acstro

Parking Appraisal

Proposed Development at
140 Caerleon Road
Newport
NP19 7GS

September 2025

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Appendices

Revision History

A	24th September 2025	First Issue
B	25th September 2025	For planning

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1 Introduction

1.1 Acstro has been appointed by Kiveo Properties Ltd to undertake a Parking Appraisal in respect to proposed development at 140 Caerleon Road, Newport NP19 7GS.

1.2 A planning application (LPA Ref: 25/0425) has been made for the demolition of the existing garage, the erection of two-storey extensions at the rear and the change of use the former funeral directors (A1 use) to facilitate the creation of 5 flats for specialised supported housing (C3 Use) and overnight accommodation for care provider.

1.3 The Highway Authority has objected to the planning application on the grounds that there is a shortfall in off-street parking provision and that the applicant has not demonstrated that the shortfall in parking provision can be satisfactorily accommodated on nearby streets. The Highway Authority's consultation response dated 15th July 2025 is included as Appendix 1.

Appendix 1 Highway authority Consultation Response

1.4 This Parking Appraisal document:

- Assesses the parking demand of the existing permitted use of the site;
- Presents evidence of existing daytime and night-time parking stress on nearby streets;
- Describes the proposed development, including alterations to the previously submitted scheme that have been made in light of the Highway Authority's comments;
- Assesses the parking demand of the proposed development and demonstrated that this can be accommodated by a combination of the use of the development's off-street parking provision and by utilising available on-street parking space.

2 Policy Context

Future Wales - The National Plan 2040

2.1 This is the national development framework that sets out the direction for development in Wales to 2040.

2.2 Policies 11 and 12 relate to national and regional connectivity, respectively. These seek to encourage longer-distance trips to be made by public transport, while also making longer journeys possible by electric vehicles. In urban areas, to support sustainable growth and regeneration, the priorities are improving and integrating active travel and public transport. In rural areas the priorities are supporting the uptake of ultra-low emission vehicles and diversifying and sustaining local bus services. Active travel must be an essential and integral component of all new developments.

2.3 Planning authorities must act to reduce levels of car parking in urban areas, including supporting car-free developments in accessible locations and developments with car parking spaces that allow them to be converted to other uses over time. Where car parking is provided for new non-residential development, planning authorities should seek a minimum of 10% of car parking spaces to have electric vehicle charging points.

Planning Policy Wales (12th Edition)

2.4 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government. The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales.

2.5 In terms of transport related policies paragraph 4.1.1 states that “the planning system should enable people to access jobs and services through shorter, more efficient and sustainable journeys, by walking, cycling and public transport”.

2.6 Paragraph 4.1.10 states that “the planning system has a key role to play in reducing the need to travel and supporting sustainable transport, by facilitating developments which:

- are sited in the right locations, where they can be easily accessed by sustainable modes of travel and without the need for a car;
- are designed in a way which integrates them with existing land uses and neighbourhoods; and
- make it possible for all short journeys within and beyond the development to be easily made by walking and cycling.”

2.7 PPW advocates a sustainable transport hierarchy for planning, the hierarchy being, from top to bottom:

- Walking and Cycling
- Public Transport
- Ultra Low Emission Vehicles
- Other Private Motor Vehicles

2.8 It is Welsh Government policy to require the use of a sustainable transport hierarchy in relation to new development, which prioritises walking, cycling and public transport ahead of the private motor vehicles.

2.9 The transport hierarchy recognises that Ultra Low Emission Vehicles (ULEV) also have an important role to play in the decarbonisation of transport, particularly in rural areas with limited public transport services. To this end the provision of ULEV charging points is encouraged within new developments.

2.10 PPW recommends (4.1.51) that "a design-led approach to the provision of car parking should be taken, which ensures an appropriate level of car parking is integrated in a way which does not dominate the development. Parking provision should be informed by the local context, including public transport accessibility, urban design principles and the objective of reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed".

Llwybr Newydd – The Wales Transport Strategy 2021

2.11 This document sets out the Welsh Government's vision for how the country's transport system can help deliver on a pathway to creating a more prosperous, green and equal society. It lists its priorities as being:

1. Bringing services to people in order to reduce the need to travel. To this end a target has been set that of 30% of the workforce works remotely on a regular basis.
2. Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
3. Encourage people to make the change to more sustainable transport.

2.12 Modal shift is at the heart of Llwybr Newydd. This means the proportion of trips made by sustainable modes increases and fewer trips are made by private cars.

