Project number:	24062
Prepared by:	NT
Subject:	Parking Technical Note
Date:	23rd October, 2024
File name:	24062d1a

1 Introduction

1.1 Background

1.1.1 Lime Transport has been commissioned by MVR Solutions Ltd to undertake a parking survey and produce a parking justification report in support of the proposed development of 30 dwellings on land to the north-west of Kelvedon Street, Newport.

1.1.2 The location of the site is shown in **Figure 1.1** below

Figure 1.1 Site location

1.1.3 The site is currently unoccupied and it is proposed to provide a total of 30 flats with the following mix:

- 22 1-bedroom flats; and,
- 8 2-bedroom flats

1.1.4 In addition to the above, it is proposed to provide 19 cycle parking spaces, communal bin storage facilities, amenity space and a total of 30 resident parking spaces (within a dedicated parking court) together with four visitor parking spaces on-street (on Witham Street).

1.2 Scope of Technical Note

1.2.1 This Technical Note considers a number of factors to determine whether the proposed parking provision is appropriate, whilst using the land efficiently, and providing much needed new, affordable homes. The Note therefore includes consideration of the following:

- Policy context;
- Local car ownership characteristics;
- Sustainability of the site's location (including Sustainability Appraisal); and,
- Existing on-street parking stress in the vicinity of the site.

1.2.2 This note also seeks to establish peak residential parking demand within the vicinity of the site and determine whether there is spare capacity to accommodate any potential over-spill parking on-street, in the vicinity of the site.

2 Policy context

2.1 Introduction

2.1.1 Current policies encourage active travel, which is about 'living locally' and giving people the ability to access most of their needs within a short walk or cycle from their home, with safe access to cycling and local public transport options. The current national planning policies promote car-lite developments, particularly those in accessible locations.

2.2 Planning Policy Wales 11 (February 2021)

2.2.1 Planning Policy Wales 11 (PPW) states that the planning system should enable people to access services and jobs more efficiently through shorter and more sustainable journeys. The planning system can improve choice in transport and secure accessibility, which supports sustainable development, improves health and physical activity and tackles causes of climate change and air pollution.

2.2.2 PPW 11 states that planning authorities will:

- '*Integrate and co-ordinate sustainable transport and land use planning;*
- *Facilitate and promote accessibility for all;*
- *Reduce the need to travel;*
- *Reduce dependency on private vehicles;*
- *Prioritise and support walking, cycling and use of public transport;*
- *Support the uptake of Ultra Low Emission Vehicles;*
- *Reduce transport related airborne pollution; and,*
- *Facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development*.'

2.2.3 In relation to parking, PPW states that car parking is a major influence on how people choose to travel, and where and how cars are parked can be a major factor in the quality of a place. A design-led approach to the provision of car parking should be taken, which ensures that parking does not dominate the development.

2.2.4 PPW highlights that parking provision should take into consideration the site location and access to local facilities, '*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'. PWW encourages that 'Planning authorities must support schemes which keep parking levels down, especially off-street parking, when well designed*.'

2.2.5 At paragraph 4.1.11, PPW states that '*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*.'

2.2.6 The document goes on to state that '*the sustainable transport hierarchy [see **Figure 2.1** below] should be used to reduce the need to travel, prevent car-dependent developments in unsustainable locations, and support the delivery of schemes located, designed and supported by infrastructure which prioritises access and movement by active and sustainable transport*.'

