOT PARK	7.9																
	11	UNRESTRICTED - TOO NARROW	20.8																
		DROPPED KERB	5.7																
		UNRESTRICTED - WOULD NOT PARK	3.6																
		UNRESTRICTED - LAYBY	32.8	6	4	1	80.0%	3	2	60.0%	2	3	40.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	18.3																
		UNRESTRICTED	64.9	12	9	2	81.8%	11	1	91.7%	11	1	91.7%	10	2	83.3%	11	1	91.7%
PROSPECT LANE	13	DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	2	0	100.0%	1	1	50.0%
		UNRESTRICTED - WOULD NOT PARK	8																
		UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
		UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	2	3	40.0%	2	3	40.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
PROSPECT LANE	13	UNRESTRICTED - WOULD NOT PARK	8.4																

See cell note for more information

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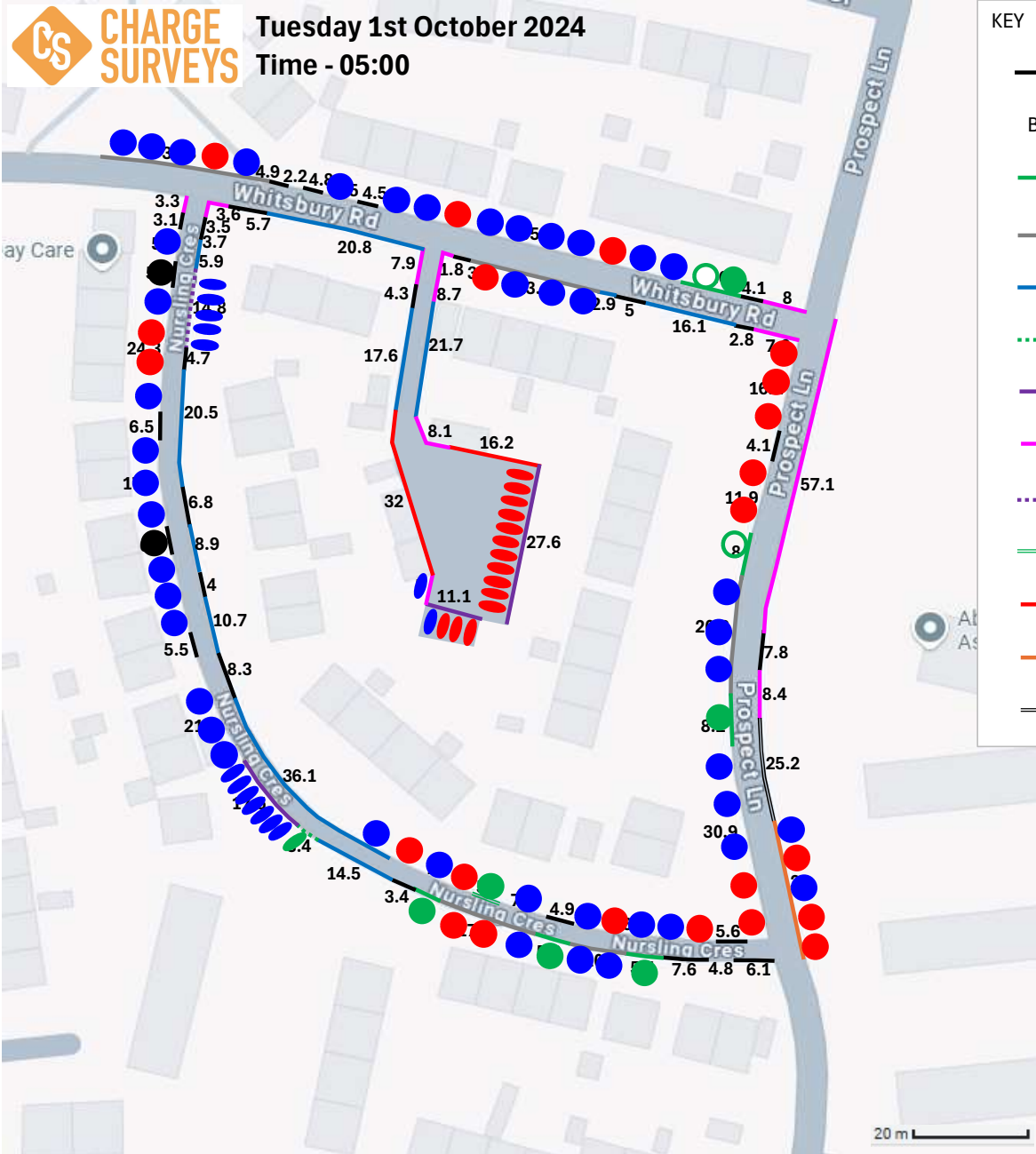
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	100%

Key	0%
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	100%

Key	0%
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	100%

Key	0%
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	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

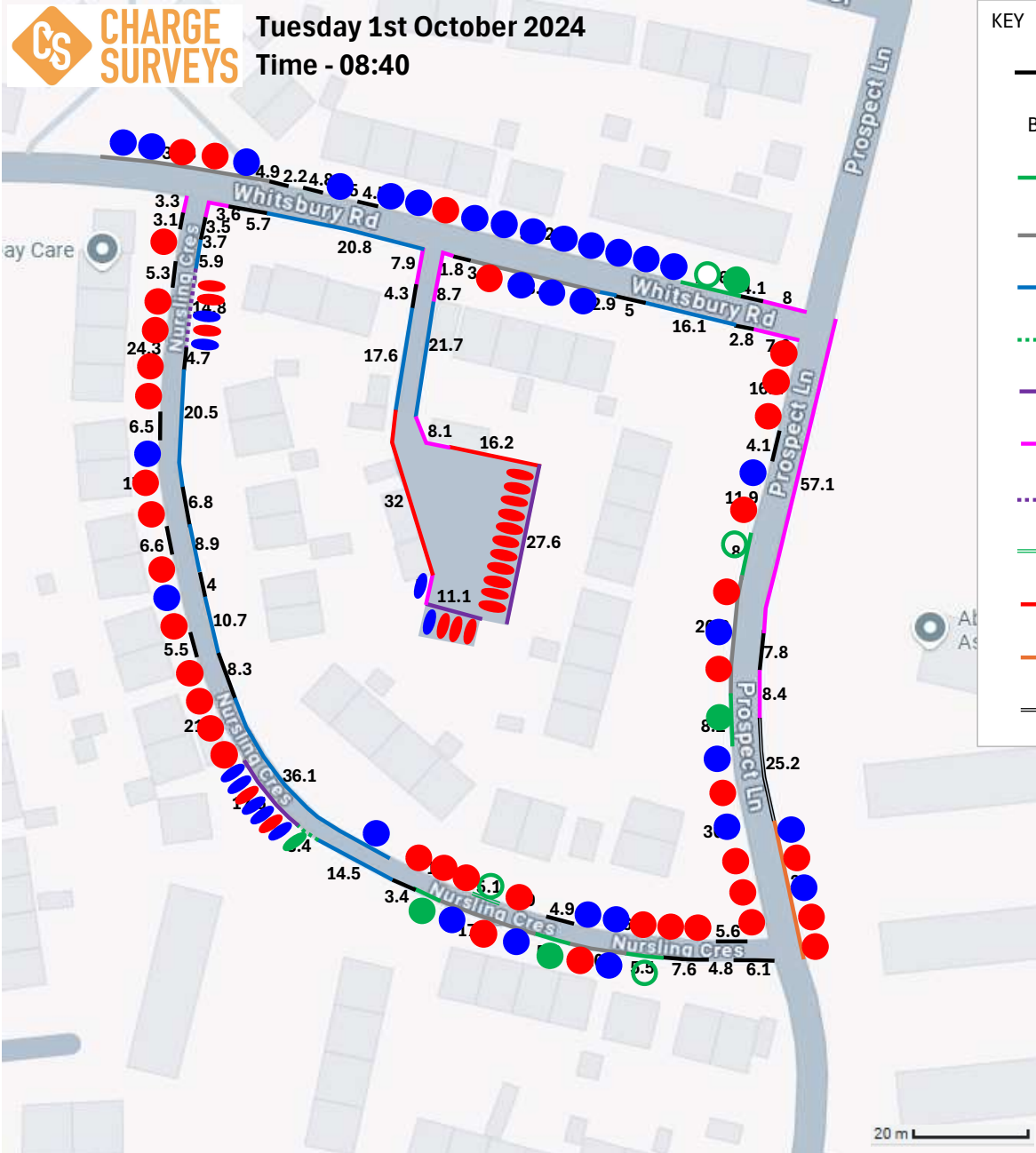


KEY

-  = DROPPED KERB
-  = UNRESTRICTED
-  = DISABLED BAY - LAYBY
-  = UNRESTRICTED - LAYBY
-  = UNRESTRICTED - TOO NARROW
-  = DISABLED BAY - NOSE IN PARKING
-  = UNRESTRICTED - NOSE IN PARKING
-  = UNRESTRICTED - WOULD NOT PARK
-  = UNRESTRICTED - OFF ROAD NOSE IN PARKING
-  = DISABLED BAY
-  = GARAGES
-  = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
-  = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

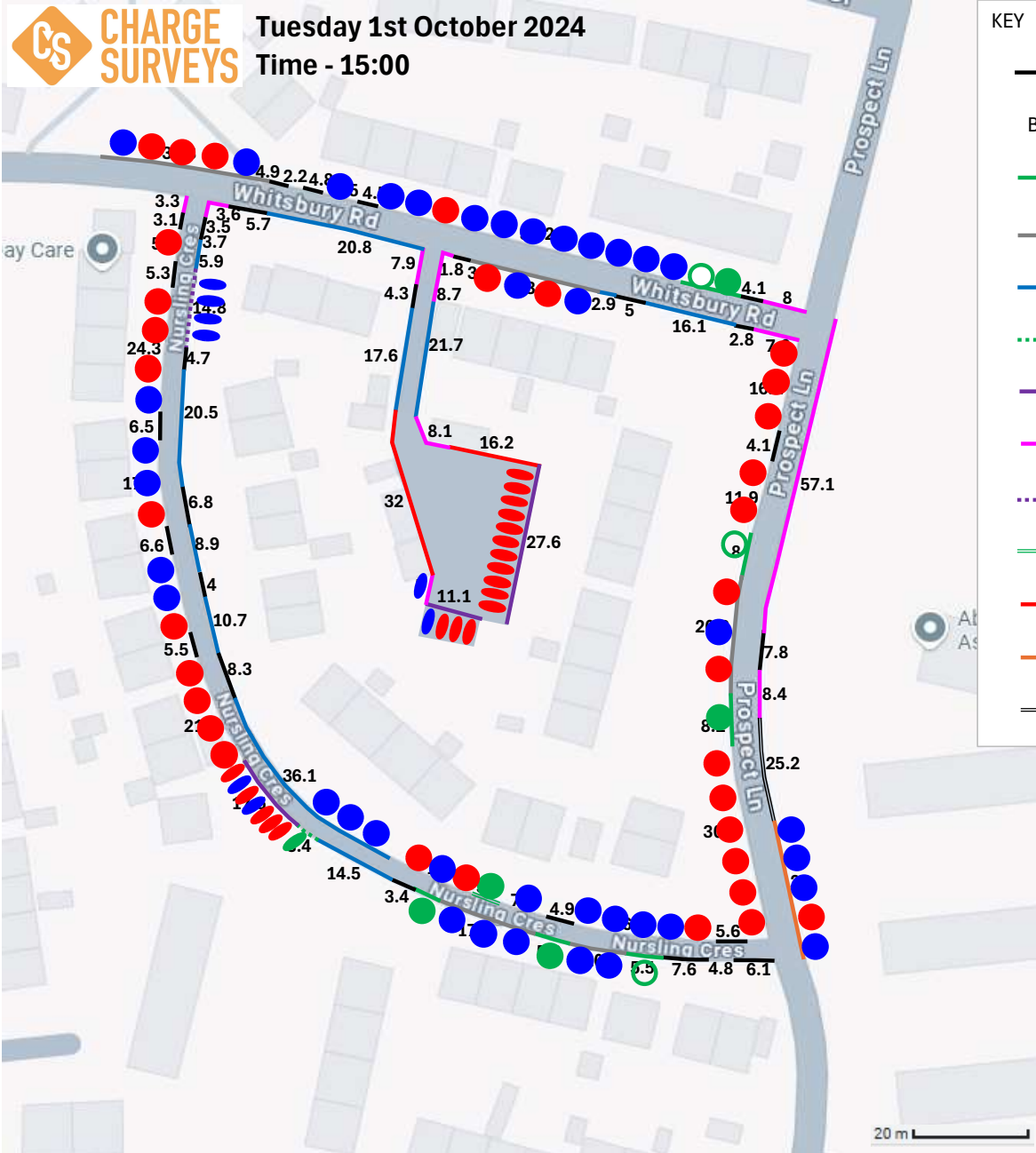


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

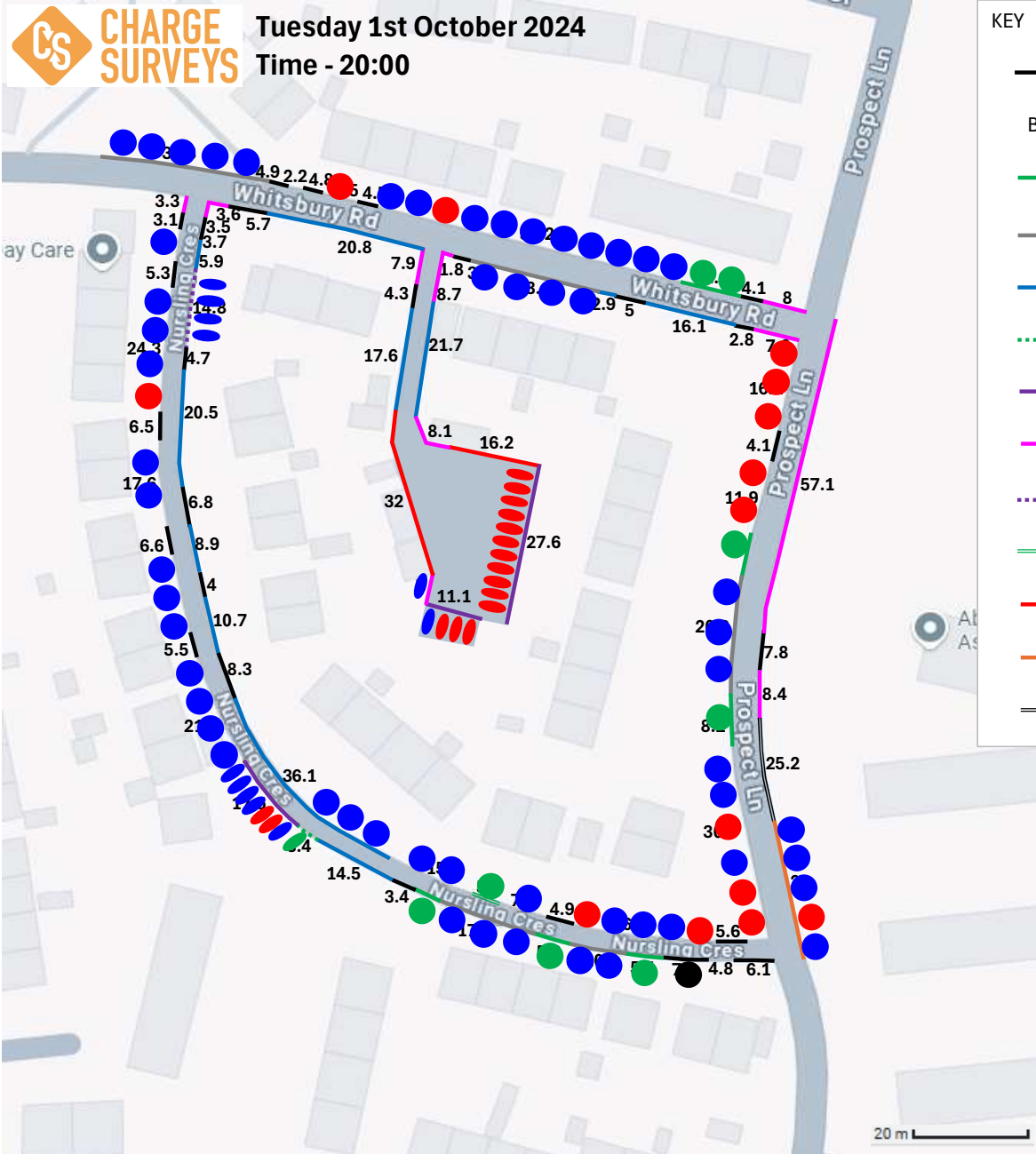


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

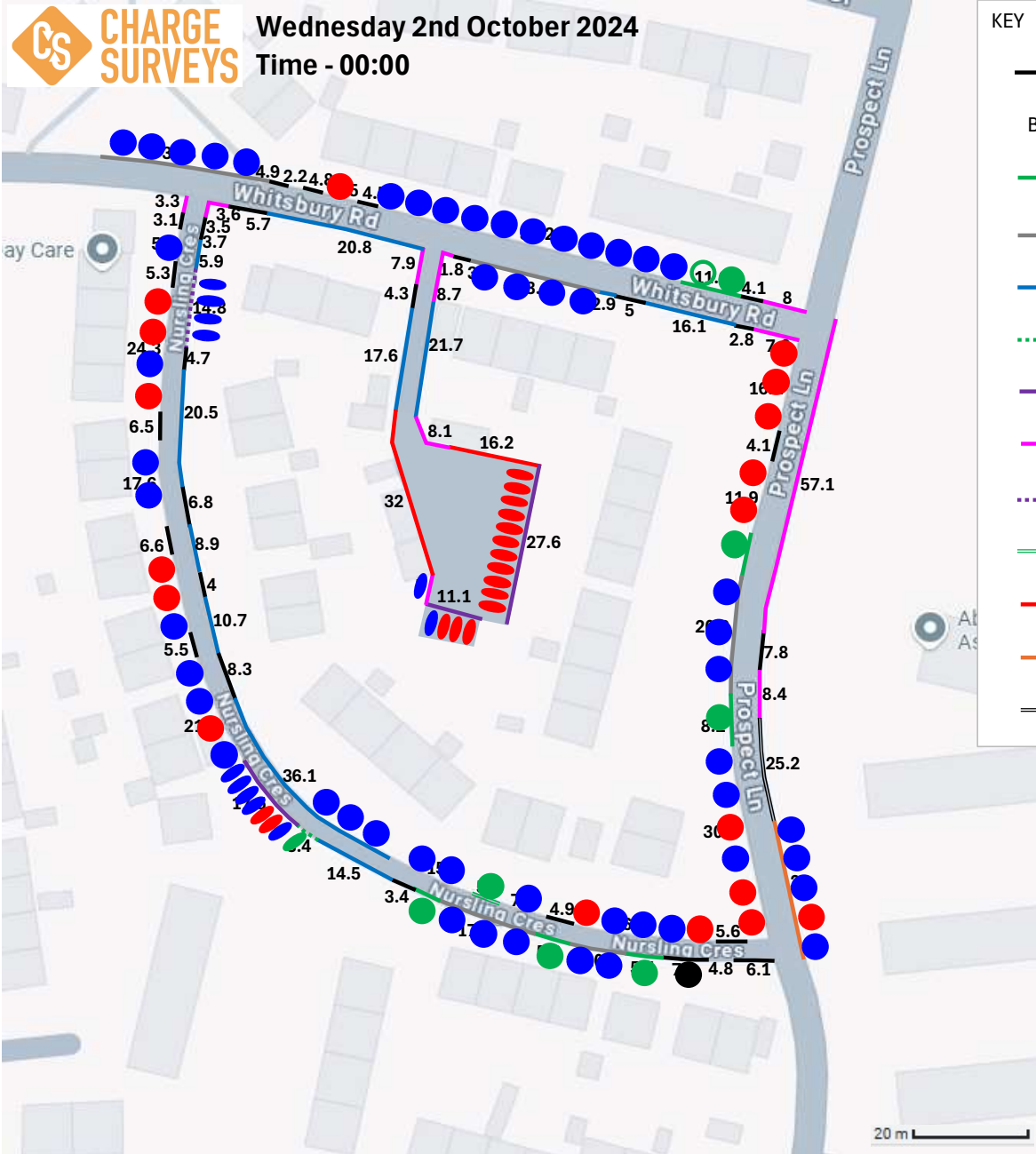


KEY

-  = DROPPED KERB
-  = UNRESTRICTED
-  = DISABLED BAY - LAYBY
-  = UNRESTRICTED - LAYBY
-  = UNRESTRICTED - TOO NARROW
-  = DISABLED BAY - NOSE IN PARKING
-  = UNRESTRICTED - NOSE IN PARKING
-  = UNRESTRICTED - WOULD NOT PARK
-  = UNRESTRICTED - OFF ROAD NOSE IN PARKING
-  = DISABLED BAY
-  = GARAGES
-  = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
-  = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