2.13 The Welsh Government has set a target of 45% of journeys to be made by public transport, walking and cycling by 2040. This represents an increase of 13 percentage points on the estimated baseline (2021) mode share of 32%.

TAN18 Transportation

2.14 Planning Policy Wales Technical Advice Note 18 (TAN18) details the Welsh Government Government's policies in terms of transportation and repeats the general principles advocated in PPW i.e. that development is encouraged in sustainable, accessible, locations that will reduce the need to travel by car. Its aim is to promote an efficient and sustainable transport system and to counter the negative impacts associated with road traffic growth, for example increased air pollution, green house gases and congestion (2.1). It sees the integration of transport and land use planning as key (2.3) in achieving the Welsh Government Governments' sustainable development policy objectives by:

- promoting travel efficient settlement patterns;
- ensuring new development is located where there is good access by public transport, walking and cycling thereby minimizing the need for travel and fostering social inclusion;
- managing parking provision;
- ensuring that new development includes appropriate provision for pedestrians, cycling, public transport, and traffic management and parking/servicing;
- encouraging the location of development near other related uses to encourage multi-purpose trips; and
- ensuring that transport infrastructure necessary to serve new development allows existing transport networks to continue to perform their identified functions.

2.15 The needs of walkers and cyclists must be taken into consideration and the use of these most sustainable forms of transport encouraged in all developments (TAN18 Chapter 6). Similarly, all development should be accessible by public transport (Chapter 7).

The Active Travel (Wales) Act 2013

2.16 The Active Travel (Wales) Act 2013 is Welsh Government legislation aimed to support an increase in the level of walking and cycling in Wales; to encourage a shift in travel behaviour to active travel modes, and to facilitate the building of walking and cycling infrastructure.

2.17 The Active Travel (Wales) Act 2013 requires local authorities in Wales to produce maps of walking and cycling networks in their local area, known as Active Travel Network Maps (ATNMs). These maps are designed to show two main things:

- **Existing routes** – those current walking and cycling routes that already meet Welsh Government active travel standards, meaning they can be readily used for everyday journeys, and
- **Future routes** – new routes that the local authority proposes to create in the future, as well as current routes that are planned for improvement to bring them up to the standards.

2.18 Figure 1 is an extract of the Council's ATNM and shows that the application site is well connected to the developing active travel network.