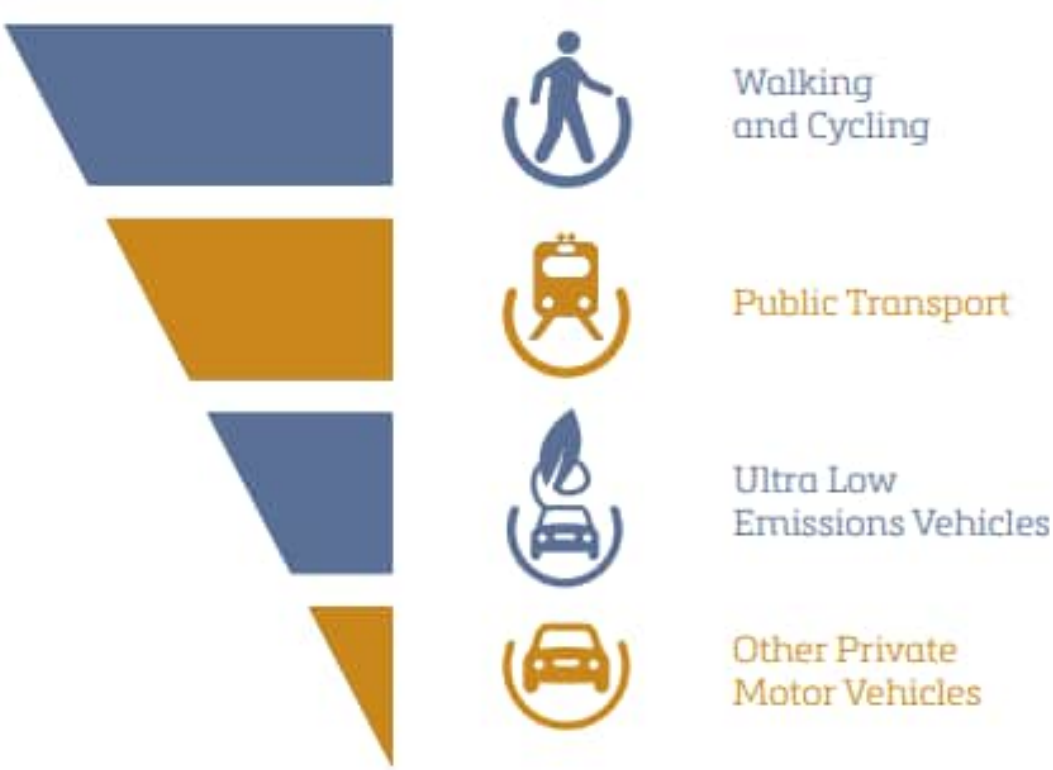


Figure 2.1 The sustainable transport hierarchy for planning

2.3 Technical Advice Note 18: Transport (March 2007)

2.3.1 Technical Advice Note 18 (TAN18) recommends that maximum parking standards should be adopted rather than minimum. It also states that *'maximum standards should not be applied so rigidly that they become minimum standards.'* Maximum standards should allow developers the discretion to reduce parking levels.

2.3.2 In addition, TAN18 states that regard should be given to:

- Public transport accessibility and opportunities or proposals for enhancement;
- Targets and opportunities for walking and cycling;
- Objectives for economic development including tourism; and,
- The availability in the general area of safe public on- and off-street parking provision.

2.4 Newport Local Development Plan 2011-2026 (January 2015)

2.4.1 Newport's Local Development Plan (LDP) was adopted in January 2015. It provides the statutory framework of the development and use of land within Newport over the Plan period.

2.4.2 To achieve the document's overarching objectives, the LDP provides a number of strategic policies, including SP1 Sustainability. This requires proposals to make a positive contribution to sustainable development by concentrating development in sustainable locations on brownfield land within the settlement boundary. Proposals will be assessed as to their potential contribution to providing integrated transportation systems, as well as encouraging the co-location of housing and other uses, including employment, which together will minimise the overall need to travel, reduce car usage and encourage a modal shift to more sustainable modes of transport.

2.5 Newport City Council Parking Standards Supplementary Planning Guidance (August 2015)

2.5.1 Parking standards are guidelines that form a consistent basis for discussion between developers applying for permission and the local planning authority. It is recognised that situations arise where local circumstances justify a variation from the standards. It is important to consider local car ownership data, access to local facilities and the availability of alternative means of travel when determining the appropriate level of parking.

2.5.2 The adopted parking standards consider public transport accessibility and opportunities for walking and cycling when determining parking requirements. The standards divide the authority into six defined zones, each with differing designated levels of parking requirement for development management purposes.