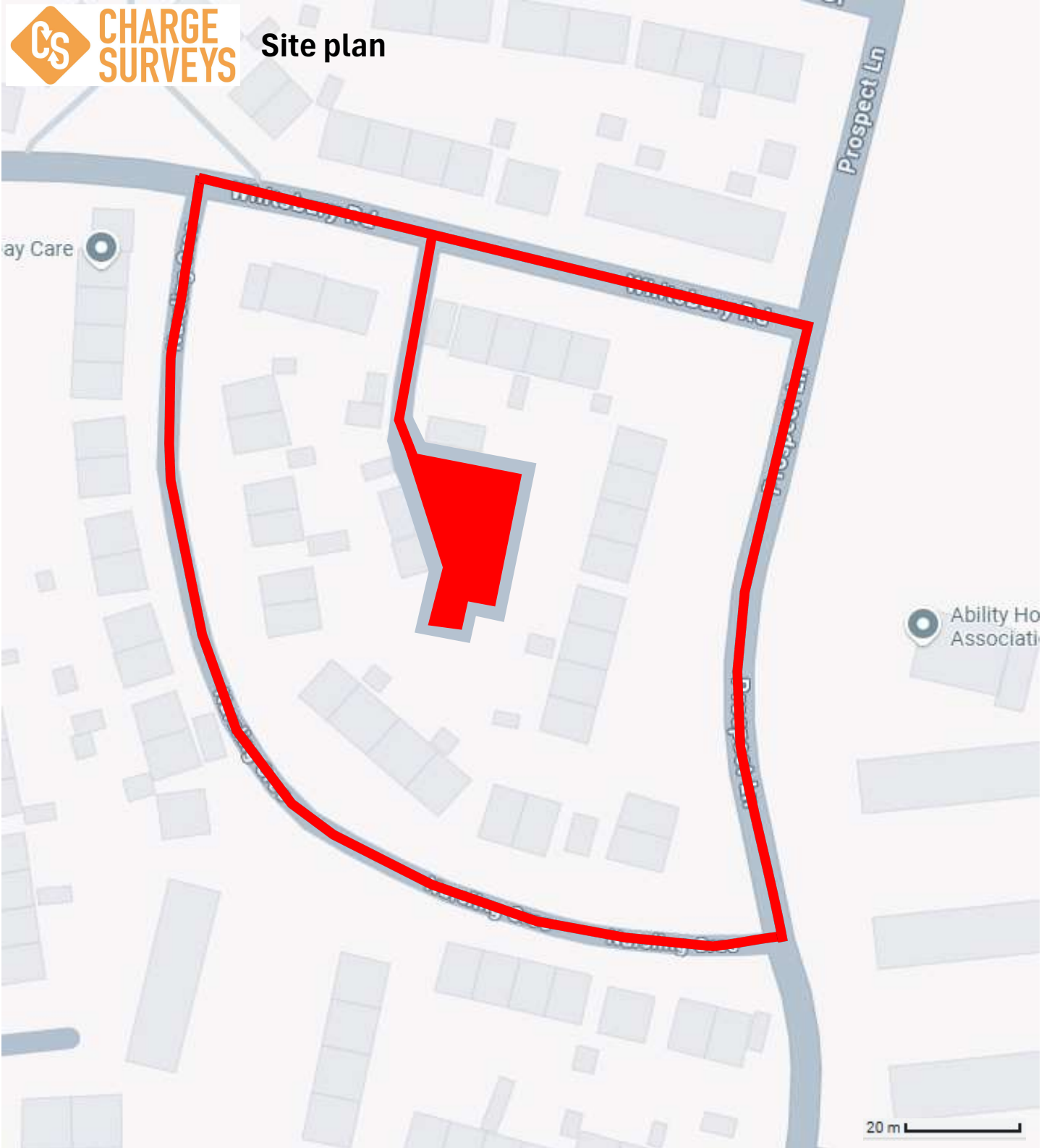


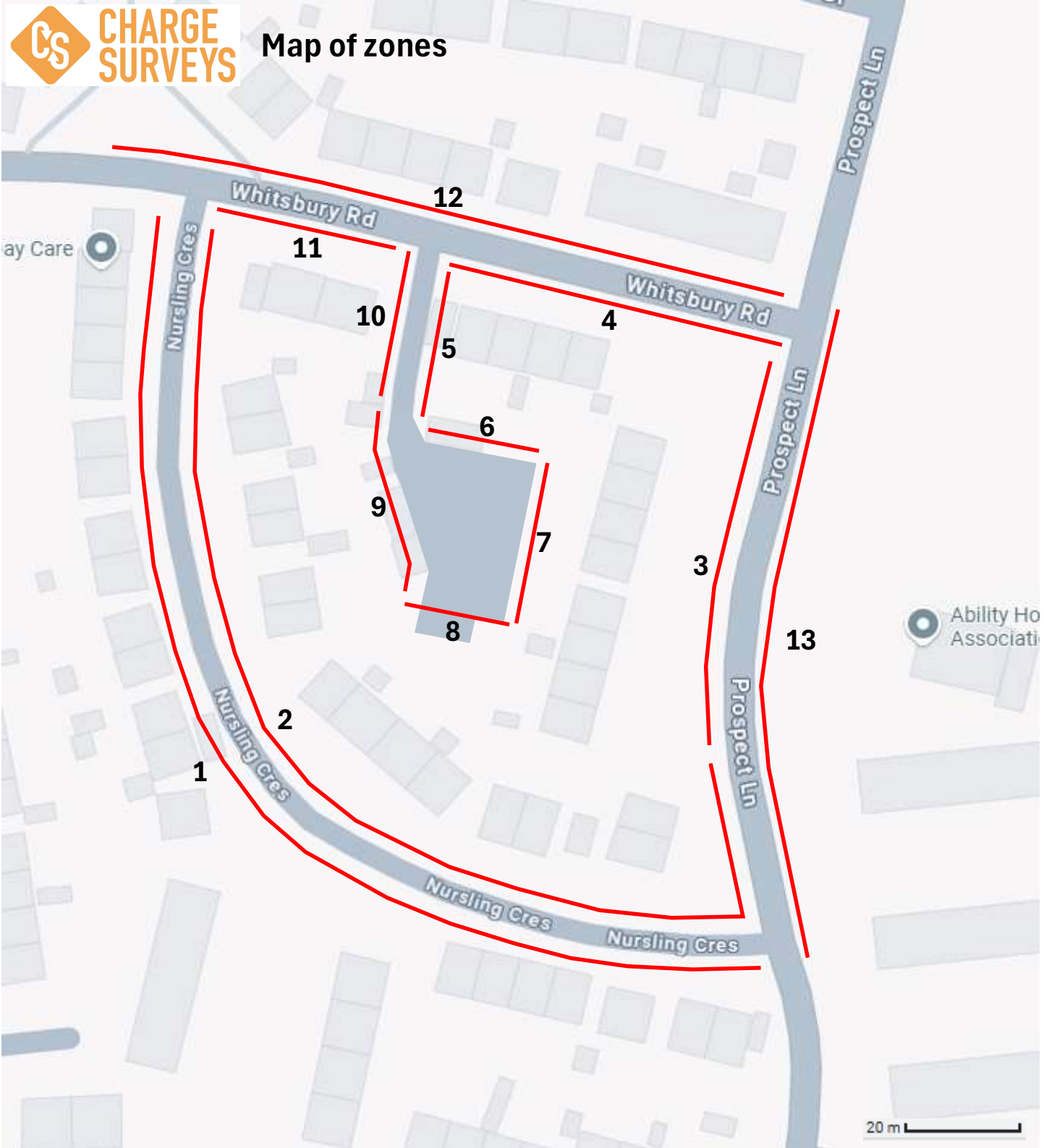
KEY

-  = DROPPED KERB
-  = UNRESTRICTED
-  = DISABLED BAY - LAYBY
-  = UNRESTRICTED - LAYBY
-  = UNRESTRICTED - TOO NARROW
-  = DISABLED BAY - NOSE IN PARKING
-  = UNRESTRICTED - NOSE IN PARKING
-  = UNRESTRICTED - WOULD NOT PARK
-  = UNRESTRICTED - OFF ROAD NOSE IN PARKING
-  = DISABLED BAY
-  = GARAGES
-  = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
-  = ACCESS

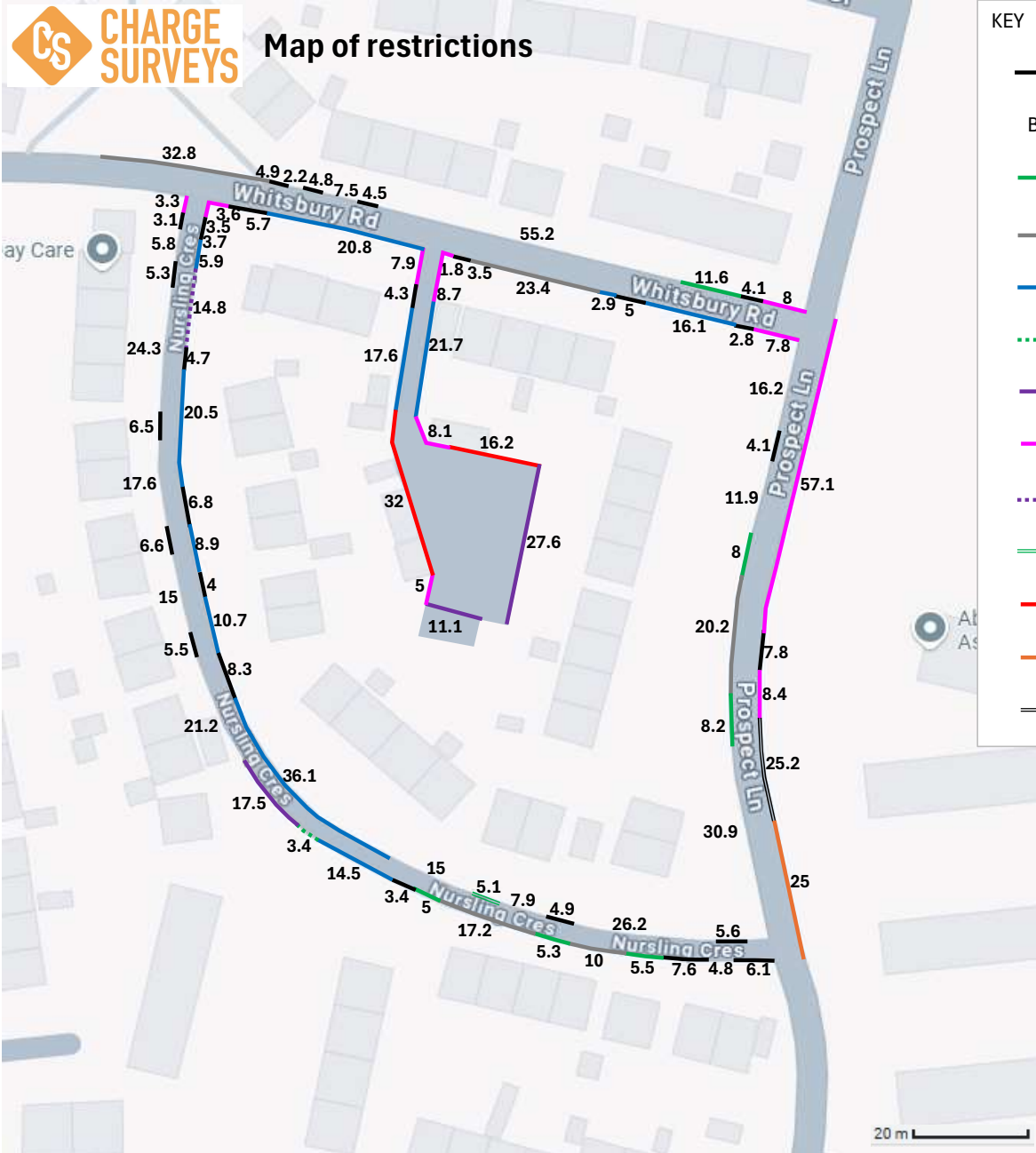
KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





Map of restrictions



KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

					Wednesday 2nd October 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Thursday 3rd October 2024 Snapshot beat at 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
					PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSILING CRESCENT	1	DROPPED KERB	44.1		1												1		
		UNRESTRICTED	88.7	15	9	5	64.3%	6	9	40.0%	2	13	13.3%	6	9	40.0%	10	4	71.4%
		DISABLED BAY - LAYBY	15.8	3	3	0	100.0%	3	0	100.0%	2	1	66.7%	3	0	100.0%	3	0	100.0%
		UNRESTRICTED - LAYBY	27.2	5	3	2	60.0%	3	2	60.0%	3	2	60.0%	4	1	80.0%	5	0	100.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	4	3	57.1%	3	4	42.9%	5	2	71.4%	4	3	57.1%	6	1	85.7%
	2	UNRESTRICTED - WOULD NOT PARK	3.3																
		UNRESTRICTED - TOO NARROW	14.5																
		UNRESTRICTED - WOULD NOT PARK	3.5																
		DROPPED KERB	38																
		UNRESTRICTED - TOO NARROW	82.1		3			1			2			1			1		
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	4	0	100.0%	2	3	40.0%	3	2	60.0%	4	1	80.0%	4	1	80.0%
PROSPECT LANE	3	DISABLED BAY	5.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	80	15	8	7	53.3%	3	12	20.0%	3	12	20.0%	8	7	53.3%	9	5	64.3%
		DISABLED BAY - LAYBY	16.2	2	2	0	100.0%	1	1	50.0%	1	1	50.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	3	0	100.0%	1	3	25.0%	1	3	25.0%	3	1	75.0%	3	0	100.0%
WHITSBURY ROAD	4	UNRESTRICTED	28.1	5	1	4	20.0%	0	5	0.0%	0	5	0.0%	1	4	20.0%	0	5	0.0%
		DROPPED KERB	4.1																
		UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	3	1	75.0%	1	3	25.0%	2	2	50.0%	3	1	75.0%	4	0	100.0%
		UNRESTRICTED - WOULD NOT PARK	8.7																
	6	UNRESTRICTED - TOO NARROW	21.7																
		UNRESTRICTED - WOULD NOT PARK	8.1																
	7	GARAGES	16.2																
		UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
	8	UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
		UNRESTRICTED - WOULD NOT PARK	5		1			1			1						1		
	10	GARAGES	32																
UNRESTRICTED - TOO NARROW		17.6																	
DROPPED KERB		4.3																	
WHITSBURY ROAD	11	UNRESTRICTED - WOULD NOT PARK	7.9																
		UNRESTRICTED - TOO NARROW	20.8																
		DROPPED KERB	5.7																
	12	UNRESTRICTED - WOULD NOT PARK	3.6																
		UNRESTRICTED - LAYBY	32.8	6	5	0	100.0%	3	3	50.0%	3	3	50.0%	4	1	80.0%	5	0	100.0%
		DROPPED KERB	18.3																
		UNRESTRICTED	64.9	12	11	1	91.7%	8	4	66.7%	8	4	66.7%	11	0	100.0%	9	2	81.8%
		DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
UNRESTRICTED - WOULD NOT PARK	8																		
PROSPECT LANE	13	UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
		UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	4	1	80.0%	2	2	50.0%	2	2	50.0%	4	0	100.0%	3	1	75.0%
		UNRESTRICTED - WOULD NOT PARK	8.4																

See cell note for more information

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	100%

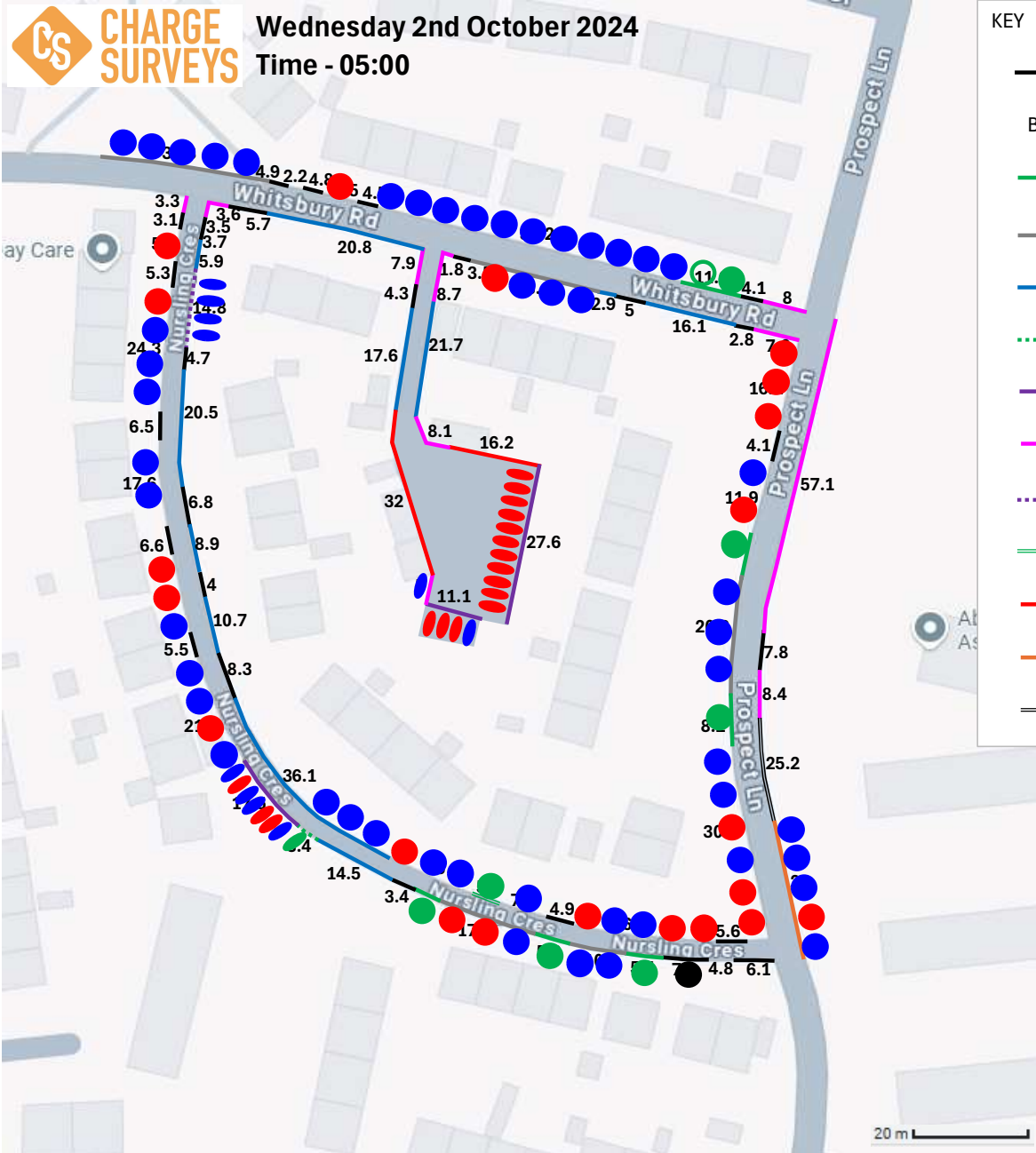
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Key	0%
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	100%

Key	0%
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	100%

Key	0%
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	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