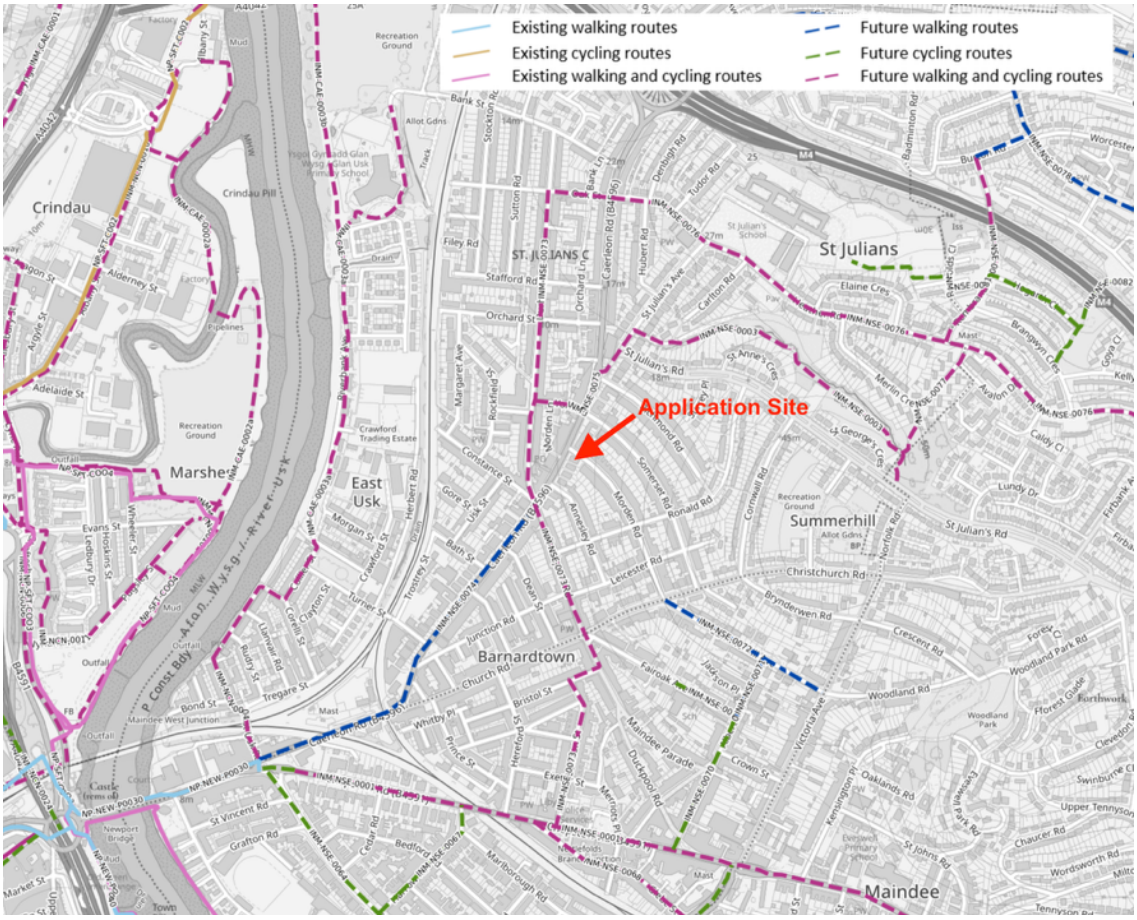


Figure 1 Extract from Active Travel Network Map (Source: DataMapWales)

Newport Local Development Plan (2011 – 2026)

2.19 Policy GP4 sets out the general development proposals in terms of highways and accessibility considerations and is reproduced in full below.

Development proposals should:

- provide appropriate access for pedestrians, cyclists and public transport in accordance with national guidance;
- be accessible by a choice of means of transport;
- be designed to avoid or reduce transport severance, noise and air pollution;
- make adequate provision for car parking and cycle storage;
- provide suitable and safe access arrangements;
- design and build new roads within private development in accordance with the highway authority's design guide and relevant national guidance;
- ensure that development would not be detrimental to highway or pedestrian safety or result in traffic generation exceeding the capacity of the highway network.

2.20 Policy T4 requires that appropriate levels of parking are provided, within defined parking zones, in accordance with adopted parking standards.

Newport Parking Standards (2016)

2.21 The Parking Standards provide guidance on the appropriate level of parking provision within new development. The guidance varies depending on which one of 6 zones the development is located within. The application site is in zone 3.

2.22 For the existing shop use of the site (A1 use), the Parking Standards recommend that, for floor areas between 201m^2 and 1000m^2, car parking is provided at 1 space per 40m^2 of floor area and also that 2 commercial vehicle spaces are provided.

2.23 The proposal is for the creation of 5 flats for specialised supported living plus overnight accommodation provision for a care provider. The proposed development is intended to deliver high-quality supported accommodation for up to five individuals with learning disabilities, autism, mental health conditions, and/or physical disabilities, including wheelchair users. The Parking Standards provides guidance for supported living developments for the elderly but provides none for other types of supported living developments. Nevertheless, it is considered that a supported living scheme designed for people with disabilities would be similar in nature, in terms of likely parking demand, to one that caters for the elderly. Few, if any, of the residents would have access to a car and parking demand would primarily be dictated by staff and visitors.

2.24 The Parking Standards recommendation for assisted living developments for the elderly[1] is as follows:

- 1 space per 4 units
- 1 space for warden
- 1 space per 2 ancillary staff
- 1 visitor space per 4 units

[1] Self contained dwellings for elderly persons (wardened)

2.25 The Highway Authority's consultation response considers the possibility that the five flats could be used as general housing at some future date. On that basis, the Parking Standard requirement for general residential use should be considered. The recommended parking provision is that one car parking space per bedroom is available. This equates to 6 spaces in total for the proposed development.

3 Existing Conditions

3.1 140 Caerleon Road is situated at the corner of Caerleon Road and Morden Road. It occupies a site that is approximately 0.04 hectatares in area and comprises a two storey building that provides some 264m^2 of floor area. To its rear, accessed from Morden Street, is a detached garage and yard area.

Figure 2 Existing Garage & Yard Area

3.2 The property was most recently occupied by a funeral directors company and this falls within the A1 planning land use classification for shops, hairdressers, undertakers, travel and ticket agencies, post offices (but not sorting offices), pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners and funeral directors.

3.3 For the existing A1 / shop use the Council's Parking Standards recommend that car parking is provided at 1 space per 40m^2 of floor area and also that 2 commercial vehicle spaces are provided. This equates to 7 (6.6) car parking spaces for the 264m2 floor area plus 2 commercial vehicle spaces.

3.4 If it is assumed that the garage and yard area accessed from Morden Street provides the 2 commercial vehicle parking spaces recommended by the Parking Standards, then the 7 car parking spaces also recommended must be accommodated off-site, on the surrounding streets.

Parking Stress Survey

3.5 A parking stress survey was undertaken on Tuesday 2nd September 2025 with daytime and night-time snapshot observations taken. The daytime observations were taken to reflect the periods when parking demand from the existing shop use and also staff and visitor movements for the proposed development would be at their peak. The night-time observations were taken to record residential parking demand in the area at a time when most residents would be at home.

3.6 The survey extended around 200m in all directions from the application site, representing a distance of up to around a 2 minute walk. This included sections of Caerleon Road, Morden Road, Somerset Road, Annesly Road and York Street.

3.7 Within the survey area it is calculated that there are a total of 219 on-street car parking spaces available. This includes 2 spaces that are dedicated for blue-badge holders. The total also includes 4 spaces where single yellow lines prevent parking during daytime hours. Parking capacity is therefore reduced to 215 spaces during the day.

3.8 The survey recorded 155 parked cars during the daytime. This represents 72% of the 215 space capacity, with room to accommodate a further 60 parked cars.

3.9 At night a total of 181 parked cars were recorded, representing 83% of the 219 space capacity, with room to accommodate another 38 cars.

3.10 The survey data is provided in full in Appendix 2.

Appendix 2 Parking Stress Survey

4 Proposed Development

4.1 The proposal is for the creation of 5 flats for specialised supported living plus overnight accommodation provision for a care provider. The proposed development is intended to deliver high-quality supported accommodation for up to five individuals with learning disabilities, autism, mental health conditions, and/or physical disabilities, including wheelchair users.

4.2 The scheme is carefully designed to provide a safe, accessible, and supportive living environment tailored to the complex and varied needs of its residents. It includes two fully DDA and Part M compliant units to ensure full accessibility for wheelchair users and those with mobility impairments. This type of accommodation offers a genuine alternative to institutional care, allowing residents to live more independently within the community while receiving the assistance they need. Specialist Supported Housing (SSH) not only delivers significantly improved outcomes for vulnerable individuals but also contributes to savings for the public purse by reducing reliance on costlier forms of care provision.

4.3 Each resident will receive continuous, round-the-clock support, with a care provider available on site 24-hours a day, seven days a week, to meet their specific needs.

4.4 Two off-street car parking spaces will be provided. This is an amendment to the originally submitted scheme that provided only one space. A covered and secure cycle store is also provided.

4.5 As is described in 2.23 it is considered that the Council's Parking Standards' recommendations for assisted living developments for the elderly most closely align to the characteristics of this development. Based on those recommendations, the calculated parking requirement for the proposed development is as follows:

Parking Standard Recommendation	No of Units / Staff	Development Requirement
1 Space per 4 units	5 units	1 space
1 Space for warden		1 space
1 space per 2 ancillary staff	0 ancillary staff	0 spaces
1 visitor space per 4 units	5 units	1 space
	Total	**3 spaces**

Table 1 Parking Standards Calculation - Assisted Living

4.6 The Parking Standards calculation suggest that the parking provision for the development is for three spaces. With two off-street parking spaces provided this would mean that one parking space would need to be accommodated on the surrounding streets. The parking stress survey described in the previous section provides evidence that this can easily be accommodated both during the day and at night.

4.7 In reality, it is unlikely that any of the residents will be car owners having need for parking space due to their disabilities. Parking demand will therefore be limited to that generated by staff and visitors. There will be one member of staff present at all times and the two off-street parking spaces provided will cater for shift changover times assuming that both staff members drive to work. Outside of shift changover times there will be one off-street parking space available for visitors, assuming the member of staff on duty has driven to work or two spaces available if that staff member has walked, cycled or commuted by public transport.

4.8 The Highway Authority's consultation response also considers the possibility that the development could be used as general housing at some future date. On that basis, the Parking Standard requirement for general residential use should be considered. The recommended parking provision is that one car parking space per bedroom is available. This equates to 6 spaces in total for the proposed development. With two off-street parking spaces provided there would be a shortfall of four spaces, which would need to be accommodated on surrounding streets.