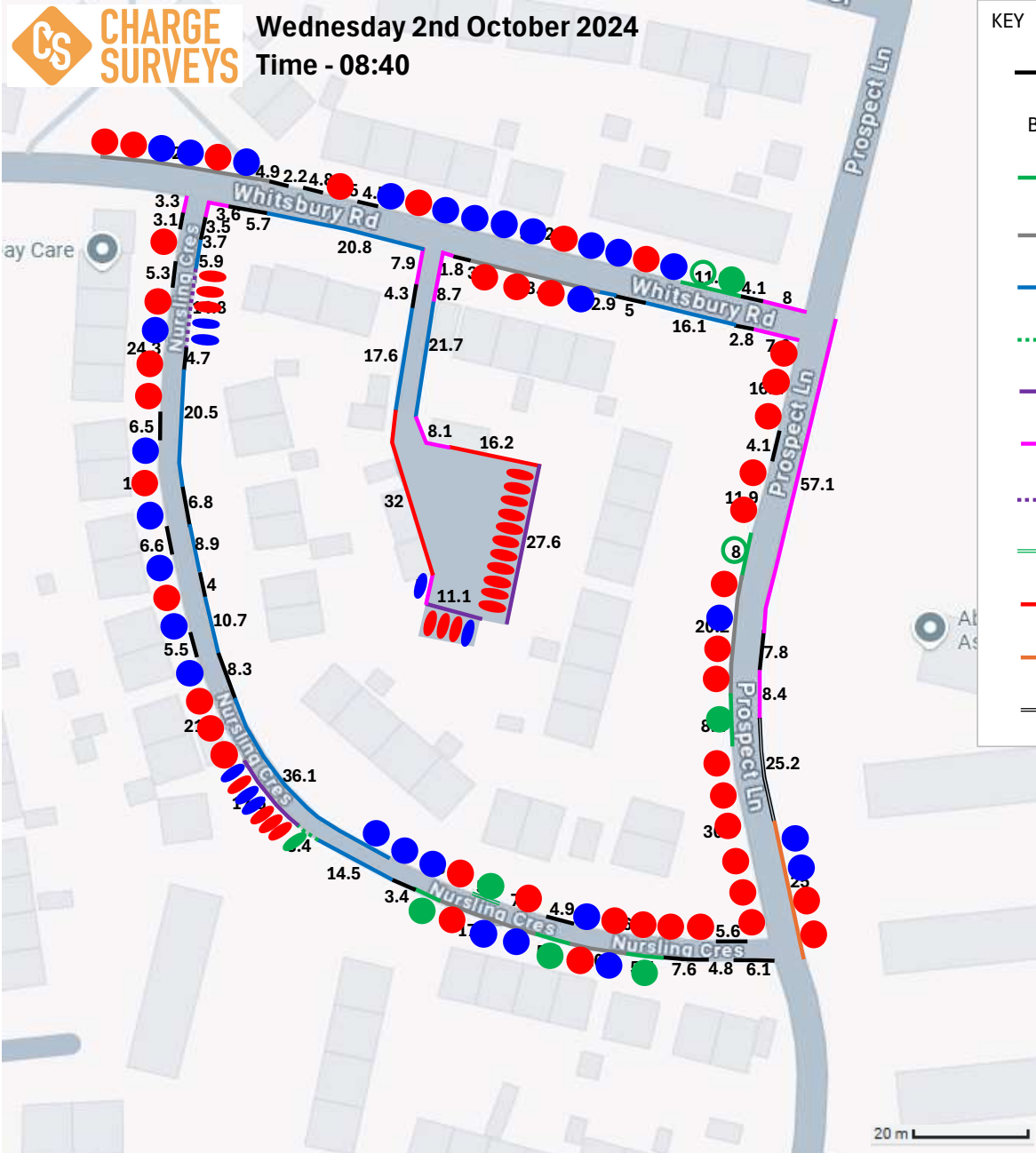


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY



KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY



KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY



KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

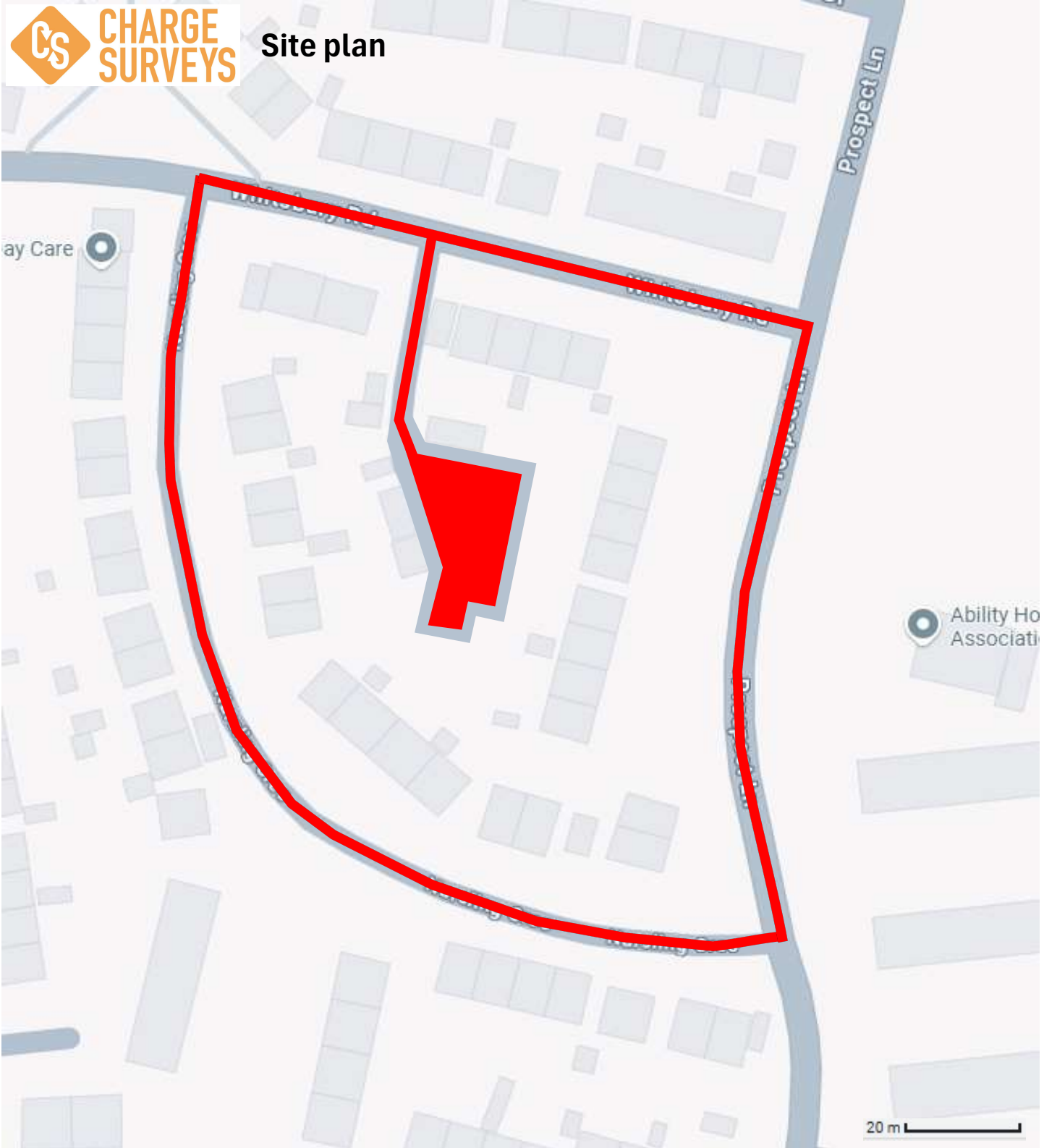


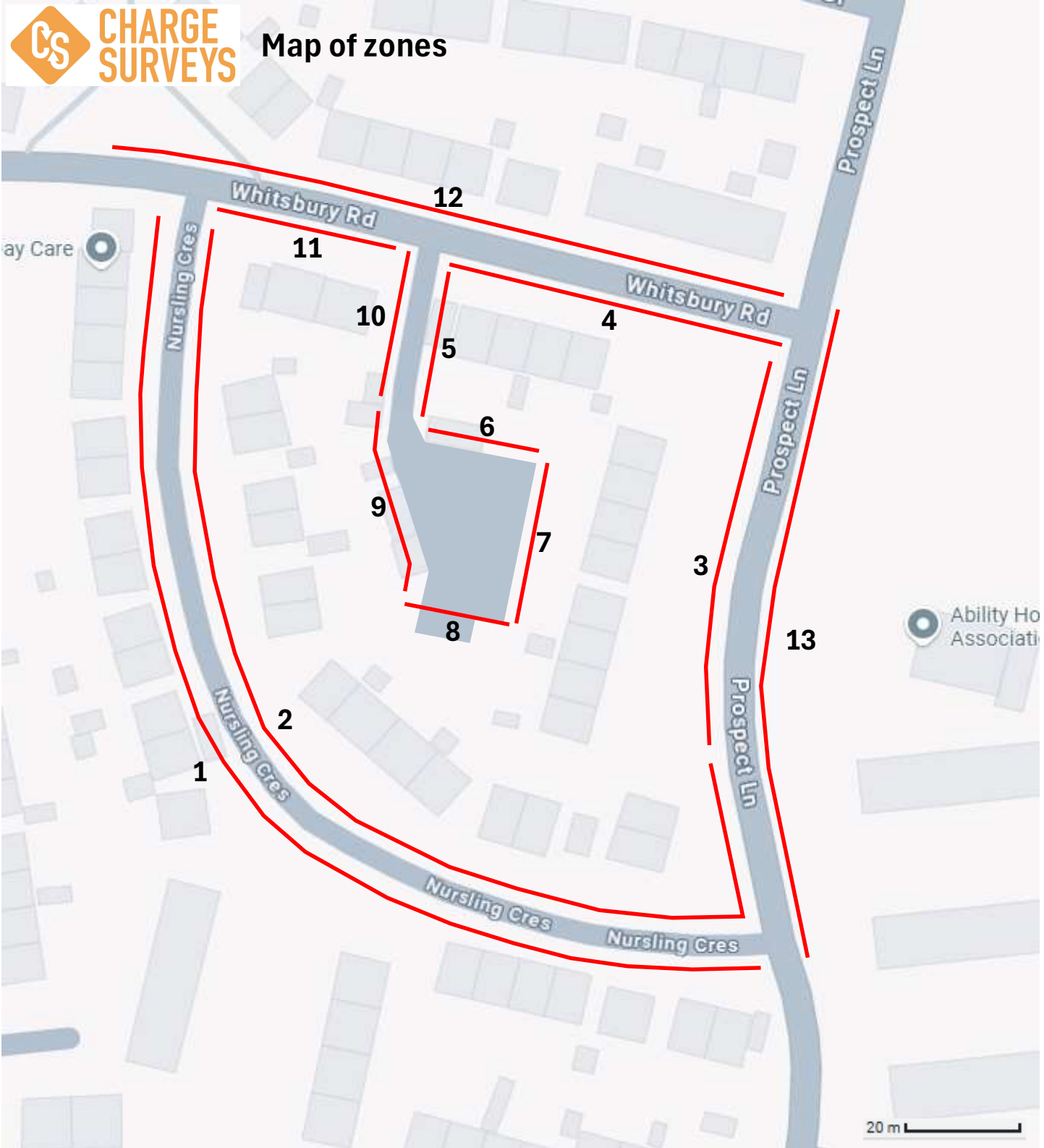
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- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

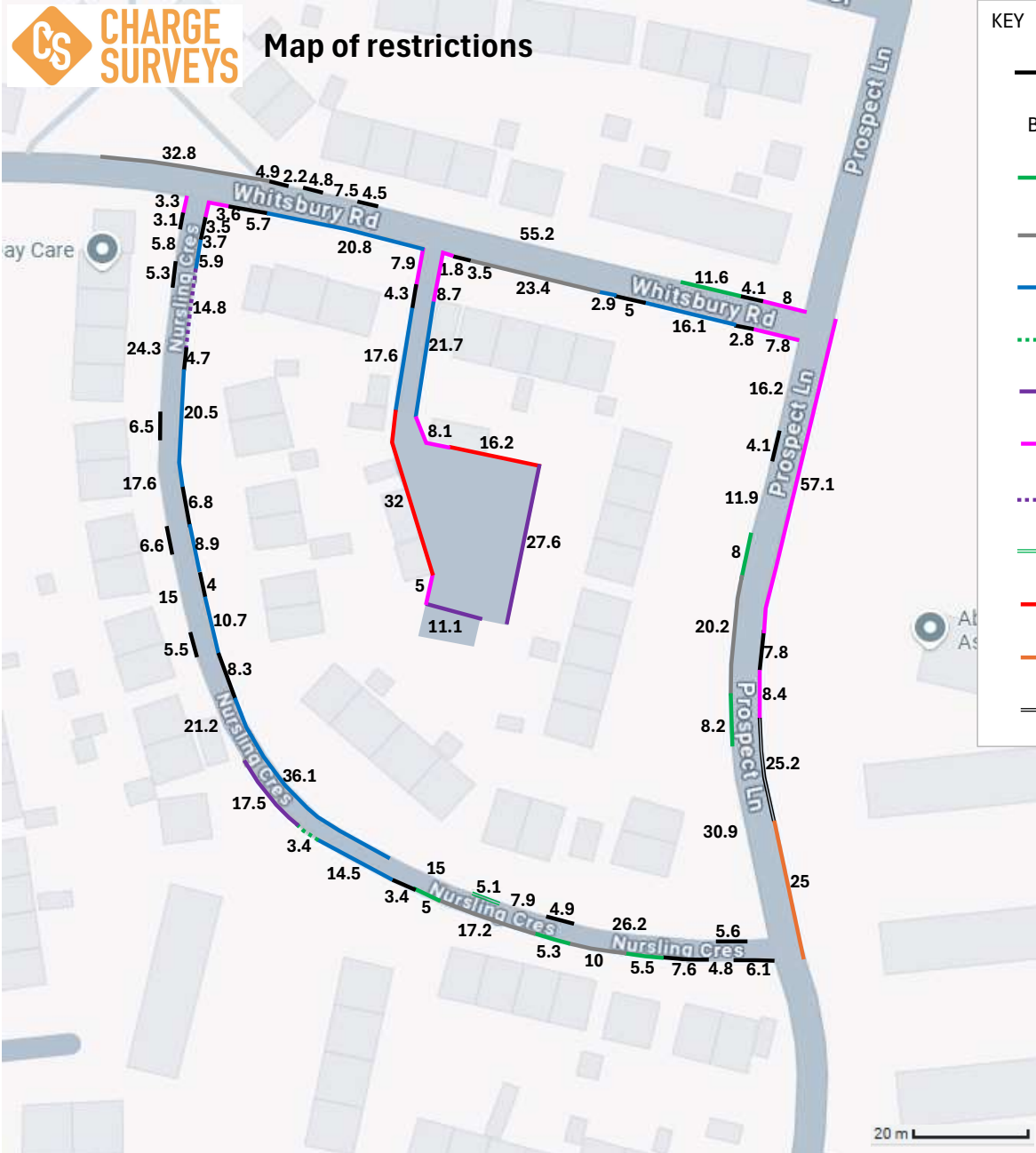
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-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





Map of restrictions



KEY

- = DROPPED KERB
- BLANK = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- ... = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- ... = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

					Thursday 3rd October 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Friday 4th October 2024 Snapshot beat at 00:00		
					TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSING CRESCENT	1	DROPPED KERB	44.1								1						1		
		UNRESTRICTED	88.7	15	13	2	86.7%	2	13	13.3%	3	12	20.0%	8	6	57.1%	9	5	64.3%
		DISABLED BAY - LAYBY	15.8	3	3	0	100.0%	3	0	100.0%	1	2	33.3%	2	1	66.7%	2	1	66.7%
		UNRESTRICTED - LAYBY	27.2	5	5	0	100.0%	1	4	20.0%	3	2	60.0%	5	0	100.0%	5	0	100.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	6	1	85.7%	5	2	71.4%	5	2	71.4%	5	2	71.4%	5	2	71.4%
		UNRESTRICTED - WOULD NOT PARK	3.3																
	2	UNRESTRICTED - TOO NARROW	14.5								1			1			1		
		UNRESTRICTED - WOULD NOT PARK	3.5																
		DROPPED KERB	38																
		UNRESTRICTED - TOO NARROW	82.1		1														
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	4	1	80.0%	2	3	40.0%	2	3	40.0%	3	2	60.0%	4	1	80.0%
		DISABLED BAY	5.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	80	15	9	5	64.3%	8	7	53.3%	6	8	42.9%	12	3	80.0%	11	4	73.3%
PROSPECT LANE	3	DISABLED BAY - LAYBY	16.2	2	2	0	100.0%	1	1	50.0%	0	2	0.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	2	1	66.7%	1	3	25.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		UNRESTRICTED	28.1	5	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	4.1																
WHITSBURY ROAD	4	UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
		UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	3	1	75.0%	1	3	25.0%	1	3	25.0%	3	1	75.0%	3	1	75.0%
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - WOULD NOT PARK	8.7																
		UNRESTRICTED - TOO NARROW	21.7																
	6	UNRESTRICTED - WOULD NOT PARK	8.1																
		GARAGES	16.2																
	7	UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
		UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
	9	UNRESTRICTED - WOULD NOT PARK	5		1			1			1			1			1		
		GARAGES	32																
	10	UNRESTRICTED - TOO NARROW	17.6																
		DROPPED KERB	4.3																
WHITSBURY ROAD	11	UNRESTRICTED - WOULD NOT PARK	7.9																
		UNRESTRICTED - TOO NARROW	20.8																
		DROPPED KERB	5.7																
	12	UNRESTRICTED - WOULD NOT PARK	3.6																
		UNRESTRICTED - LAYBY	32.8	6	4	1	80.0%	3	2	60.0%	3	2	60.0%	3	2	60.0%	5	0	100.0%
		DROPPED KERB	18.3								1			1			1		
		UNRESTRICTED	64.9	12	9	2	81.8%	5	7	41.7%	4	8	33.3%	8	4	66.7%	8	4	66.7%
		DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
		UNRESTRICTED - WOULD NOT PARK	8																
PROSPECT LANE	13	UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
		UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	2	3	40.0%	2	3	40.0%	1	4	20.0%	2	3	40.0%	2	3	40.0%
		UNRESTRICTED - WOULD NOT PARK	8.4																

See cell note for more information

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	100%

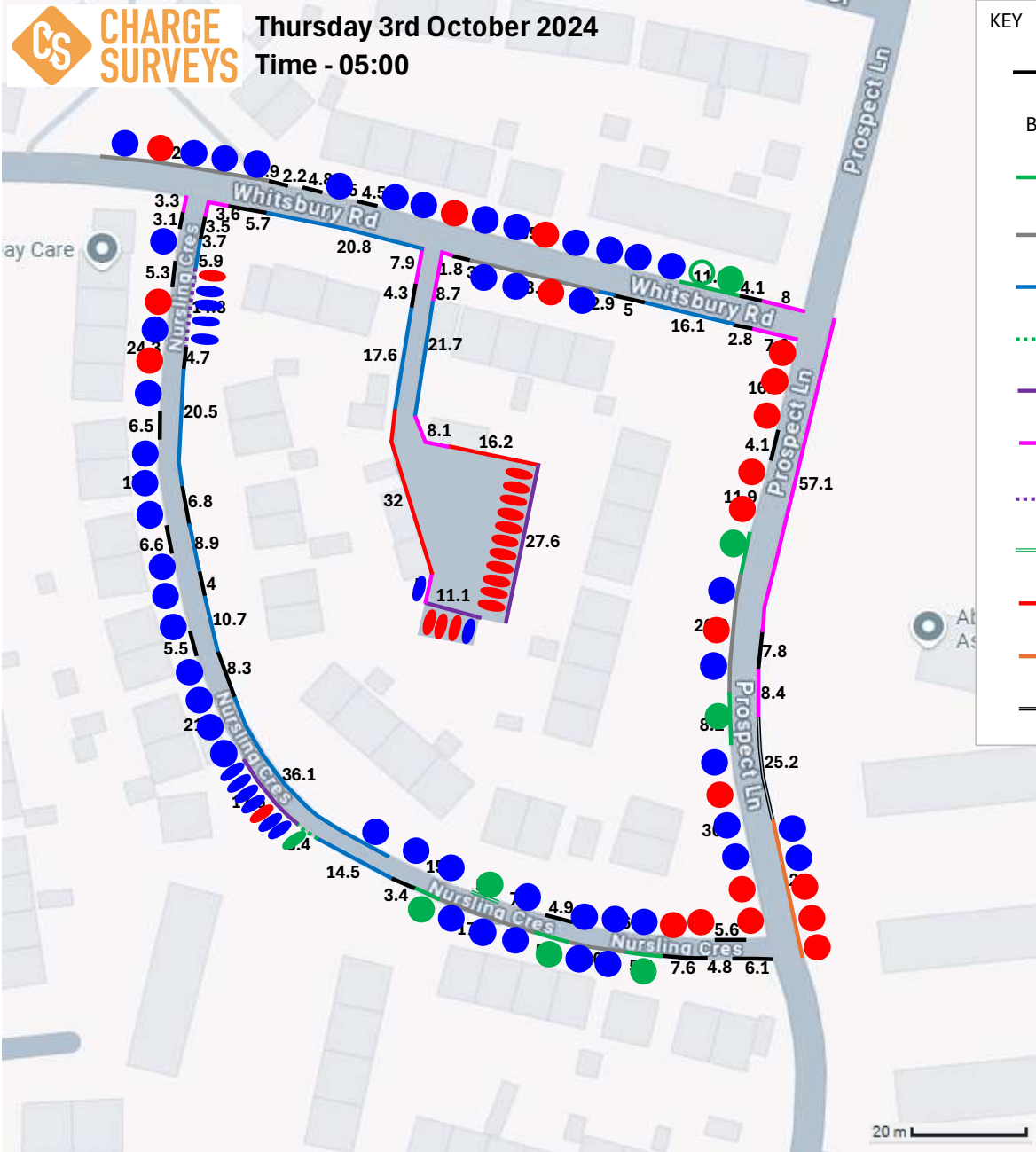
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	50%
	100%

Key	0%
	50%
	100%

Key	0%
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	100%

Key	0%
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	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

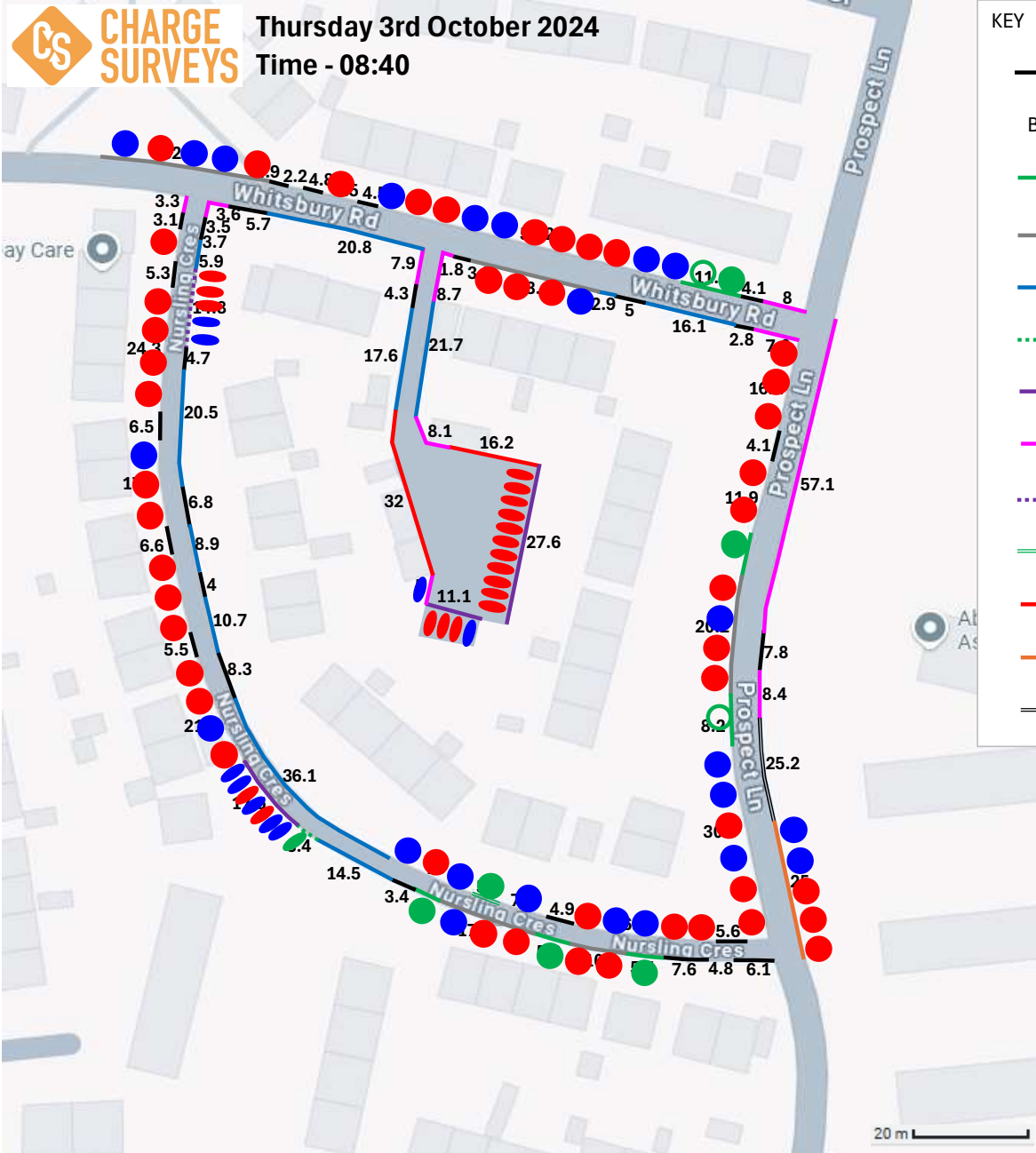


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

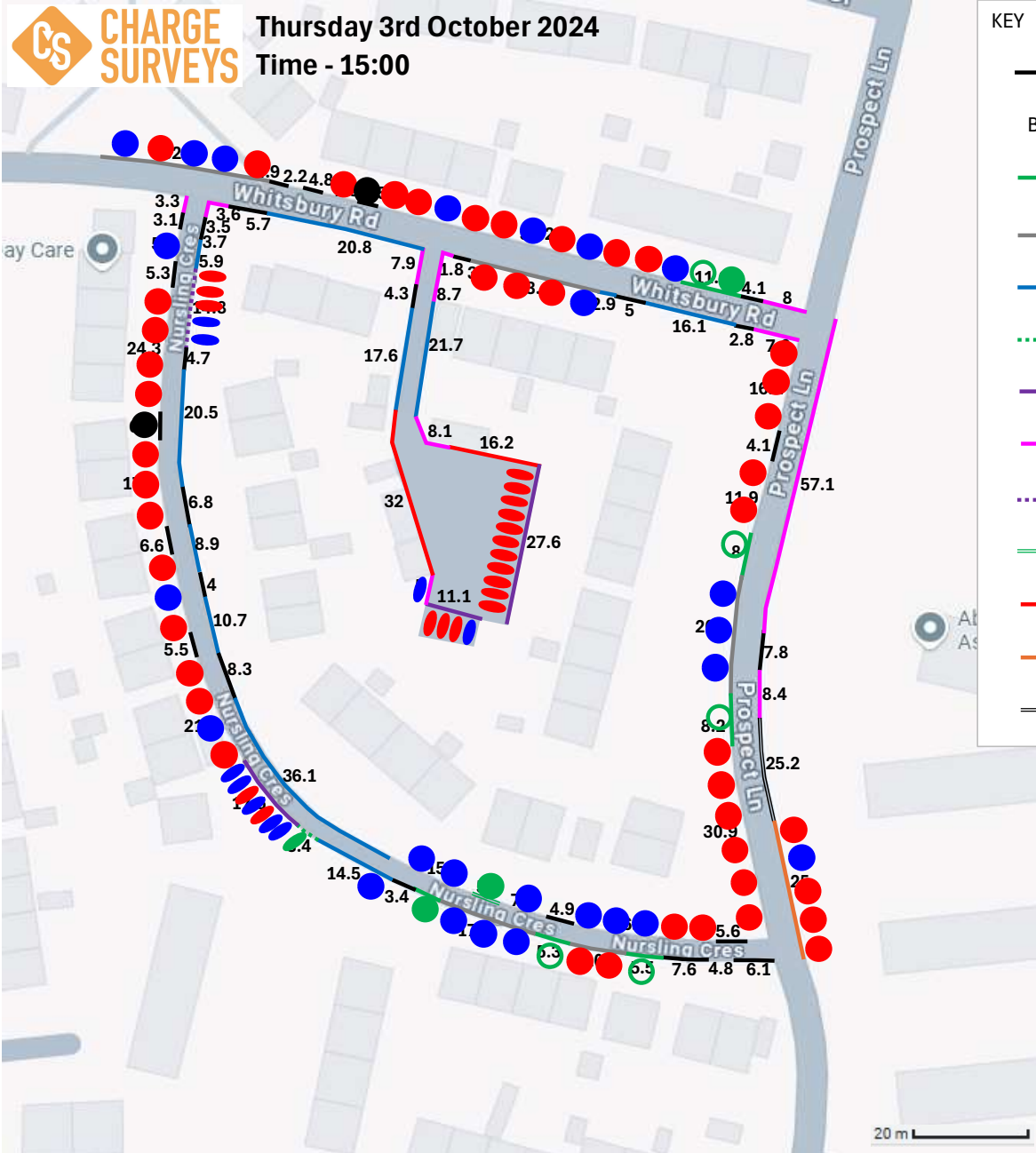


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

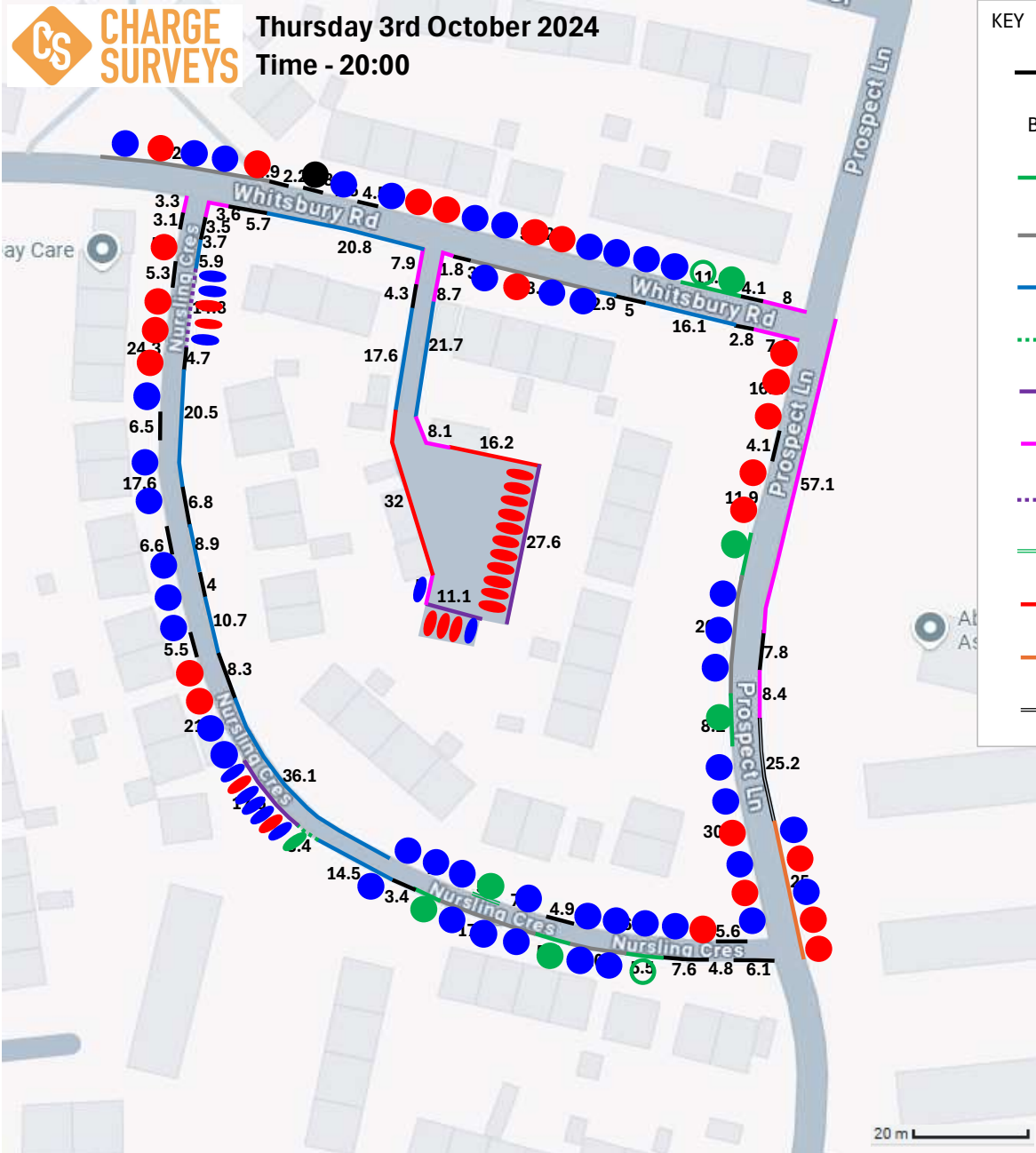


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

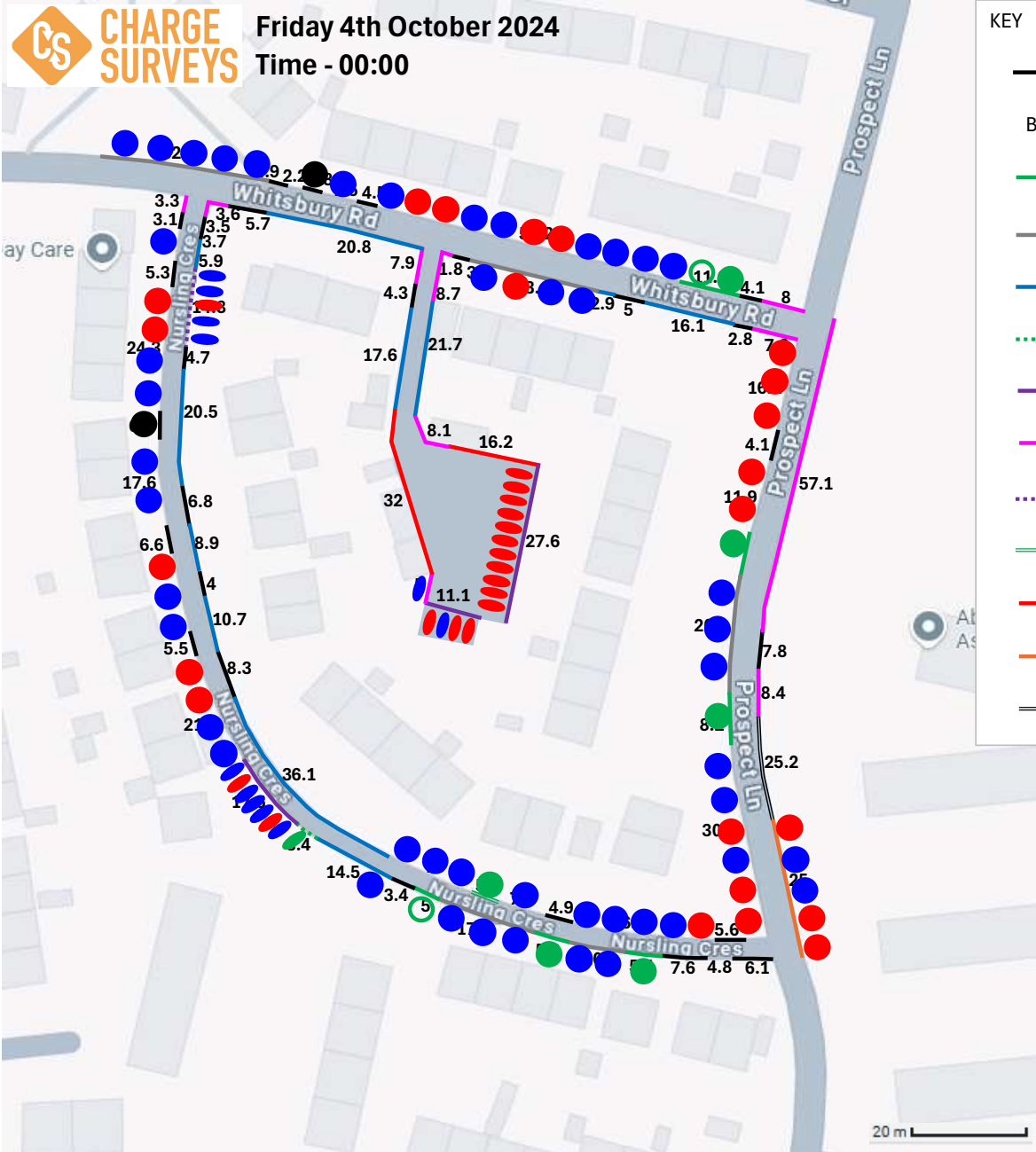


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

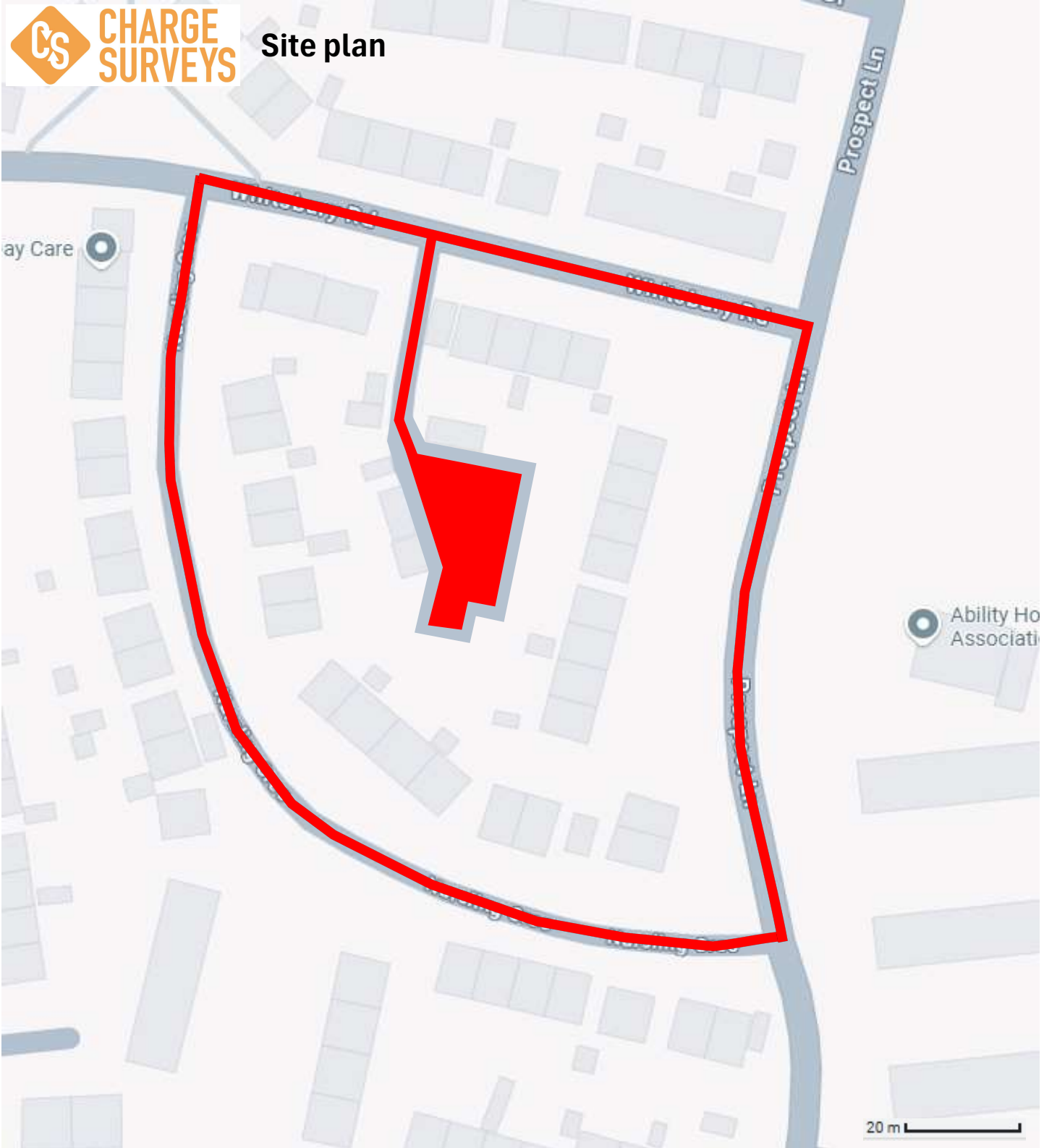


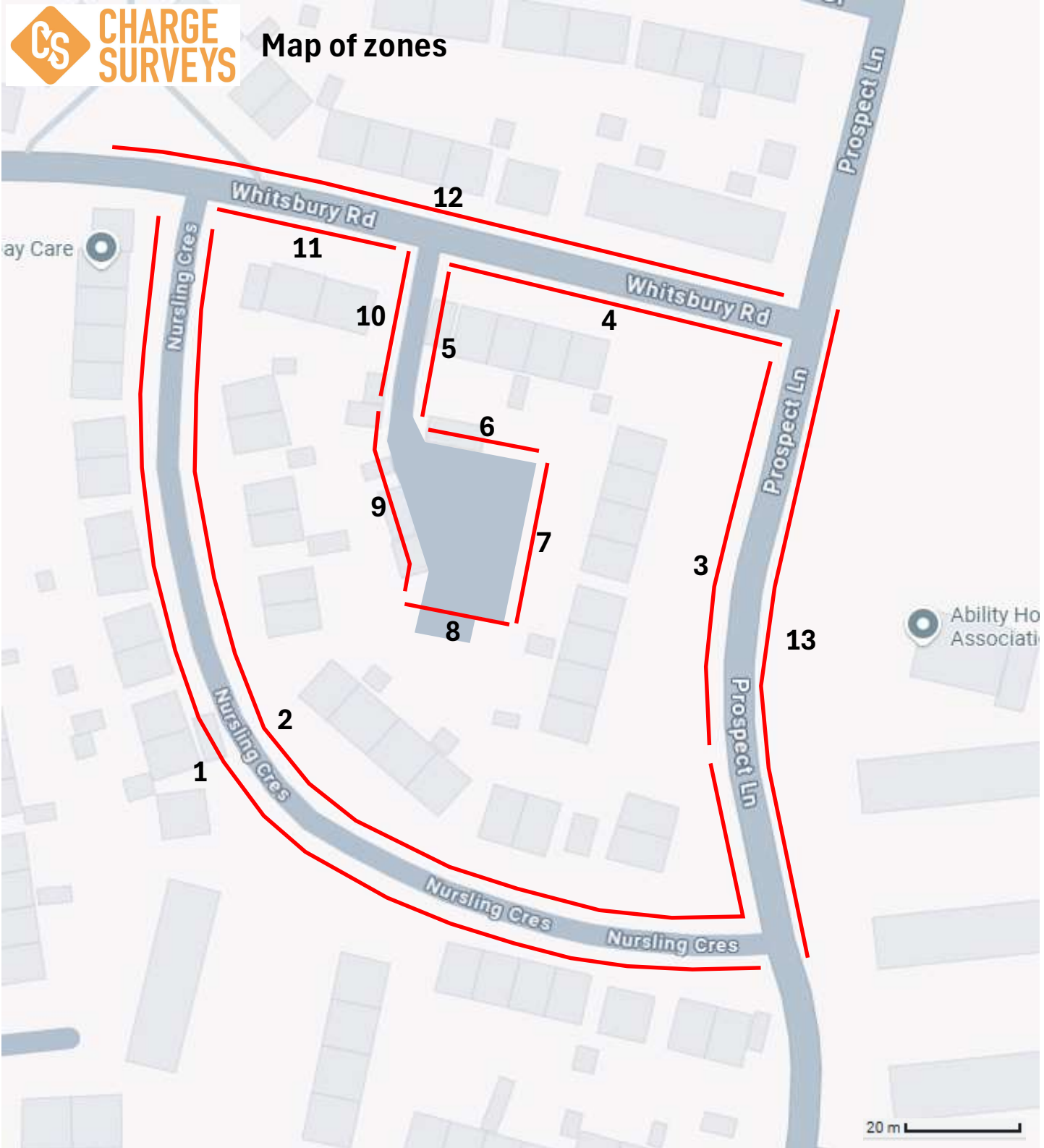
KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

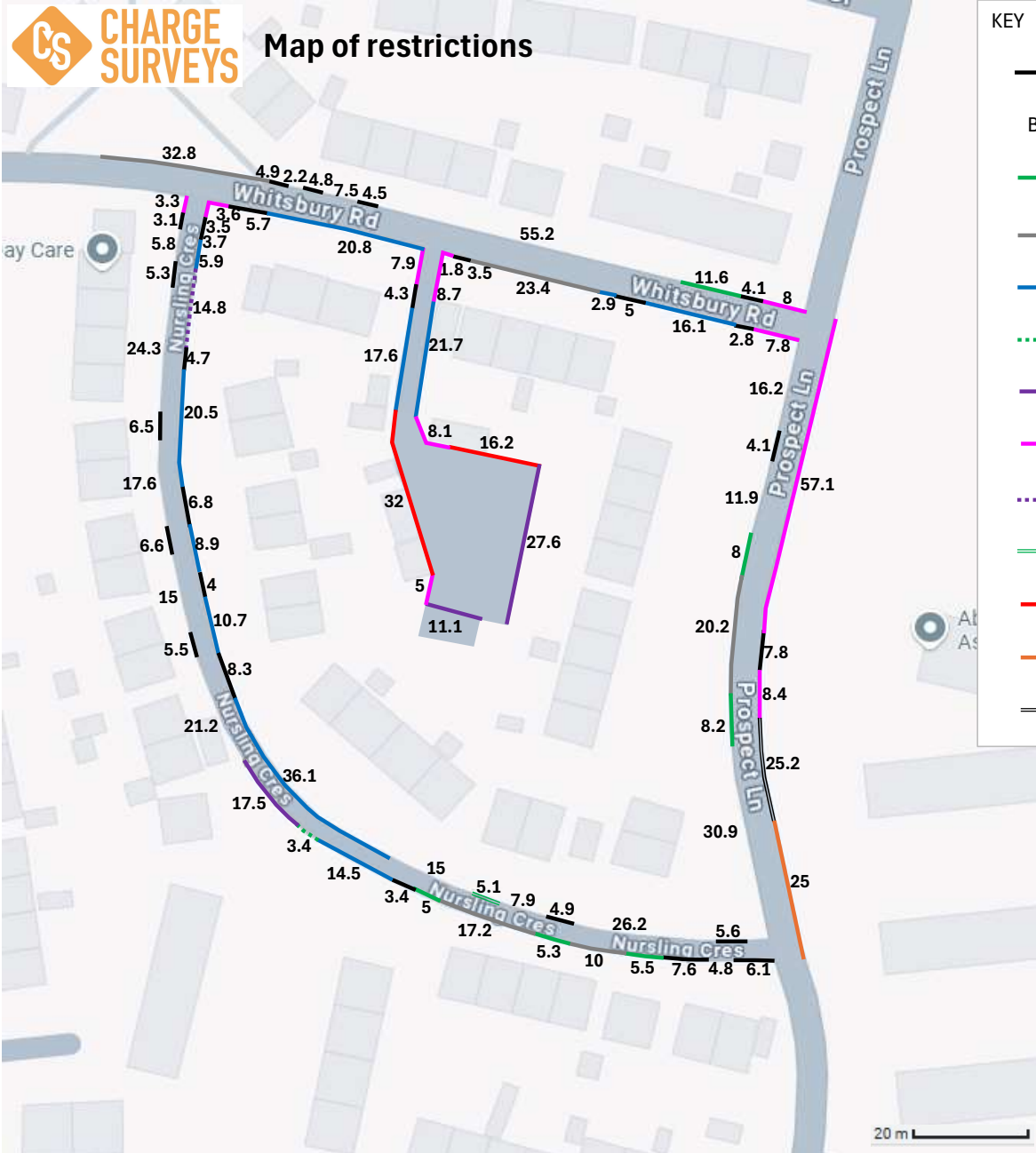
KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