5 Summary & Conclusion

5.1 In summary this Parking Appraisal has demonstrated that:

- Applying the Council's adopted Parking Standards recommendations:
    - The existing use of the site (A1 / Shop) requires 7 car parking spaces and two commercial vehicle spaces. Two commercial vehicles can be accommodated in the existing garage and yard. The 7 car parking spaces cannot be occupied on site and must therefore be accommodated on surrounding streets. There is a shortfall of 7 spaces therefore.
    - The proposed development requires 3 parking spaces. Two are provided within the site and one must be accommodated on surrounding streets, representing a shortfall of only one space.
    - On the basis that the development may one day be used for general housing the proposed development would generate the need for 6 parking spaces. Two are provided within the site and four must be accommodated on surrounding streets. A shortfall of four spaces.
- The parking demand of the proposed use (whether assessed as assisting living or as general housing) is lower than that of the existing and places less demand for on-street parking. This will result in improved highway conditions.
- Given the specific nature of the proposed assisted living development, where residents are unlikely to have access to a car, the proposed two off-street parking spaces are adequate to accommodate the likely peak demand that will occur at shift changeover times.
- A parking survey provides evidence that, overnight, there exists room to accommodate up to 38 additional parked cars on surrounding streets within around a 2-minute walk of the site. During daytime hours there is less demand for on-street parking in the area with room to accommodate an additional 60 cars within the area surveyed.

5.2 It is concluded therefore that the proposed development, compared to the permitted use of the site, will bring about a reduction in overall parking demand and a reduction in demand for on-street parking spaces. It is considered that the proposed off-street parking space will adequately accommodate the requirements of the development.

5.3 As such it is considered that there are no transport related issues that should prevent planning permission for the proposed development from being granted.

Appendix 1 Highway authority Consultation Response

Highway Response

Ref: RECON 25/0425 **Date: 15/07/25**

PROPOSAL: **DEMOLITION OF THE EXISTING GARAGE AND ERECTION OF TWO-STOREY EXTENSION AT THE REAR TOGETHER WITH THE CHANGE OF USE THE FORMER FUNERAL DIRECTORS (A1) TO FACILITATE THE CREATION OF NO.5 FLATS FOR SPECIALISED SUPPORTED HOUSING WITH OVERNIGHT ACCOMMODATION FOR CARE PROVIDER**

SITE: **140 Caerleon Road Newport NP19 7GS**

Case Officer: Grant Hawkins

Highway Officer: Kevin Jackson

Following receipt of further information, we would update our comments as follows.

Highway recommendation:
Objection on grounds of parking policy.

Highway Comments:
The location is accepted as a sustainable one and electric vehicle charging and cycle parking are proposed but not detailed. These should be secured by way of condition.

It is difficult to assess the parking requirements, but only one space is proposed. Further information has been requested and received. Whilst it helps to clarify the situation, it makes it clear that staffing is higher than originally thought and parking is not sufficient.

From the application form it appears there are more than two staff during the day and accommodation for one overnight. This appears to be the minimum and could be exceeded.
Shifts are 12 hours changing at 8am/pm. Presumably there would be overlap with incoming staff briefed or at least present before the outgoing team can leave.

The parking SPG suggests one space per full time staff and one per three non-resident staff for similar uses. It also suggests parking based on bed numbers, which could provide for visitors and residents.

We accept that there would be no requirement for the proposed residents but are unable to condition that the residents can be regulated to prevent future residents that may drive. We also note that the permission is for flats and must base the assessment upon that.

We note that the operator suggests that staff would cycle, car share or use public transport. Again, however there is no control, and we cannot be assured of this. We must assume, modal share in line with national trends.

At this time, we would estimate that four spaces are probably needed to meet the demands of various staff, assuming some cross-over and use of other modes.

We would also require 6 spaces (including visitor) for the 5 flats, based on the SPG. (avoiding double counting the staff flat).

A parking survey has been submitted but does not effectively support the application. It shows that parking stresses are very high in the area and whilst there may be some spaces available the photos are not date stamped and or clear enough to determine how many spaces are available. In fact, many photos do not appear to show any spaces available.

The daytime survey would be the most relevant to staff parking as there is only one member of staff at night and there is a space provided on site. The residents parking would need to be demonstrated from the overnight survey.

Whilst it is a given that the previous use created parking demand, we are unable to evaluate it, and it must be noted that it had more parking within curtilage, most of which is lost. It may or may not have generated some on street parking.

The change of use and parking therefore results in a shortfall in parking, which relies upon street parking availability. The survey does not demonstrate that capacity is available on street, therefore we would raise an objection based on parking policy requirements. Other matters could be addressed via conditions.

Appendix 2 Parking Stress Survey

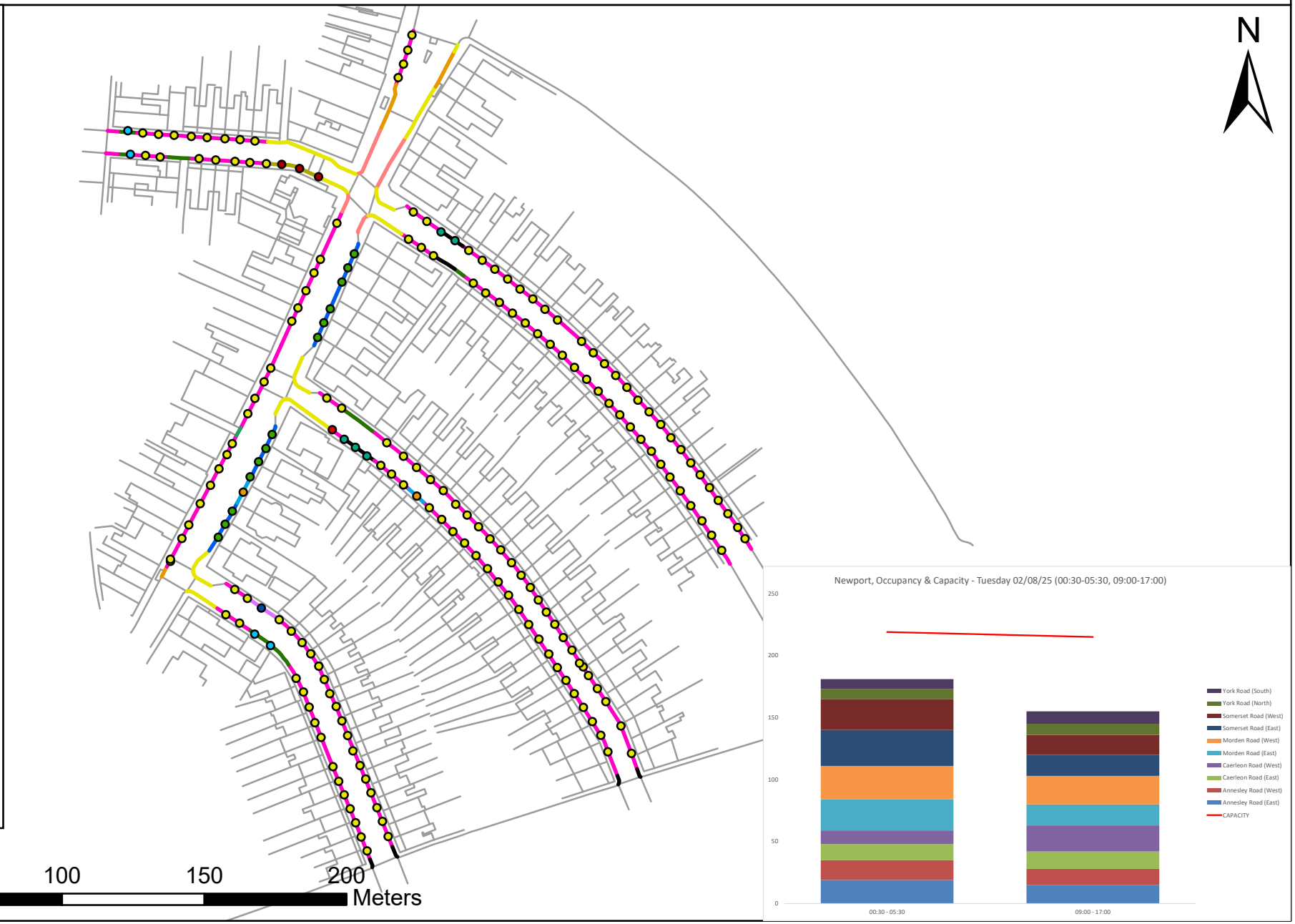
Newport - Tuesday 02nd September 2025 (00:30-05:30, 09:00-17:00)
Occupancy & Capacity

Parking Location
CLASS

- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- Miscellaneous
- Parallel Bay
- Single yellow line
- Unclassified

Classified links
CLASS

- Access/Junction
- Bus Stop
- Disabled
- Double yellow lines
- Dropped Kerb
- I-Bar
- Miscellaneous
- Parallel Bay
- Single yellow line
- Unclassified
- Zig zag



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

RESULTS TAB

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

PARKING TAB

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

CAPACITY

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

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

Road Width :- The width of the road has been accurately measured on GIS using OS background mapping. If a street measures less than or equal to 7m in width, it is not suitable for parking on one side, and that side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column “Unsuitable for Parking”. If a street measures less than or equal to 5m in width, it is not suitable for parking on both sides, and each side will have a capacity of 0 (unless there are designated bays like disabled bays) and a note will be logged within the NOTES column “Unsuitable for Parking”. These calculations are based on the average width of a car, which is 2.5m.