Map of restrictions



KEY

-  = DROPPED KERB
-  = UNRESTRICTED
-  = DISABLED BAY - LAYBY
-  = UNRESTRICTED - LAYBY
-  = UNRESTRICTED - TOO NARROW
-  = DISABLED BAY - NOSE IN PARKING
-  = UNRESTRICTED - NOSE IN PARKING
-  = UNRESTRICTED - WOULD NOT PARK
-  = UNRESTRICTED - OFF ROAD NOSE IN PARKING
-  = DISABLED BAY
-  = GARAGES
-  = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
-  = ACCESS

					Friday 4th October 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Saturday 5th October 2024 Snapshot beat at 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
					PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSING CRESCENT	1	DROPPED KERB	44.1														1		
		UNRESTRICTED	88.7	15	9	4	69.2%	3	11	21.4%	4	10	28.6%	6	8	42.9%	8	6	57.1%
		DISABLED BAY - LAYBY	15.8	3	3	0	100.0%	3	0	100.0%	2	1	66.7%	1	2	33.3%	2	1	66.7%
		UNRESTRICTED - LAYBY	27.2	5	4	1	80.0%	2	3	40.0%	3	2	60.0%	4	1	80.0%	4	1	80.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	7	0	100.0%	5	2	71.4%	6	1	85.7%	5	2	71.4%	5	2	71.4%
		UNRESTRICTED - WOULD NOT PARK	3.3																
		UNRESTRICTED - TOO NARROW	14.5																
		UNRESTRICTED - WOULD NOT PARK	3.5																
	2	DROPPED KERB	38														1		
		UNRESTRICTED - TOO NARROW	82.1		1			1			2			2			2		
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	4	0	100.0%	3	2	60.0%	1	4	20.0%	5	0	100.0%	5	0	100.0%
		DISABLED BAY	5.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	80	15	10	5	66.7%	8	7	53.3%	8	7	53.3%	9	6	60.0%	10	5	66.7%
PROSPECT LANE	3	DISABLED BAY - LAYBY	16.2	2	2	0	100.0%	2	0	100.0%	1	1	50.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	2	1	66.7%	1	2	33.3%	1	2	33.3%	3	0	100.0%	3	0	100.0%
		UNRESTRICTED	28.1	5	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%	0	5	0.0%
		DROPPED KERB	4.1																
WHITSBURY ROAD	4	UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
		UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	3	1	75.0%	2	2	50.0%	2	2	50.0%	1	3	25.0%	2	2	50.0%
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - WOULD NOT PARK	8.7																
		UNRESTRICTED - TOO NARROW	21.7																
	6	UNRESTRICTED - WOULD NOT PARK	8.1																
		GARAGES	16.2																
	7	UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
	8	UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	2	2	50.0%	1	3	25.0%	1	3	25.0%
	9	UNRESTRICTED - WOULD NOT PARK	5		1			1			1			1			1		
		GARAGES	32																
	10	UNRESTRICTED - TOO NARROW	17.6																
		DROPPED KERB	4.3																
WHITSBURY ROAD	11	UNRESTRICTED - TOO NARROW	20.8																
		DROPPED KERB	5.7																
		UNRESTRICTED - WOULD NOT PARK	3.6																
	12	UNRESTRICTED - LAYBY	32.8	6	5	0	100.0%	3	2	60.0%	3	2	60.0%	5	0	100.0%	5	0	100.0%
		DROPPED KERB	18.3		1			1			1			1			1		
		UNRESTRICTED	64.9	12	8	3	72.7%	3	8	27.3%	5	6	45.5%	6	5	54.5%	7	4	63.6%
		DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
		UNRESTRICTED - WOULD NOT PARK	8																
PROSPECT LANE	13	UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
		UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	2	2	50.0%	2	2	50.0%	2	2	50.0%	1	3	25.0%	1	3	25.0%
		UNRESTRICTED - WOULD NOT PARK	8.4																

See cell note for more information

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Key	0%
	50%
	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)



- | | |
|---|--|
|  | = DROPPED KERB |
| BLANK | = UNRESTRICTED |
|  | = DISABLED BAY - LAYBY |
|  | = UNRESTRICTED - LAYBY |
|  | = UNRESTRICTED - TOO NARROW |
|  | = DISABLED BAY - NOSE IN PARKING |
|  | = UNRESTRICTED - NOSE IN PARKING |
|  | = UNRESTRICTED - WOULD NOT PARK |
|  | = UNRESTRICTED - OFF ROAD NOSE IN PARKING |
|  | = DISABLED BAY |
|  | = GARAGES |
|  | = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD |
|  | = ACCESS |

- KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

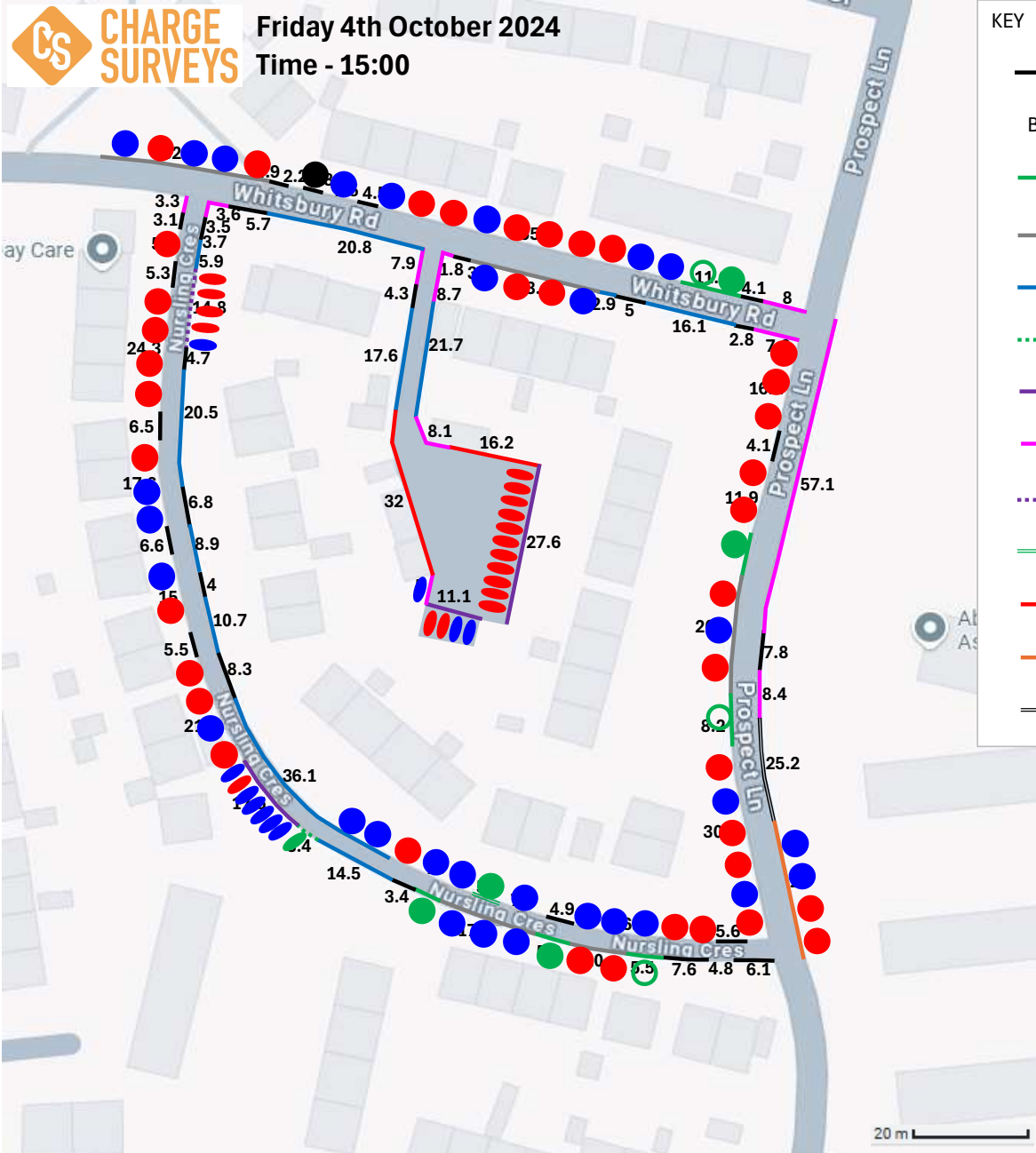


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

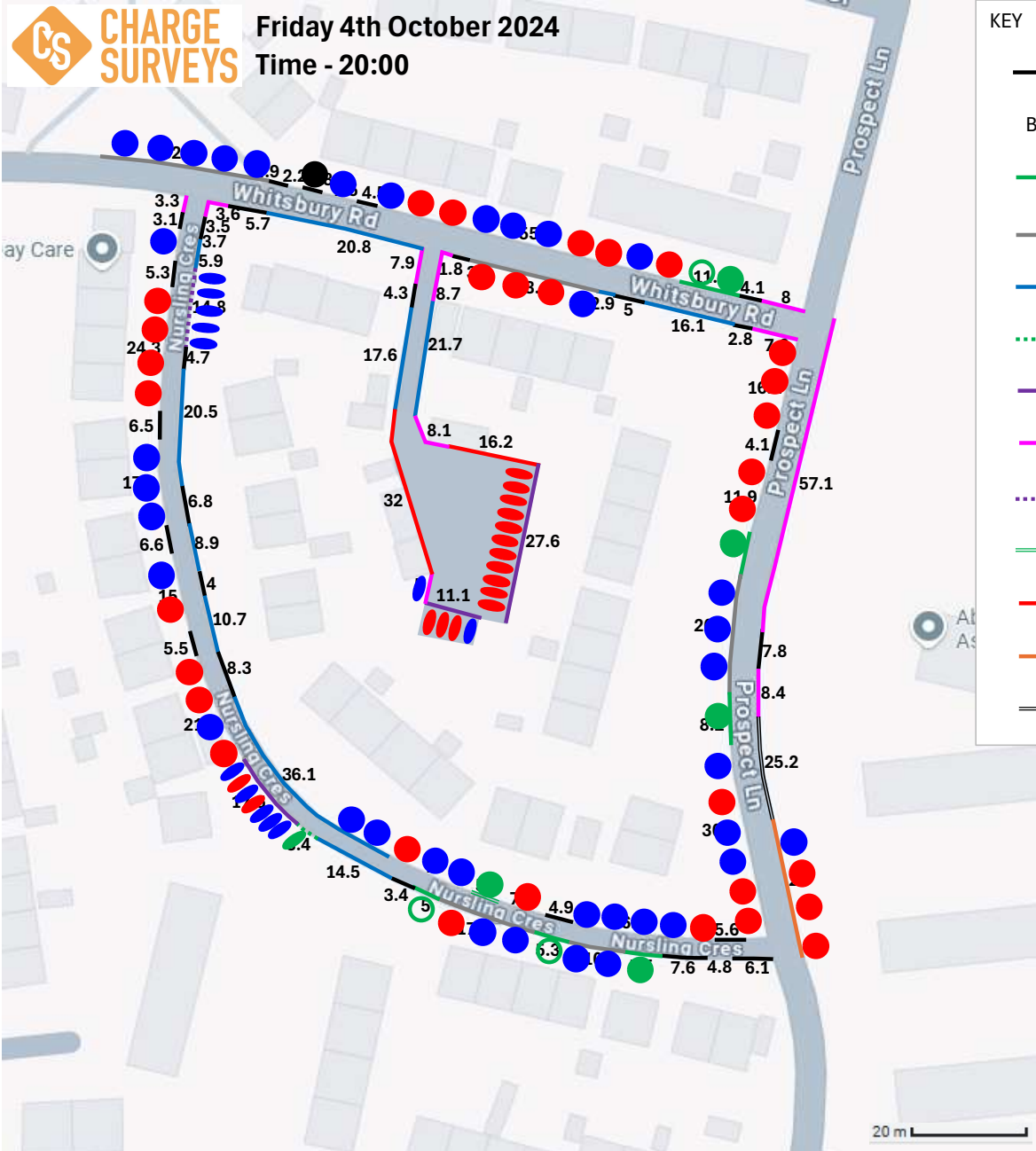


KEY

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- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

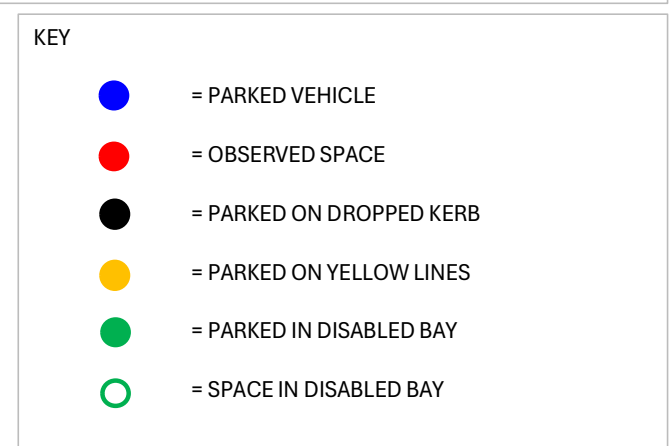
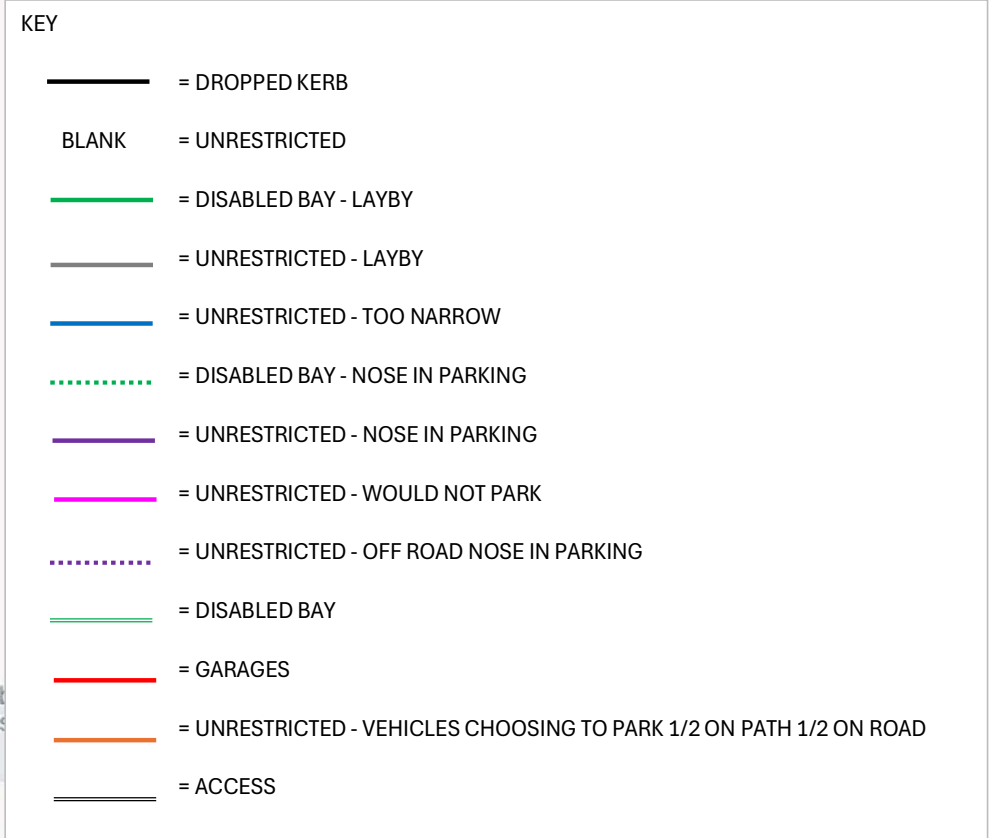
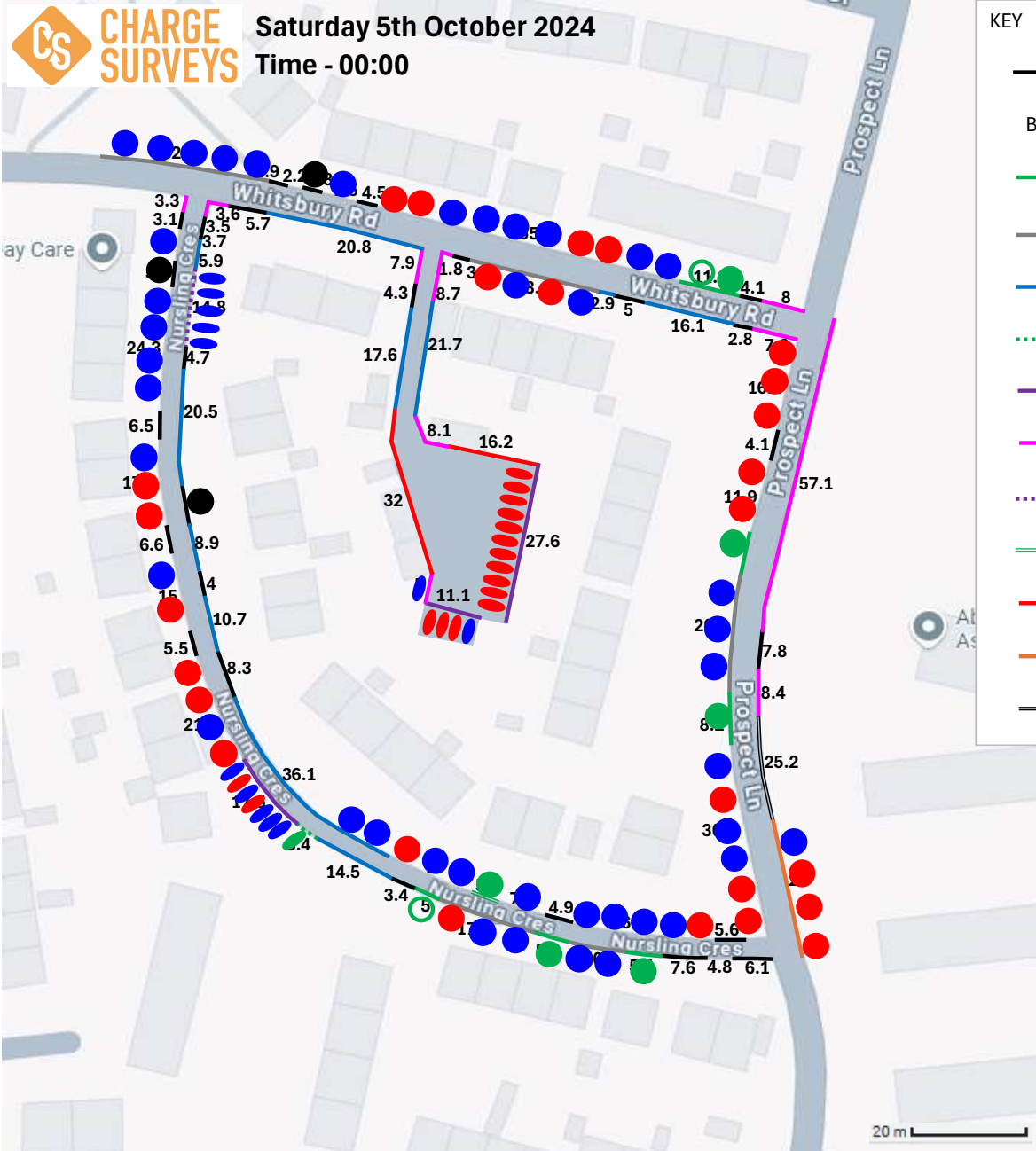


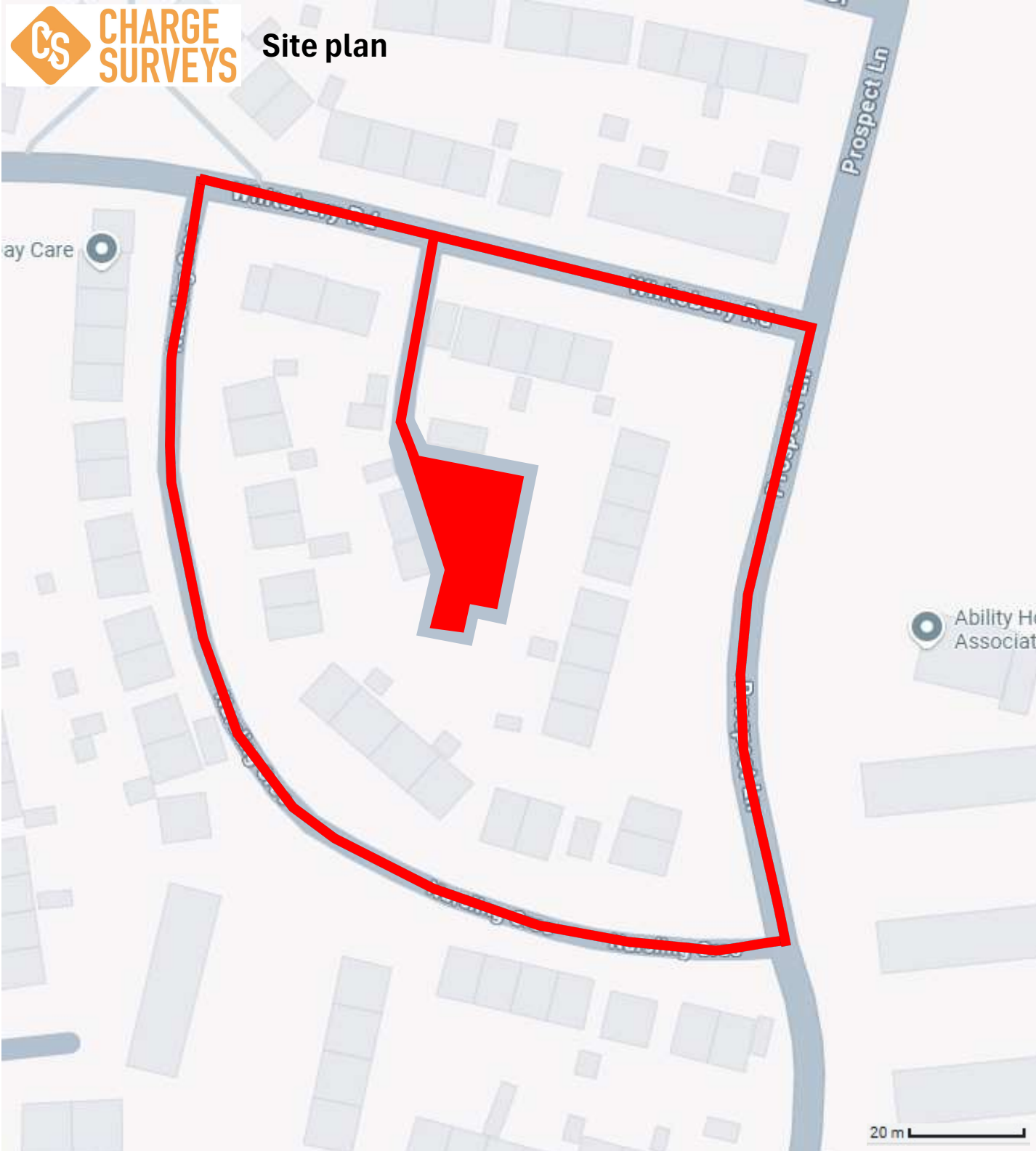
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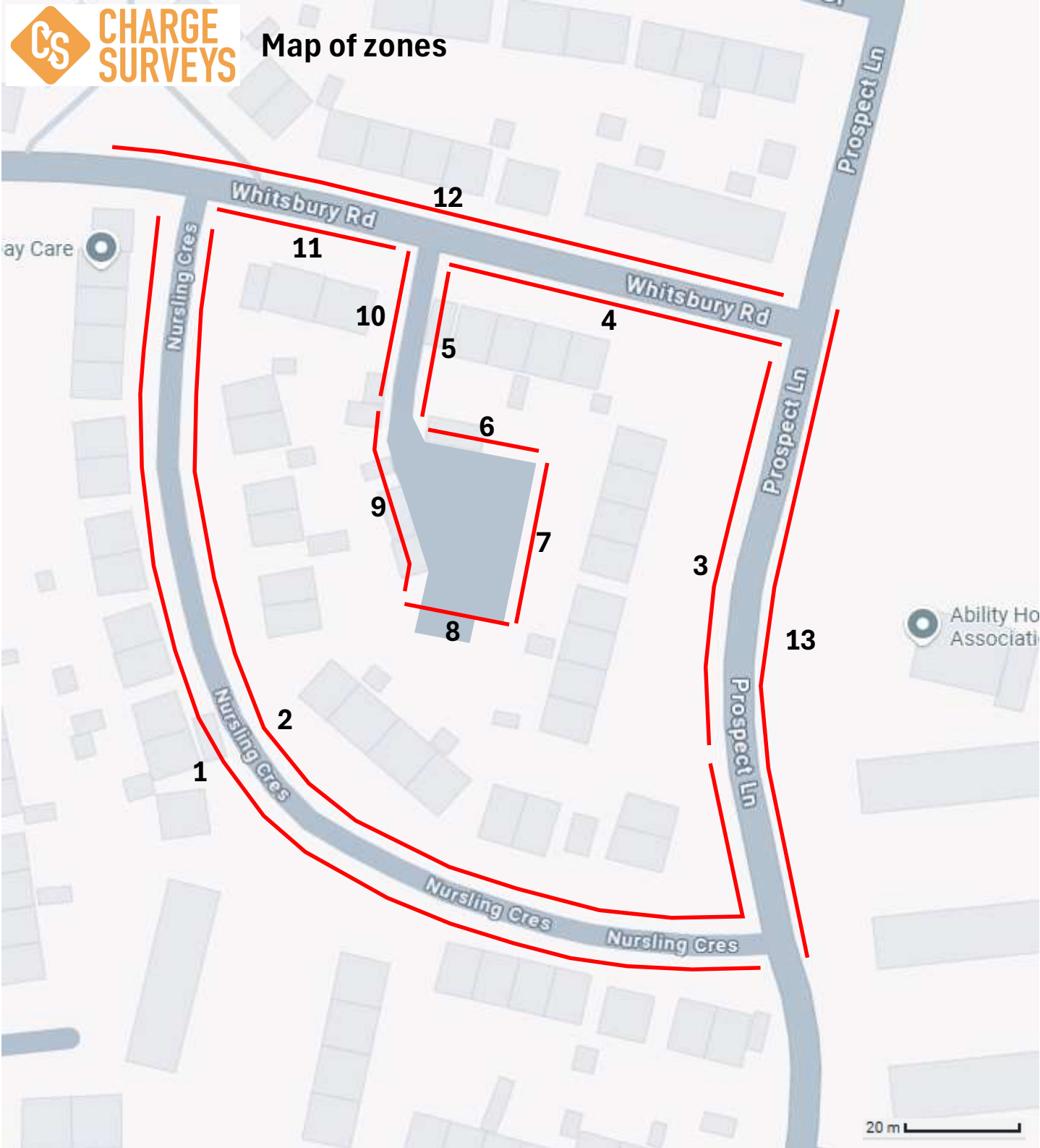
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- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

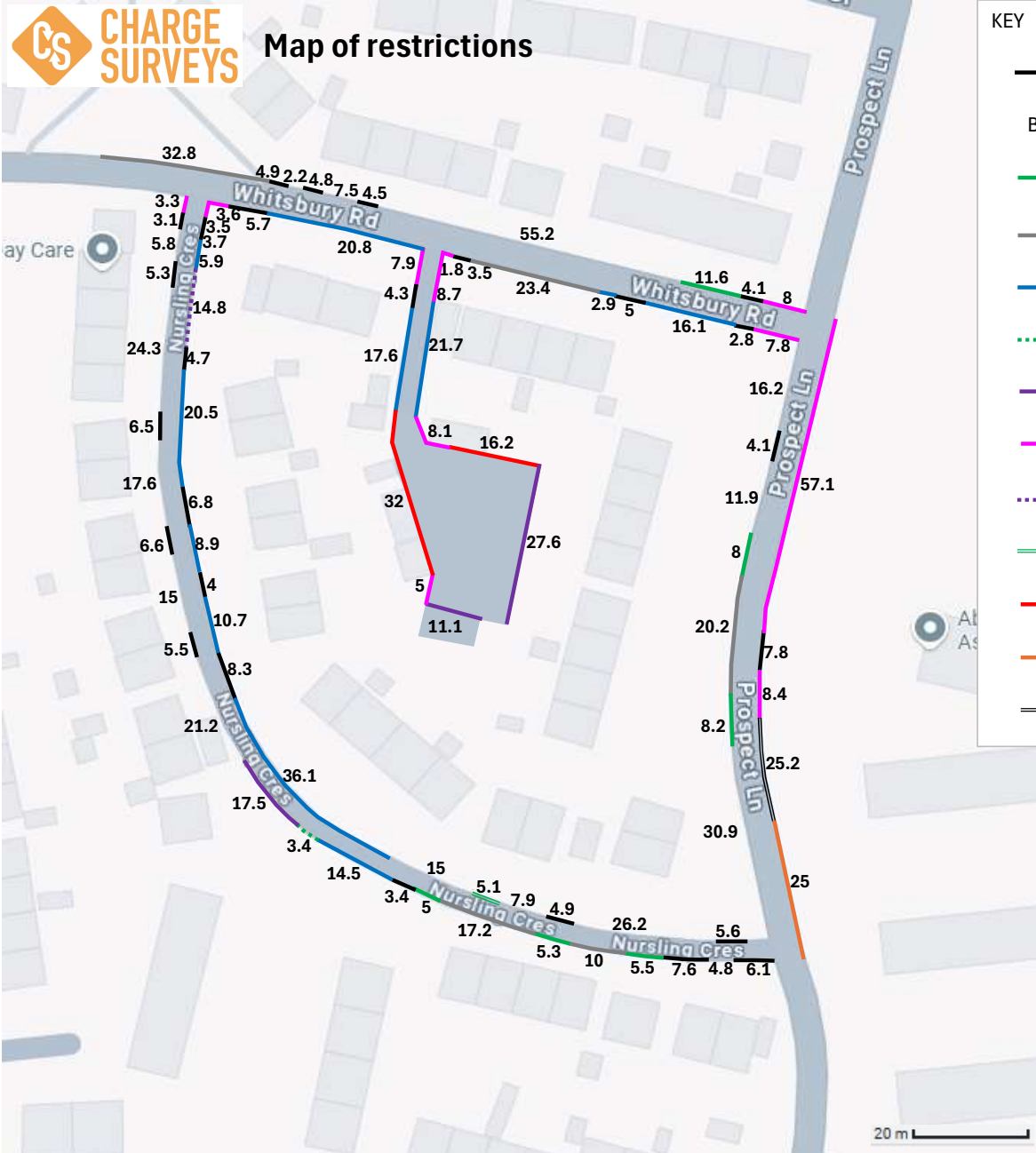
-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY







Map of restrictions



KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

					Saturday 5th October 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Sunday 6th October 2024 Snapshot beat at 00:00		
					TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSING CRESCENT	1	DROPPED KERB	44.1																
		UNRESTRICTED	88.7	15	10	4	71.4%	8	6	57.1%	8	6	57.1%	9	5	64.3%	9	5	64.3%
		DISABLED BAY - LAYBY	15.8	3	2	1	66.7%	1	2	33.3%	2	1	66.7%	2	1	66.7%	2	1	66.7%
		UNRESTRICTED - LAYBY	27.2	5	4	1	80.0%	3	2	60.0%	3	2	60.0%	4	1	80.0%	5	0	100.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	0	1	0.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	6	1	85.7%	5	2	71.4%	5	2	71.4%	5	2	71.4%	5	2	71.4%
		UNRESTRICTED - WOULD NOT PARK	3.3																
	2	UNRESTRICTED - TOO NARROW	14.5																
		UNRESTRICTED - WOULD NOT PARK	3.5																
		DROPPED KERB	38																
		UNRESTRICTED - TOO NARROW	82.1																
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	5	0	100.0%	4	1	80.0%	3	2	60.0%	4	1	80.0%	5	0	100.0%
PROSPECT LANE	3	DISABLED BAY	5.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	80	15	12	3	80.0%	12	3	80.0%	10	4	71.4%	10	4	71.4%	10	4	71.4%
		DISABLED BAY - LAYBY	16.2	2	2	0	100.0%	2	0	100.0%	1	1	50.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	3	0	100.0%	2	1	66.7%	3	0	100.0%	3	0	100.0%	3	0	100.0%
WHITSBURY ROAD	4	UNRESTRICTED	28.1	5	1	4	20.0%	1	4	20.0%	1	4	20.0%	0	5	0.0%	1	4	20.0%
		DROPPED KERB	4.1																
		UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	3	1	75.0%	3	1	75.0%	3	1	75.0%	2	2	50.0%	2	2	50.0%
		UNRESTRICTED - WOULD NOT PARK	8.7																
		UNRESTRICTED - TOO NARROW	21.7																
	6	UNRESTRICTED - WOULD NOT PARK	8.1																
		GARAGES	16.2																
		UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
	7	UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
		UNRESTRICTED - WOULD NOT PARK	5		1			1			1			1			1		
		GARAGES	32																
WHITSBURY ROAD	8	UNRESTRICTED - TOO NARROW	17.6																
		DROPPED KERB	4.3																
		UNRESTRICTED - WOULD NOT PARK	7.9																
	9	UNRESTRICTED - TOO NARROW	20.8																
		DROPPED KERB	5.7																
		UNRESTRICTED - WOULD NOT PARK	3.6																
		UNRESTRICTED - LAYBY	32.8	6	5	0	100.0%	3	2	60.0%	5	0	100.0%	3	2	60.0%	4	1	80.0%
		DROPPED KERB	18.3																
		UNRESTRICTED	64.9	12	8	4	66.7%	5	7	41.7%	4	8	33.3%	7	5	58.3%	9	3	75.0%
PROSPECT LANE	10	DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	0	2	0.0%	1	1	50.0%	1	1	50.0%
		UNRESTRICTED - WOULD NOT PARK	8																
		UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
	11	UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	1	4	20.0%	1	4	20.0%	2	3	40.0%	3	2	60.0%	3	2	60.0%
WHITSBURY ROAD	12	UNRESTRICTED - WOULD NOT PARK	8.4																
		UNRESTRICTED - WOULD NOT PARK																	
		UNRESTRICTED - WOULD NOT PARK																	
		UNRESTRICTED - WOULD NOT PARK																	
		UNRESTRICTED - WOULD NOT PARK																	

See cell note for more information

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	100%

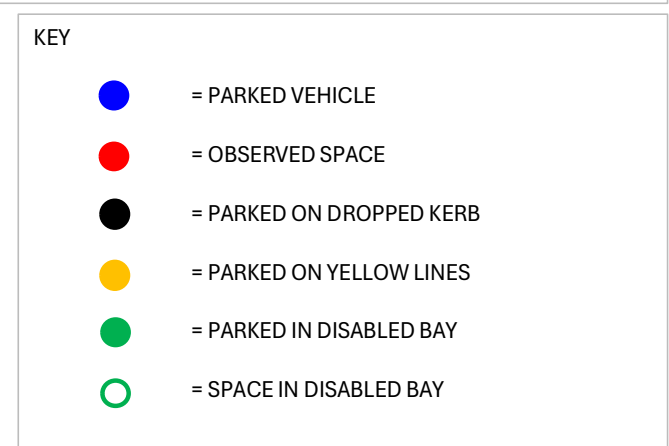
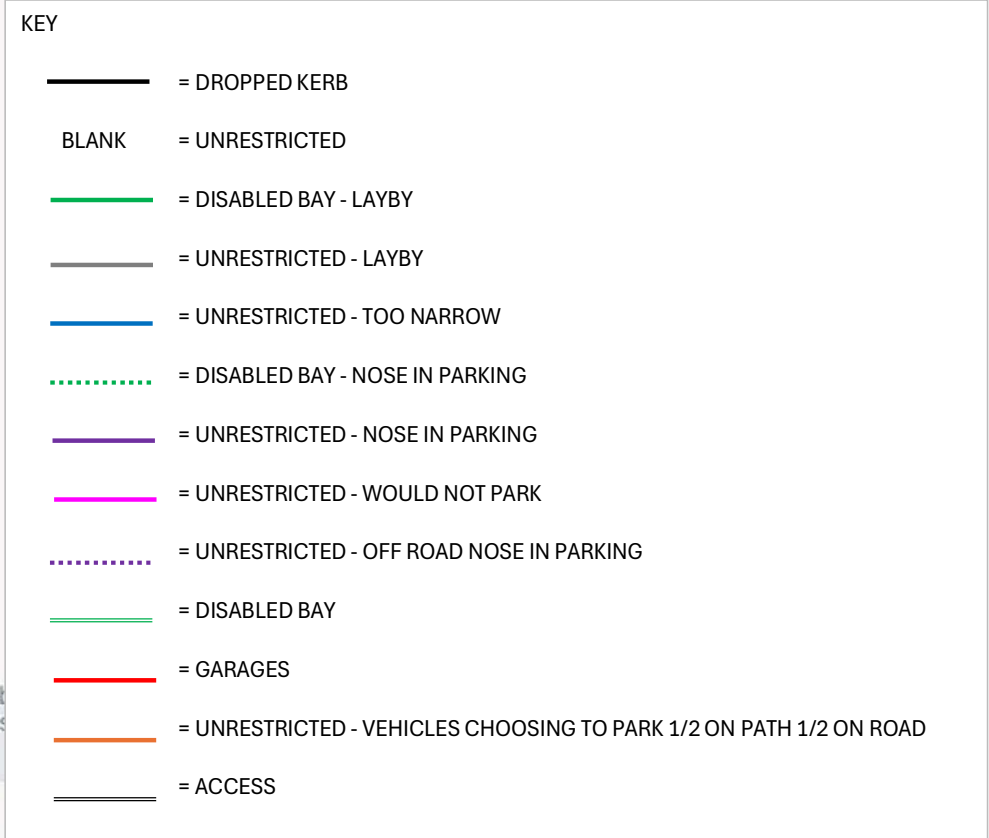
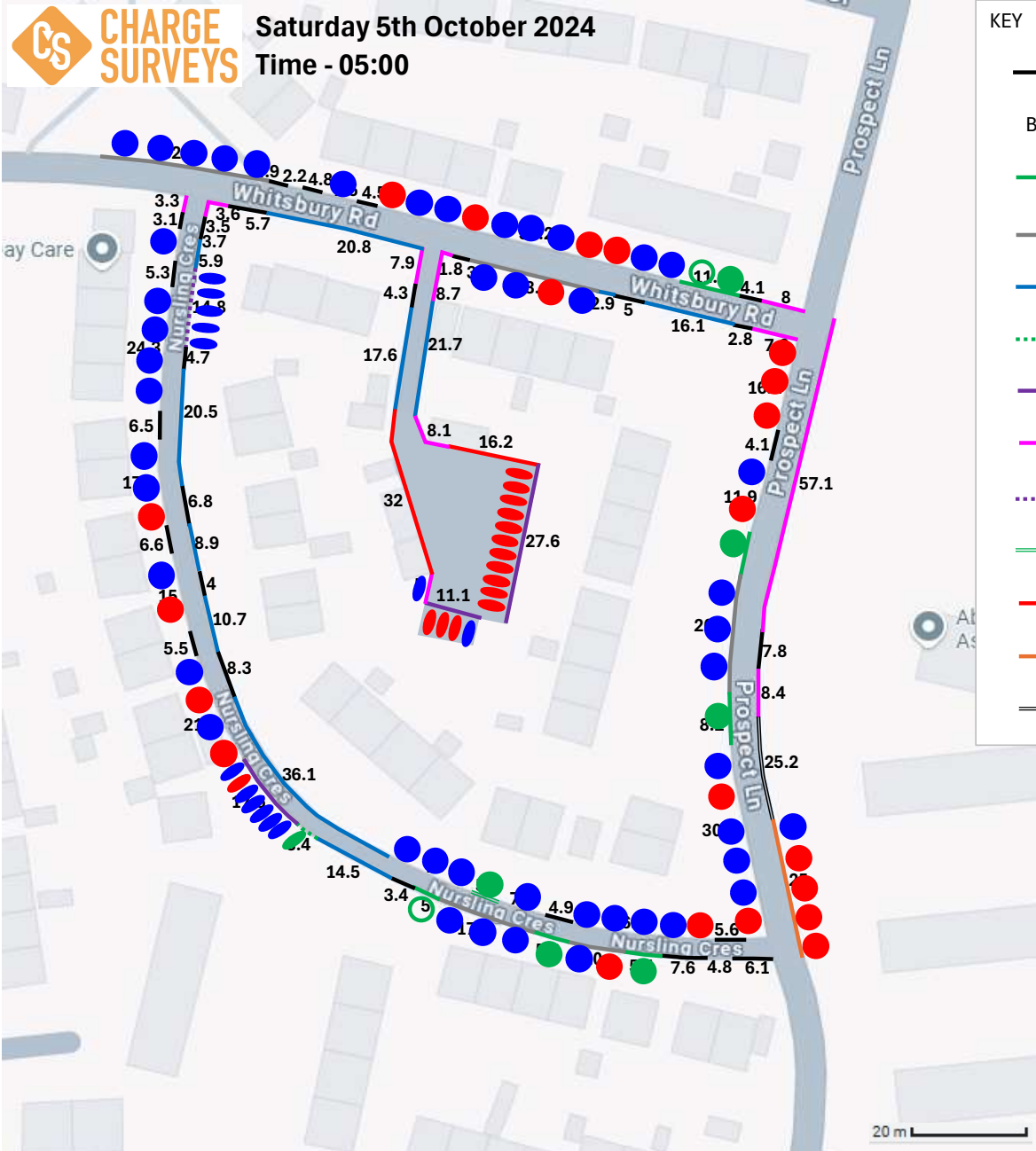
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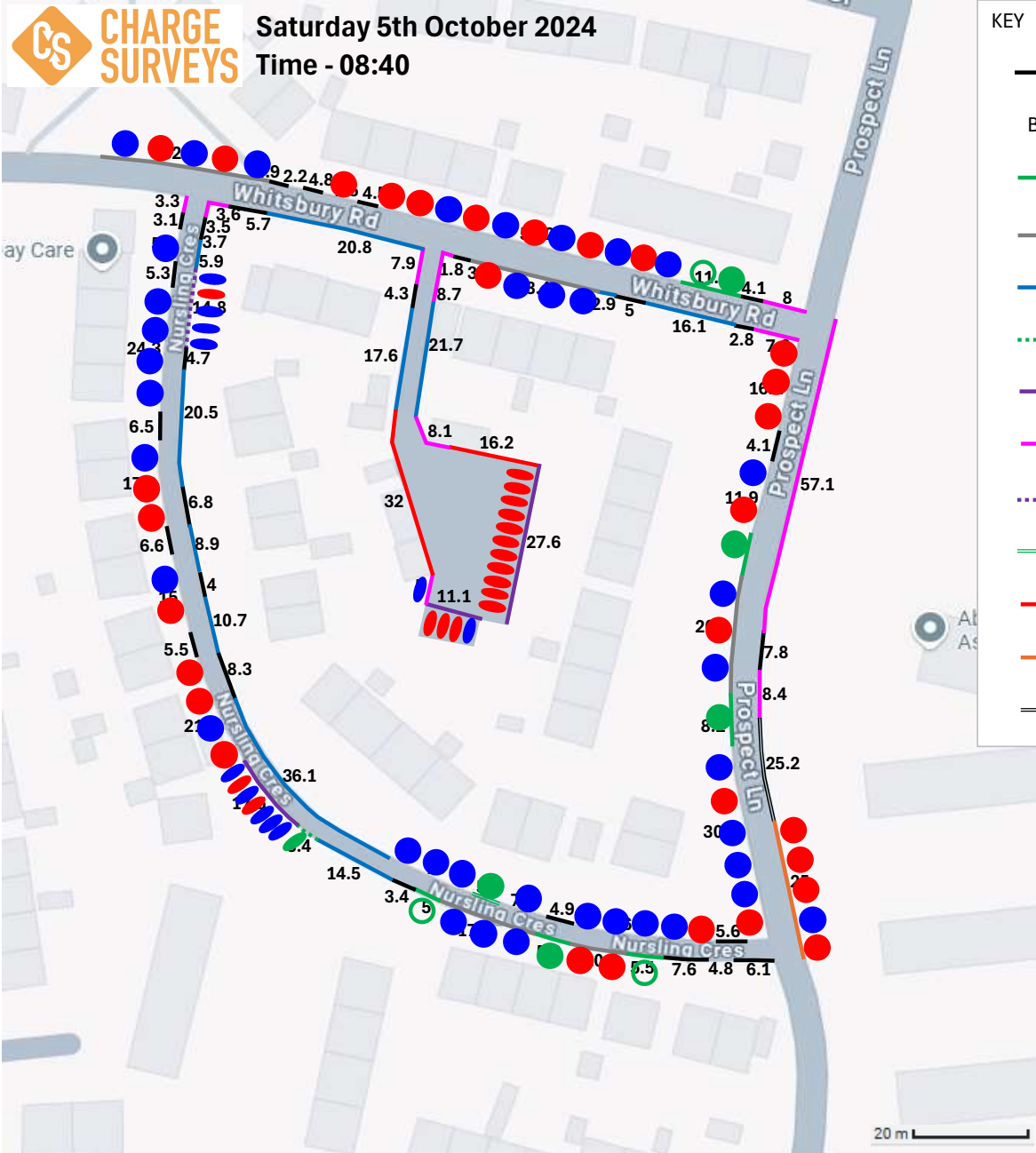
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	100%