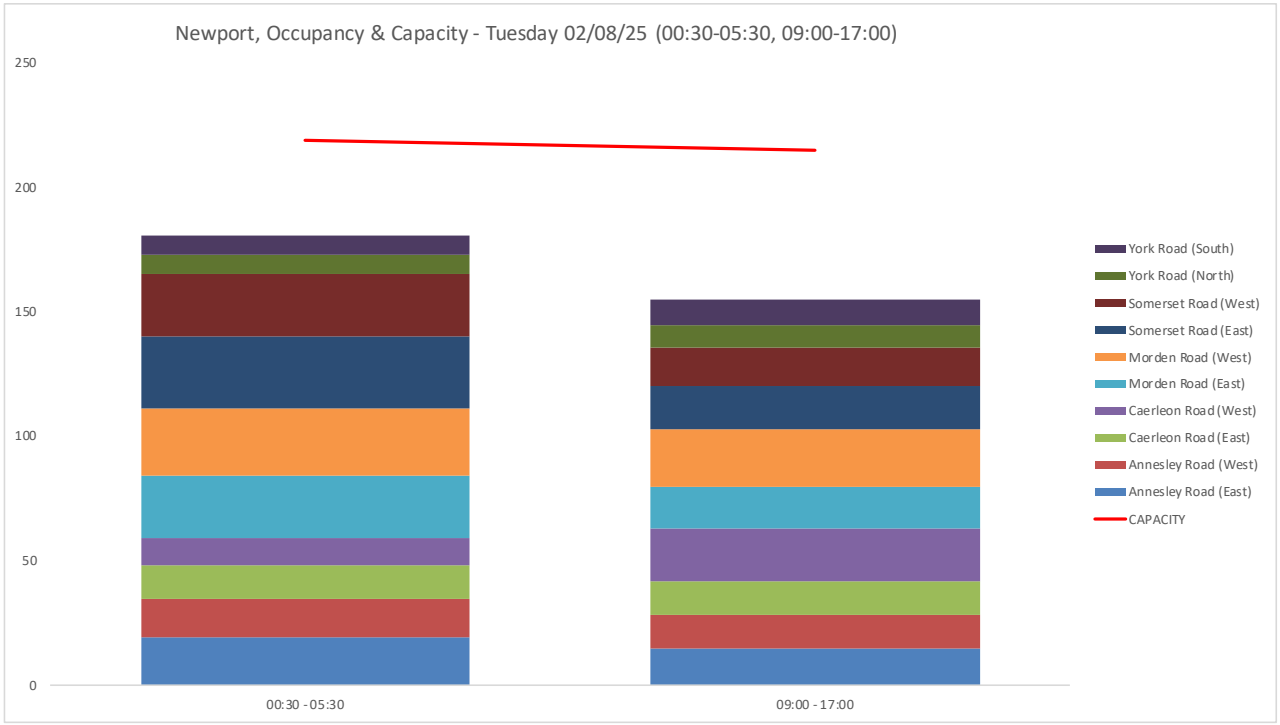
LINKS CLASSIFIED

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

STRESS LEVEL

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

Vehicle Occupancy by Link		
TIME PERIOD / LINK	00:30 - 05:30	09:00 - 17:00
Annesley Road (East)	19	15
Annesley Road (West)	16	13
Caerleon Road (East)	13	14
Caerleon Road (West)	11	21
Morden Road (East)	25	17
Morden Road (West)	27	23
Somerset Road (East)	29	17
Somerset Road (West)	25	16
York Road (North)	8	9
York Road (South)	8	10
OCCUPANCY	**181**	**155**
CAPACITY	**219**	**215**



Length of Classifications by Link (Metres)