Key	0%
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	100%

Key	0%
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	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)



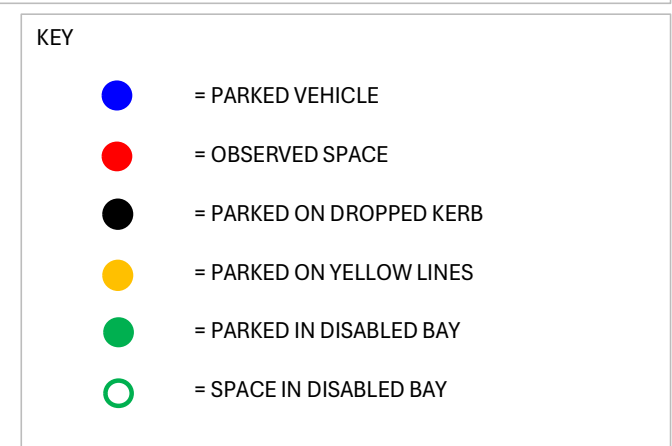
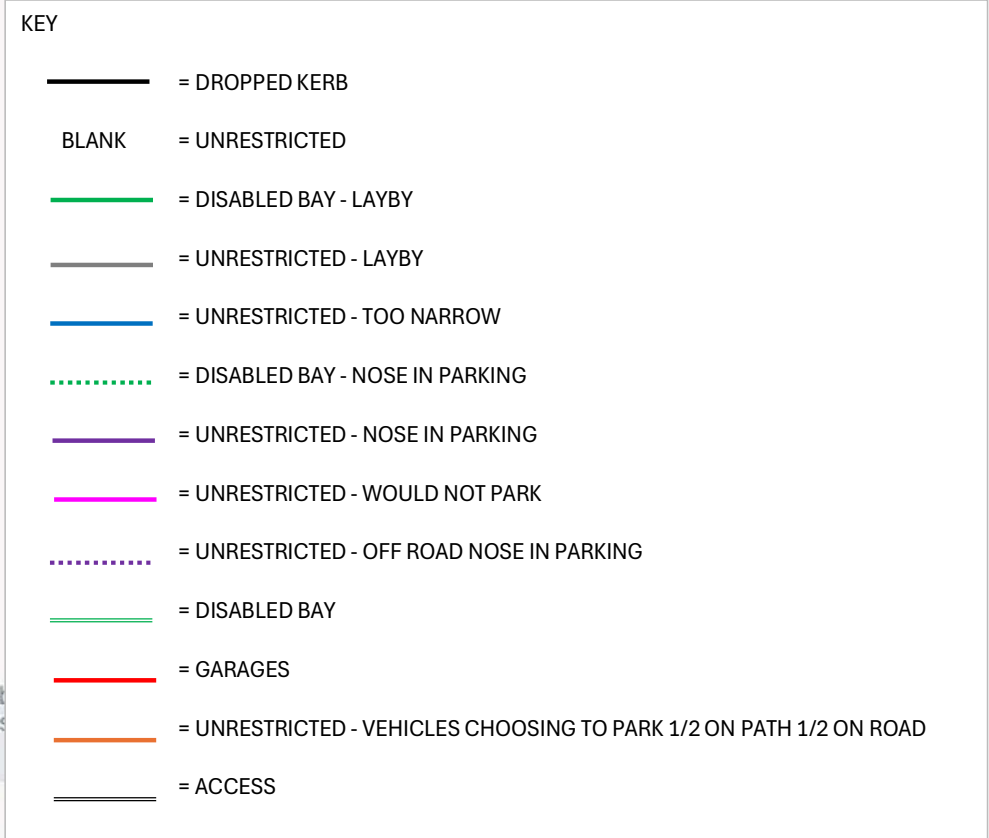


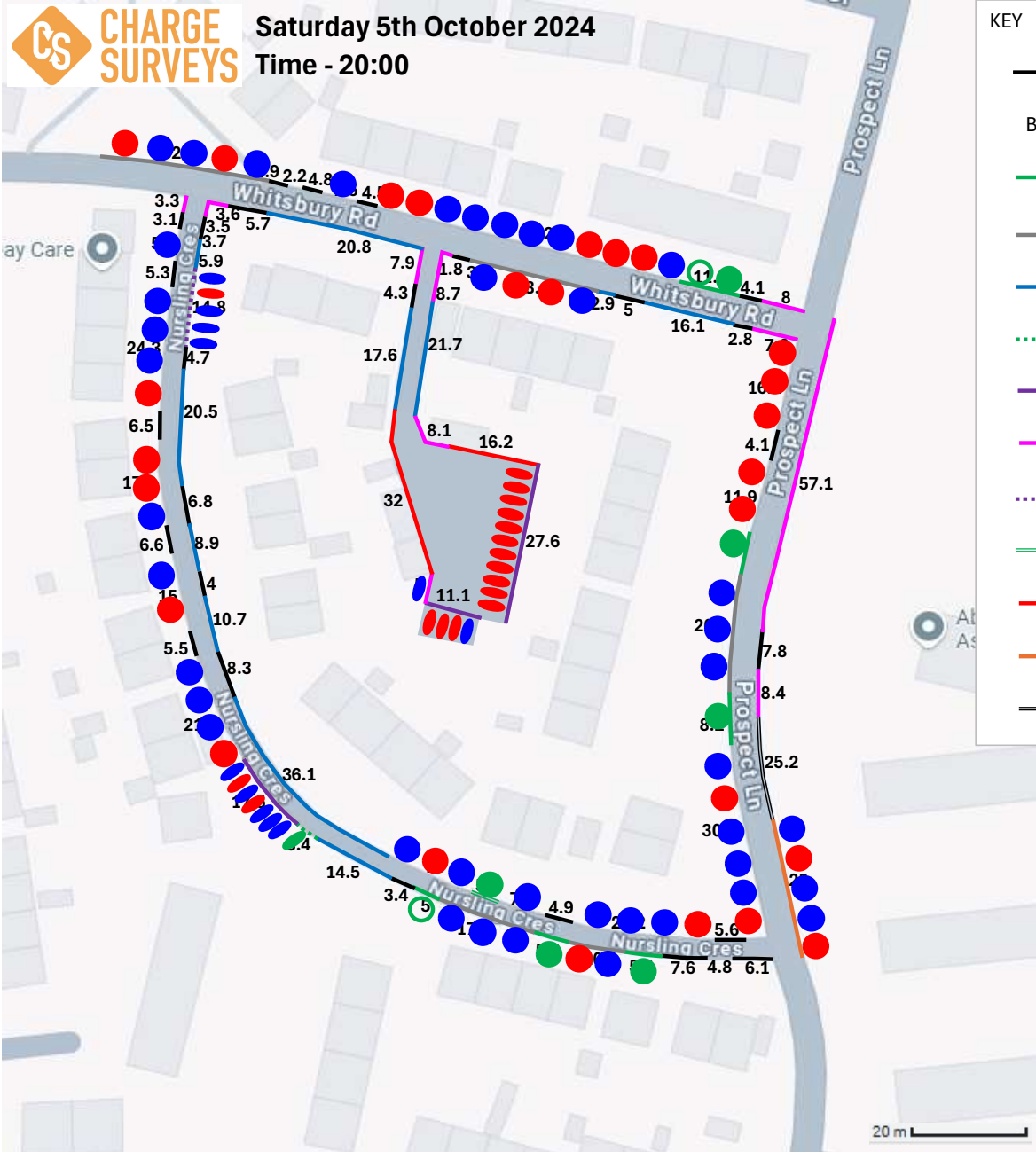
KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY



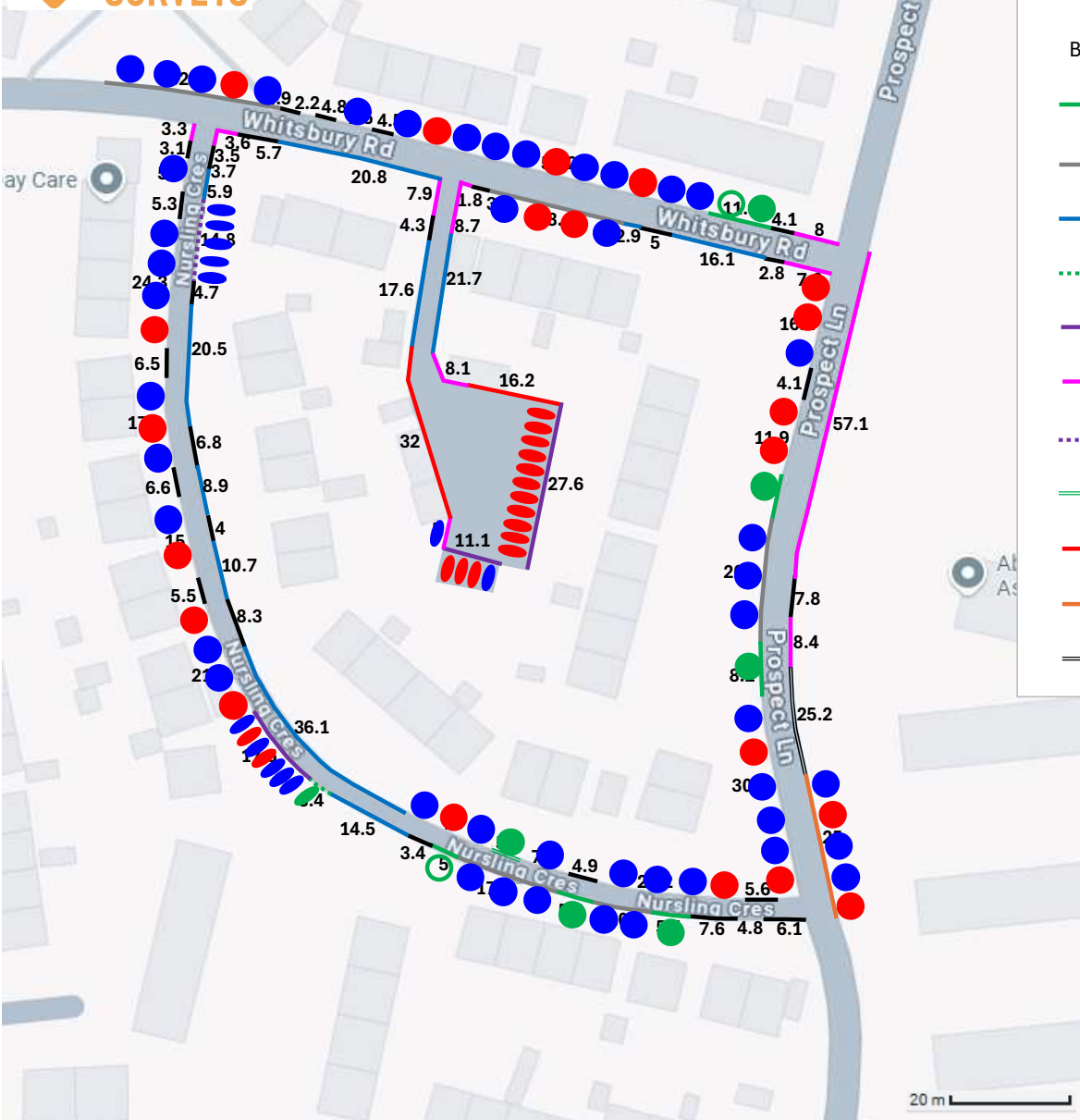


KEY

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- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

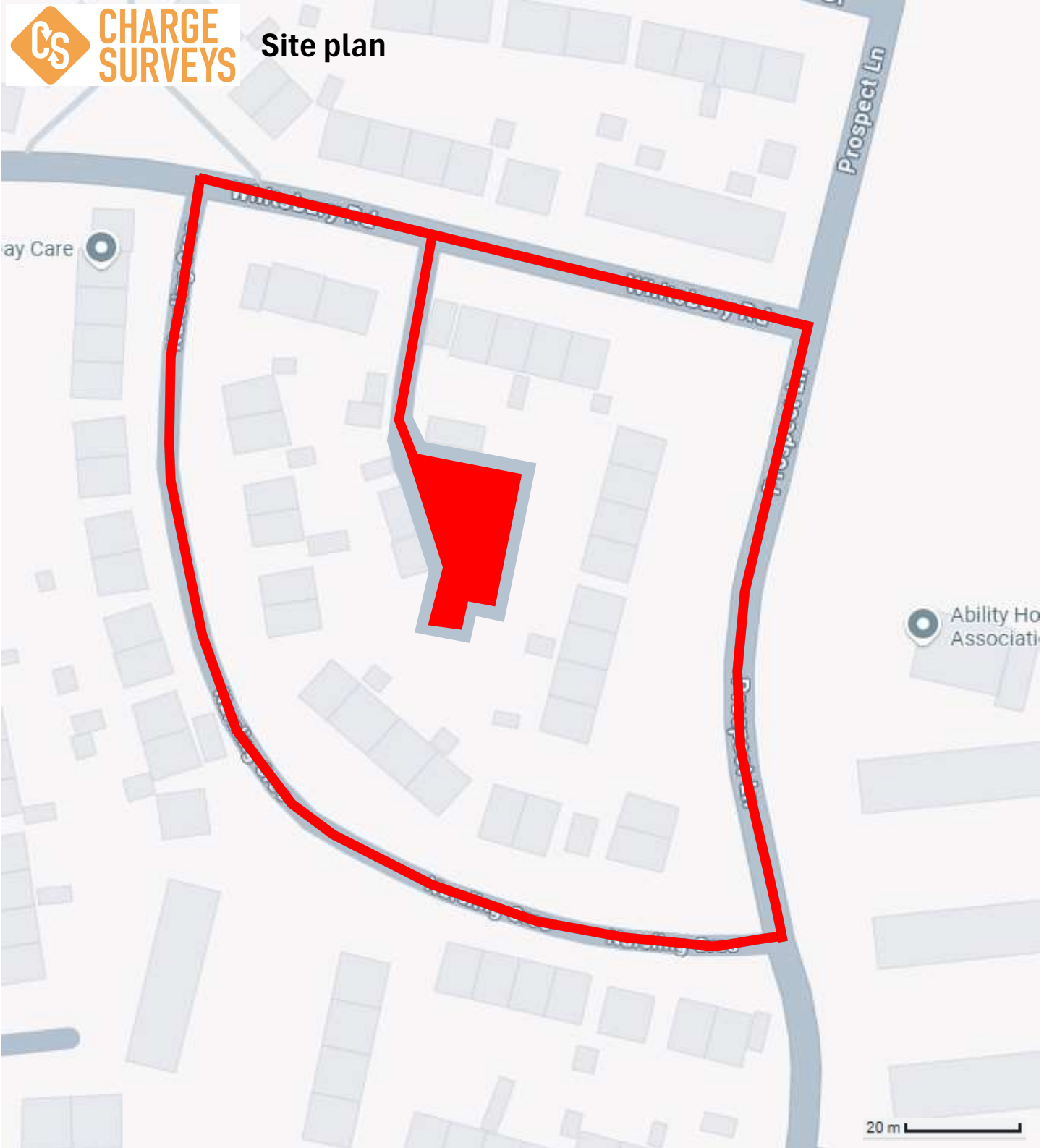


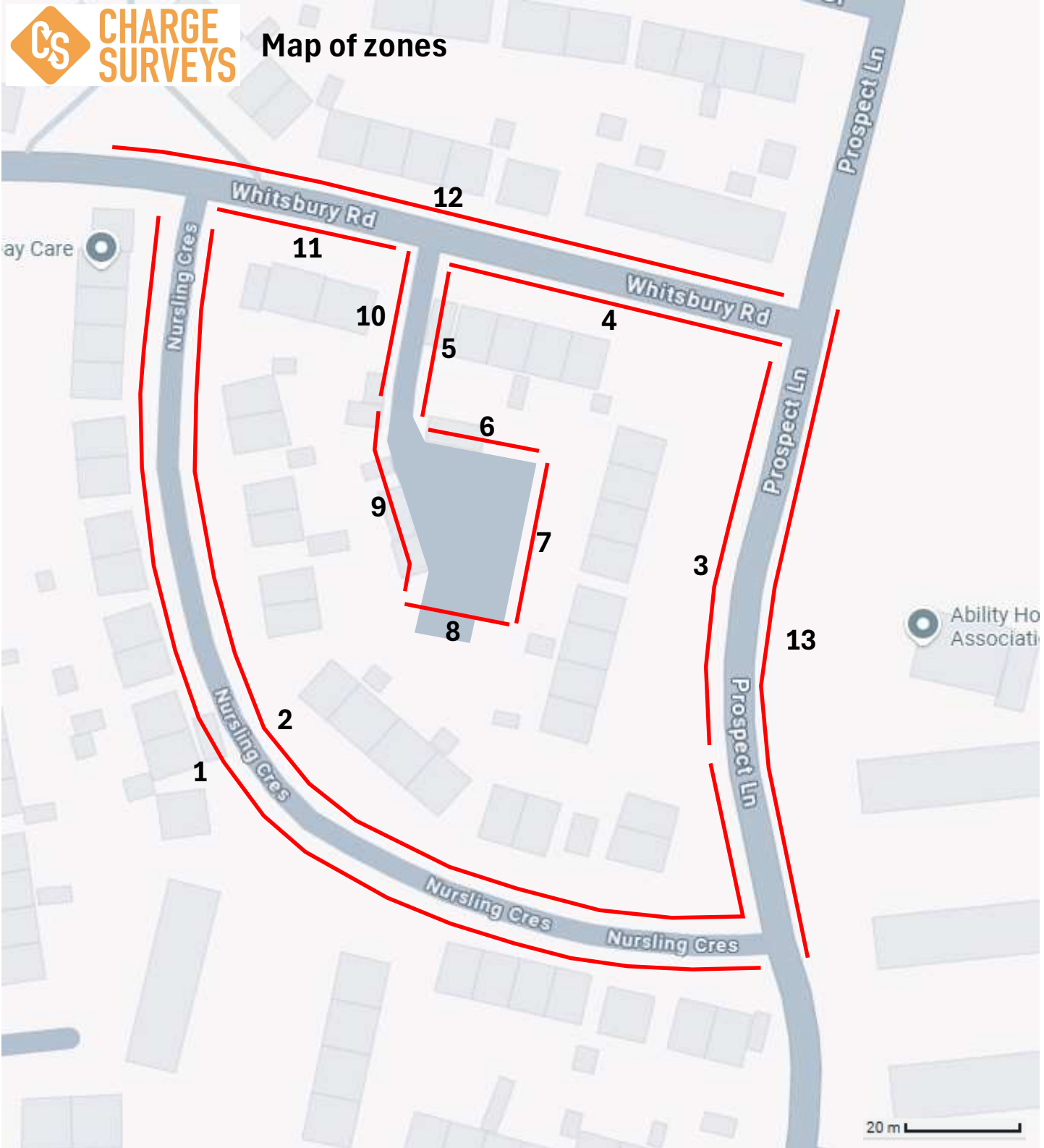
KEY

- = DROPPED KERB
- BLANK = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

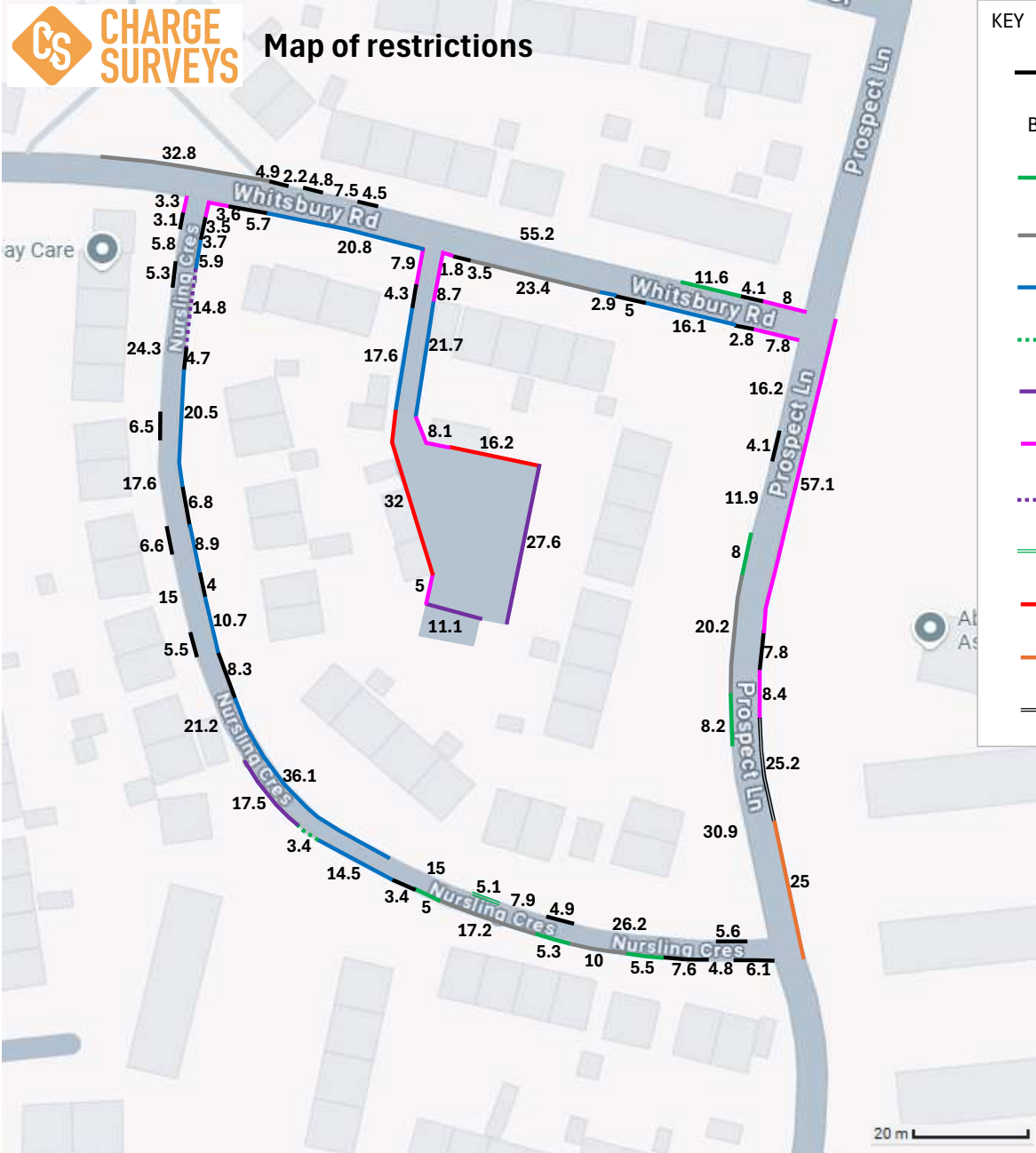
KEY

- = PARKED VEHICLE
- = OBSERVED SPACE
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY





Map of restrictions



KEY

- = DROPPED KERB
- BLANK = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- ... = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- ... = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

					Sunday 6th October 2024 - Snapshot beats at 05:00, 08:40, 15:00, 20:00												Monday 7th October 2024 Snapshot beat at 00:00		
					TIME - 05:00			TIME - 08:40			TIME - 15:00			TIME - 20:00			TIME - 00:00		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	%RESTRICTION STRESS
NURSLING CRESCENT	1	DROPPED KERB	44.1		1			1						1			1		
		UNRESTRICTED	88.7	15	8	6	57.1%	8	6	57.1%	7	7	50.0%	10	4	71.4%	9	5	64.3%
		DISABLED BAY - LAYBY	15.8	3	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%	3	0	100.0%
		UNRESTRICTED - LAYBY	27.2	5	3	2	60.0%	3	2	60.0%	4	1	80.0%	4	1	80.0%	5	0	100.0%
		DISABLED BAY - NOSE IN PARKING	3.4	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED - NOSE IN PARKING	17.5	7	6	1	85.7%	6	1	85.7%	3	4	42.9%	4	3	57.1%	5	2	71.4%
	2	UNRESTRICTED - WOULD NOT PARK	3.3																
		UNRESTRICTED - TOO NARROW	14.5																
		UNRESTRICTED - WOULD NOT PARK	3.5																
		DROPPED KERB	38																
		UNRESTRICTED - TOO NARROW	82.1																
		UNRESTRICTED - OFF-ROAD NOSE IN PARKING	14.8	5	5	0	100.0%	5	0	100.0%	5	0	100.0%	4	1	80.0%	5	0	100.0%
PROSPECT LANE	3	DISABLED BAY	5.1	1	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%	1	0	100.0%
		UNRESTRICTED	80	15	11	3	78.6%	10	4	71.4%	9	5	64.3%	10	4	71.4%	10	4	71.4%
		DISABLED BAY - LAYBY	16.2	2	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%	2	0	100.0%
		UNRESTRICTED - LAYBY	20.2	4	2	1	66.7%	2	1	66.7%	3	1	75.0%	3	0	100.0%	3	0	100.0%
WHITSBURY ROAD	4	UNRESTRICTED	28.1	5	1	4	20.0%	1	4	20.0%	1	4	20.0%	1	4	20.0%	1	4	20.0%
		DROPPED KERB	4.1																
		UNRESTRICTED - WOULD NOT PARK	9.6																
		DROPPED KERB	11.3																
GARAGES OFF WHITSBURY ROAD	5	UNRESTRICTED - TOO NARROW	19																
		UNRESTRICTED - LAYBY	23.4	4	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%	2	2	50.0%
		UNRESTRICTED - WOULD NOT PARK	8.7																
		UNRESTRICTED - TOO NARROW	21.7																
	6	UNRESTRICTED - WOULD NOT PARK	8.1																
		GARAGES	16.2																
		UNRESTRICTED - NOSE IN PARKING	27.6	11	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%	0	11	0.0%
	7	UNRESTRICTED - NOSE IN PARKING	11.1	4	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%	1	3	25.0%
		UNRESTRICTED - WOULD NOT PARK	5		1			1			1			1			1		
		GARAGES	32																
WHITSBURY ROAD	10	UNRESTRICTED - TOO NARROW	17.6																
		DROPPED KERB	4.3																
		UNRESTRICTED - WOULD NOT PARK	7.9																
		UNRESTRICTED - TOO NARROW	20.8																
PROSPECT LANE	11	DROPPED KERB	5.7																
		UNRESTRICTED - WOULD NOT PARK	3.6																
		UNRESTRICTED - LAYBY	32.8	6	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%	4	1	80.0%
	12	DROPPED KERB	18.3																
		UNRESTRICTED	64.9	12	9	3	75.0%	6	6	50.0%	7	5	58.3%	8	4	66.7%	9	3	75.0%
		DISABLED BAY	11.6	2	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%	1	1	50.0%
PROSPECT LANE	13	UNRESTRICTED - WOULD NOT PARK	8																
		UNRESTRICTED - WOULD NOT PARK	57.1																
		DROPPED KERB	7.8																
		ACCESS	25.2																
PROSPECT LANE	13	UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD	25	5	2	3	40.0%	1	4	20.0%	0	5	0.0%	2	3	40.0%	3	2	60.0%
		UNRESTRICTED - WOULD NOT PARK	8.4																

See cell note for more information

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	100%

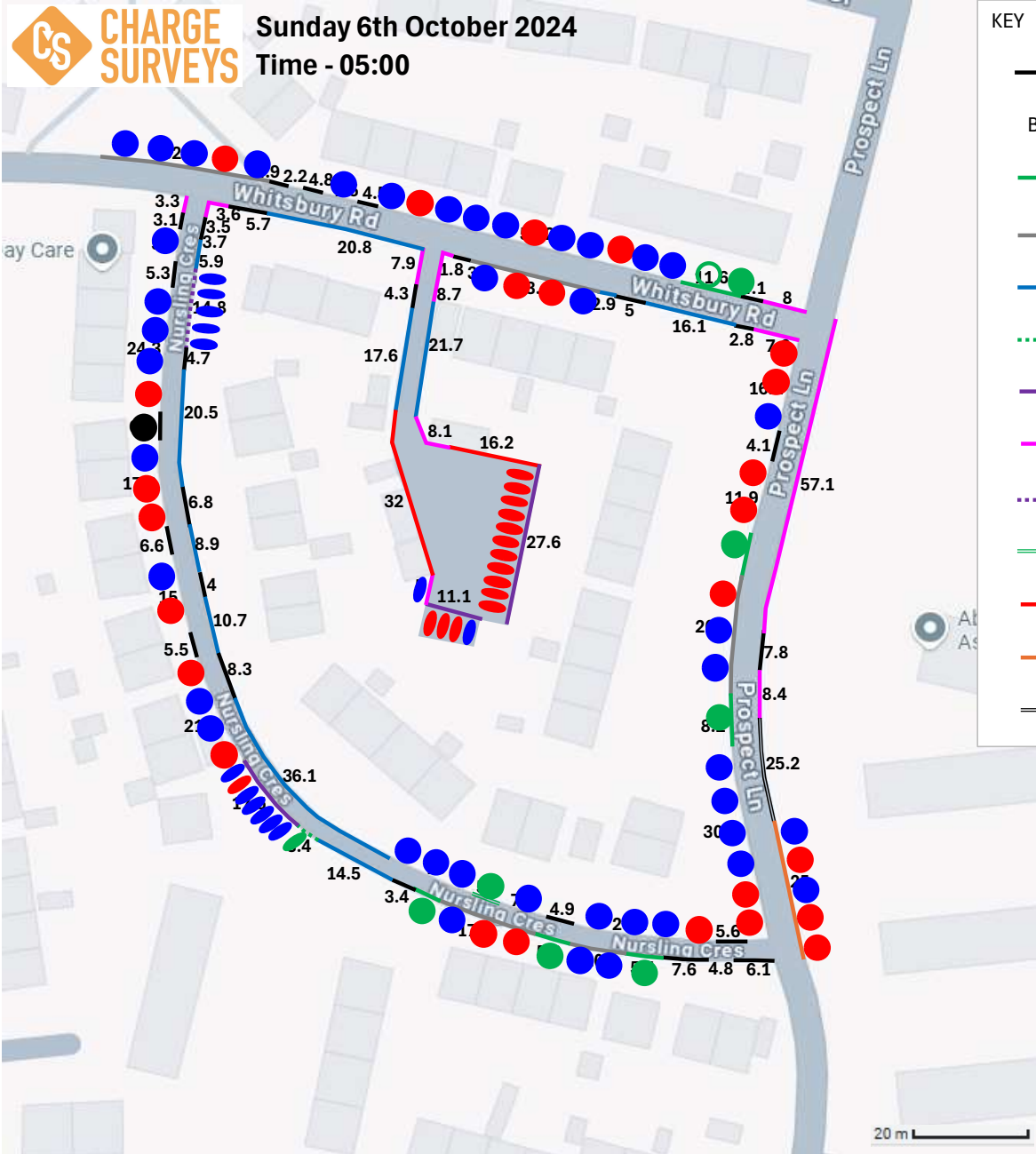
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Key	0%
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	100%

Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)

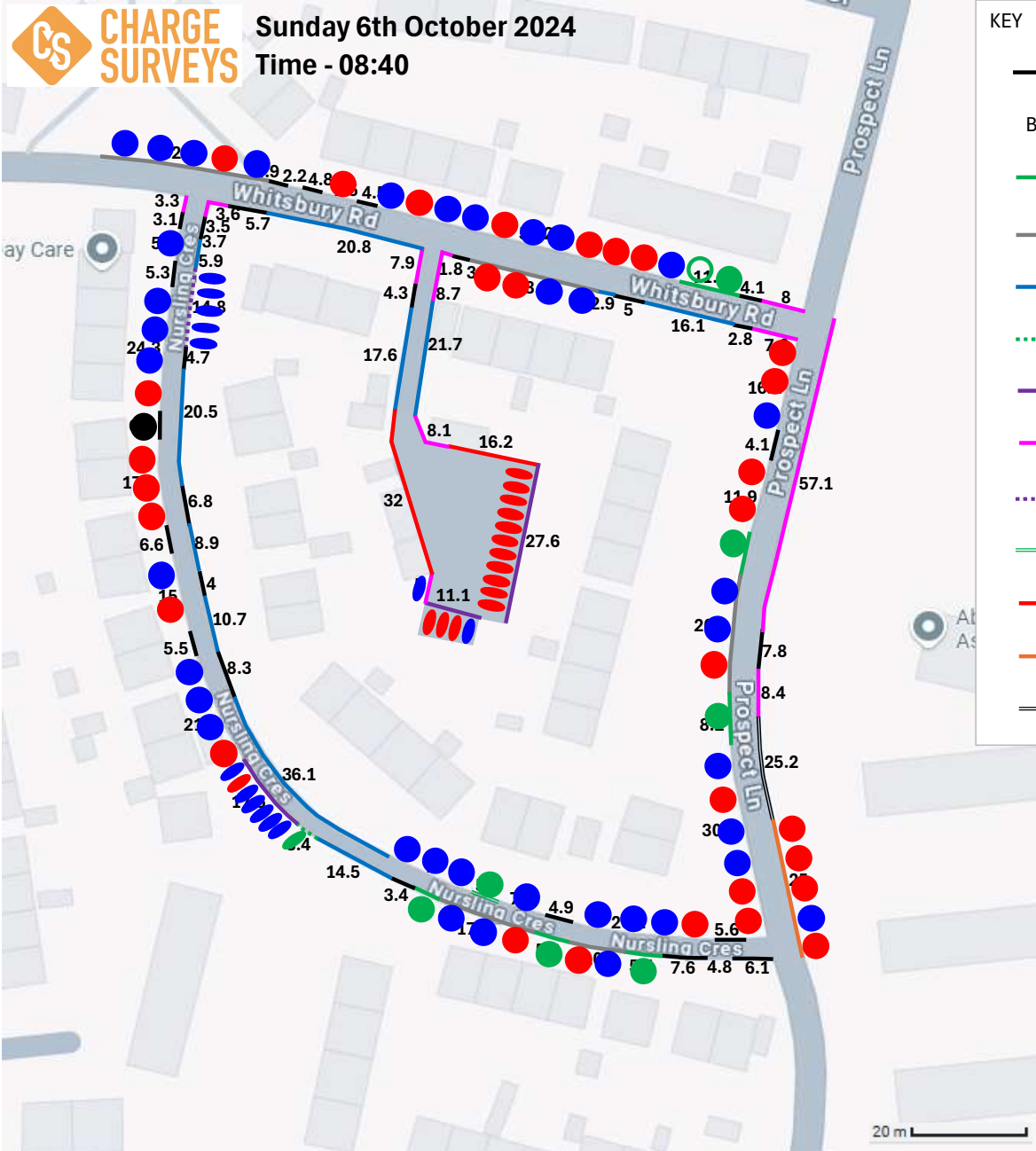


KEY

- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

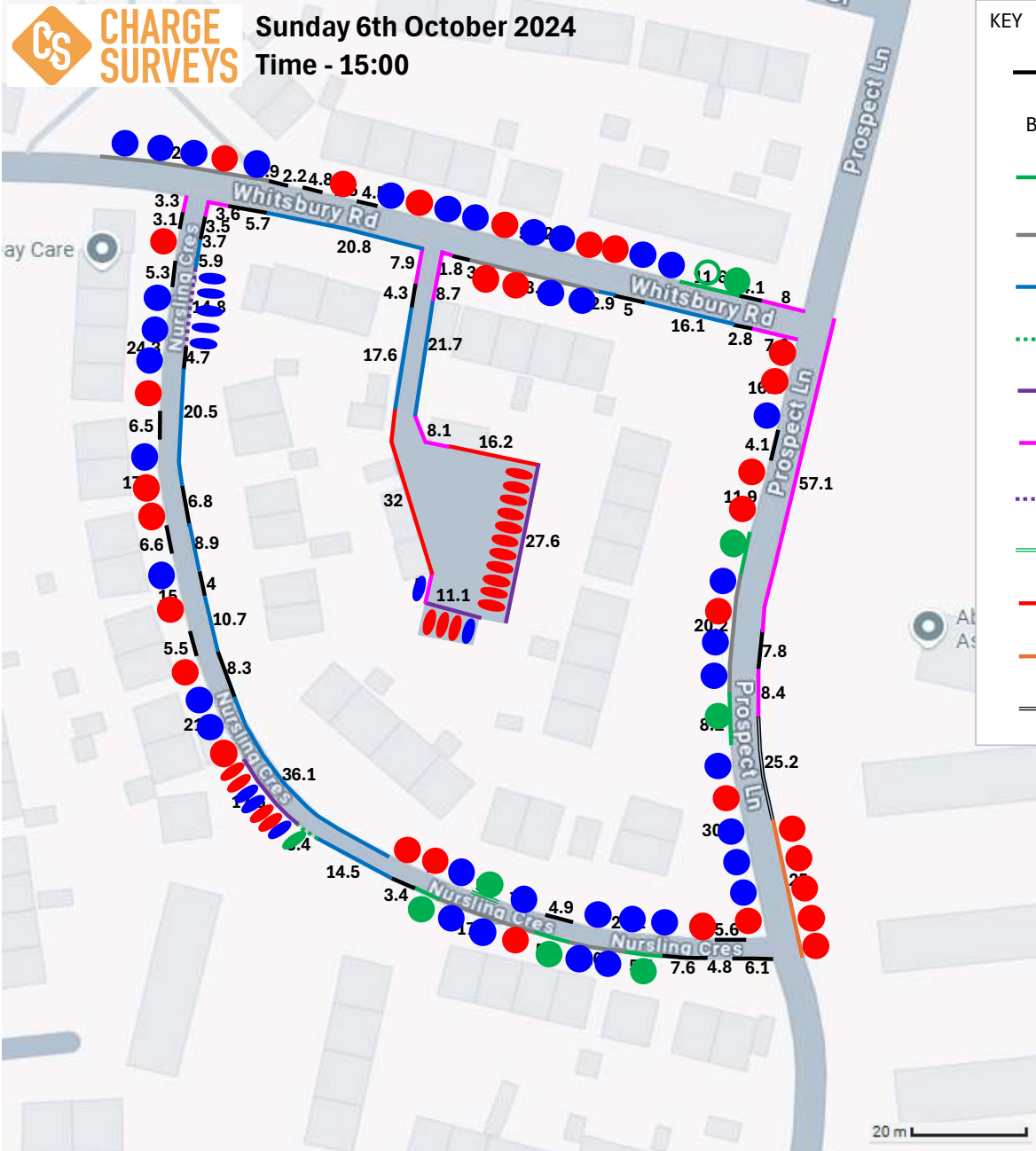


KEY

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- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY

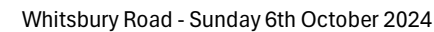


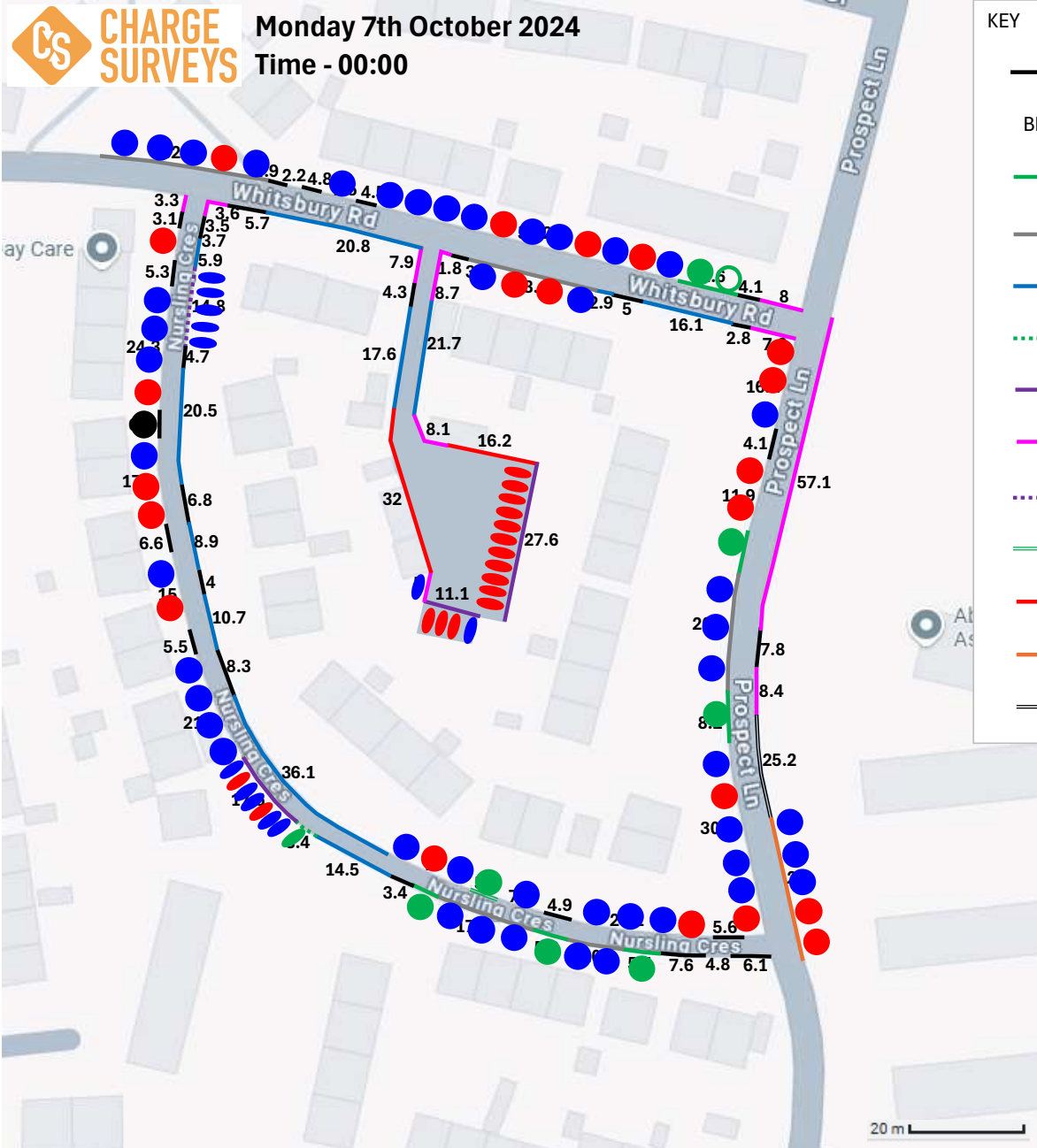
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- = DROPPED KERB
- = UNRESTRICTED
- = DISABLED BAY - LAYBY
- = UNRESTRICTED - LAYBY
- = UNRESTRICTED - TOO NARROW
- = DISABLED BAY - NOSE IN PARKING
- = UNRESTRICTED - NOSE IN PARKING
- = UNRESTRICTED - WOULD NOT PARK
- = UNRESTRICTED - OFF ROAD NOSE IN PARKING
- = DISABLED BAY
- = GARAGES
- = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
- = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY





KEY

-  = DROPPED KERB
-  = UNRESTRICTED
-  = DISABLED BAY - LAYBY
-  = UNRESTRICTED - LAYBY
-  = UNRESTRICTED - TOO NARROW
-  = DISABLED BAY - NOSE IN PARKING
-  = UNRESTRICTED - NOSE IN PARKING
-  = UNRESTRICTED - WOULD NOT PARK
-  = UNRESTRICTED - OFF ROAD NOSE IN PARKING
-  = DISABLED BAY
-  = GARAGES
-  = UNRESTRICTED - VEHICLES CHOOSING TO PARK 1/2 ON PATH 1/2 ON ROAD
-  = ACCESS

KEY

-  = PARKED VEHICLE
-  = OBSERVED SPACE
-  = PARKED ON DROPPED KERB
-  = PARKED ON YELLOW LINES
-  = PARKED IN DISABLED BAY
-  = SPACE IN DISABLED BAY