Link	Access/Junctio	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Miscellar	Parallel Bay	Single yellow l	Unclassified	Zig zag	Grand Total
Annesley Road (East)	0.00	0.00	0.00	8.65	3.96	0.00	10.64	0.00	0.00	102.10	0.00	**125.34**
Annesley Road (West)	0.00	0.00	0.00	12.44	3.00	19.26	0.00	0.00	0.00	87.11	0.00	**121.80**
Caerleon Road (East)	0.00	13.89	8.00	48.25	0.00	0.00	0.00	80.65	0.00	0.00	26.94	**177.74**
Caerleon Road (West)	3.00	20.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	156.20	24.28	**203.78**
Morden Road (East)	0.00	0.00	0.00	7.89	3.11	11.34	0.00	0.00	0.00	164.18	0.00	**186.53**
Morden Road (West)	0.00	0.00	6.66	20.80	16.80	0.00	0.00	0.00	0.00	138.55	0.00	**182.81**
Somerset Road (East)	0.00	0.00	0.00	10.75	10.54	0.00	0.00	0.00	0.00	161.76	0.00	**183.05**
Somerset Road (West)	0.00	0.00	0.00	13.58	8.18	3.91	0.00	0.00	0.00	153.19	0.00	**178.85**
York Road (North)	0.00	0.00	0.00	34.85	0.00	4.80	0.00	0.00	0.00	51.64	0.00	**91.30**
York Road (South)	0.00	0.00	0.00	10.57	0.00	12.91	0.00	0.00	20.95	43.97	0.00	**88.40**
Grand Total	**3.00**	**34.18**	**14.66**	**167.79**	**45.58**	**52.22**	**10.64**	**80.65**	**20.95**	**1058.69**	**51.22**	**1539.59**

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

Link	Access/Junctio	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Miscellar	Parallel Bay	Single yellow l	Unclassified	Zig zag	Grand Total
Annesley Road (East)	0	0	0	0	0	0	0	0	0	20	0	**20**
Annesley Road (West)	0	0	0	0	0	0	0	0	0	16	0	**16**
Caerleon Road (East)	0	0	1	0	0	0	0	14	0	0	0	**15**
Caerleon Road (West)	0	0	0	0	0	0	0	0	0	29	0	**29**
Morden Road (East)	0	0	0	0	0	0	0	0	0	32	0	**32**
Morden Road (West)	0	0	1	0	0	0	0	0	0	26	0	**27**
Somerset Road (East)	0	0	0	0	0	0	0	0	0	31	0	**31**
Somerset Road (West)	0	0	0	0	0	0	0	0	0	29	0	**29**
York Road (North)	0	0	0	0	0	0	0	0	0	9	0	**9**
York Road (South)	0	0	0	0	0	0	0	0	0	7	0	**7**
Grand Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**14**	**0**	**199**	**0**	**215**

Calculated Capacity by Link (Off Peak)

Link	Access/Junctio	Bus Stop	Disabled	Double yellow lines	Dropped Kerb	I-Bar	Miscellar	Parallel Bay	Single yellow l	Unclassified	Zig zag	Grand Total
Annesley Road (East)	0	0	0	0	0	0	0	0	0	20	0	**20**
Annesley Road (West)	0	0	0	0	0	0	0	0	0	16	0	**16**
Caerleon Road (East)	0	0	1	0	0	0	0	14	0	0	0	**15**
Caerleon Road (West)	0	0	0	0	0	0	0	0	0	29	0	**29**
Morden Road (East)	0	0	0	0	0	0	0	0	0	32	0	**32**
Morden Road (West)	0	0	1	0	0	0	0	0	0	26	0	**27**
Somerset Road (East)	0	0	0	0	0	0	0	0	0	31	0	**31**
Somerset Road (West)	0	0	0	0	0	0	0	0	0	29	0	**29**
York Road (North)	0	0	0	0	0	0	0	0	0	9	0	**9**
York Road (South)	0	0	0	0	0	0	0	0	4	7	0	**11**
Grand Total	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**14**	**4**	**199**	**0**	**219**

STREET NAME	NUMBER OF VEHICLES PARKED (AT) 00:30 - 05:30		
	CAP	TOT	%OCC
Annesley Road (East)	20	19	**95.0%**
Annesley Road (West)	16	16	**100.0%**
Caerleon Road (East)	15	13	**86.7%**
Caerleon Road (West)	29	11	**37.9%**
Morden Road (East)	32	25	**78.1%**
Morden Road (West)	27	27	**100.0%**
Somerset Road (East)	31	29	**93.5%**
Somerset Road (West)	29	25	**86.2%**
York Road (North)	9	8	**88.9%**
York Road (South)	11	8	**72.7%**
TOTAL	**219**	**181**	**82.6%**

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