2.5.3 The standards state that 'In assessing the parking requirements for a particular development, the planning authority will need to take into account a number of factors in relation to the development and its location.' These include:

- Accessibility to and the service provided by the public transport system;
- Accessibility by walking and cycling; and,
- Accessibility to and the availability of public and/or private car parking space in the vicinity.

2.5.4 The site falls into Zone 3 (Urban) of the defined parking zones, and the **maximum** policy standards are as follows:

- Residents – one space per bedroom (up to three spaces)
- Visitors – one space per five units

2.5.5 It should be noted the standards state that 'for development where clear evidence has been supplied that car ownership levels will be lower than normal, a more flexible approach to numbers of parking spaces may be taken.'

3 Existing situation and sustainability of the site's location

3.1 Car ownership

3.1.1 Car ownership data from the 2021 Census has been used to establish the local car ownership rates for existing residents with the vicinity of the proposed development.

3.1.2 The proposed development site is situated within Lower Super Output Area (LSOA) Newport 013D. LSOA are geographical areas built from contiguous output areas, which are consistent in population size. Between four to six output areas make up an LSOA, and between four to six LSOA make up a Middle Super Output Area (MSOA).

3.1.3 In the LSOA in which the site is located, car ownership (for all dwelling types, tenures and sizes) is 1.01 cars/vans per household. This is slightly lower to that of the MSOA (1.05), and lower than that of Newport as a whole (1.23). This reflects the relative connectivity of the site.

3.1.4 Car ownership for flats within the LSOA is 0.66 cars/vans per dwelling, and car ownership for affordable housing within the same area is 0.53. It is, therefore, anticipated that whilst there is no specific data regarding car or van availability for affordable flats from the 2021 Census, car ownership for affordable flats within the LSOA will be appreciably lower than 0.66 cars (or vans) per household.

3.1.5 As a 'worst-case' scenario, based on a car ownership of between 0.53 and 0.66 vehicles per household, it is anticipated that future residents of the proposed development could own between 16-20 cars (or vans).

3.1.6 Based on the likely car ownership of between 16-20 cars, there is sufficient capacity on site to accommodate both residents' and visitors' parking demand without the need to provide dedicated visitor parking spaces (either on-site or on-street).

3.2 Sustainability appraisal

3.2.1 As set out in the adopted parking standards (Newport City Council Supplementary Planning Guidance: Parking Standards, August 2015), a reduction in parking requirements for residential units can be achieved for sites that meet certain criteria in terms of walking distance to local facilities, cycle routes and public transport, as well as the frequency of public transport services.

3.2.2 **Table 3.1** below sets out the results of the sustainability appraisal for the proposed development site.

Table 3.1 Sustainability appraisal

Sustainability criteria	Maximum walking distance/Service frequency		Sustainability points
Local facilities			
Corporation Road District Centre	200m		6*
Pharmacy (Well Pharmacy) (20m) Doctors (Rugby Surgery) (50m)	200m		3
Public Transport			
Bus stops: Coverack Road/Halstead Street Lilleshall Street Bilston Street	300m		3
Cycling Route			
No cycle route in proximity to the site	200m		0
Frequency of Public Transport			
Bus service(s) within 800m walking distance which operates consistently between 7am to 7pm			
5 – four services a day between 05:02 to 21:01 42 – hourly service between 05:50 to 19:08 43 – hourly service between 05:40 to 18:44 9A – two services between 20:00 to 21:36 9C – three services between 19:23 to 22:36		5mins 10mins 20mins	0
Total			**12 points**

*Access to a district centre within walking distance scores double points

3.2.3 It can be seen from the table above that the site is in close proximity to local amenities (including the Corporation Road District Centre, as defined within the Local Development Plan, 2011-2026) and it is within easy walking distance of a bus stop (although the services are only semi-frequent). The site scores a total of 12 sustainability points (>10 points) which justifies a parking reduction of two spaces per dwelling.

3.2.4 This methodology for establishing the sustainability of a site's location recognises sites in the most sustainable locations and awards the site with the highest level of parking reduction (2 spaces per dwelling). The methodology does not, however, consider property size or tenure when applying the reduction. Therefore, for smaller affordable dwellings such as this site with 30 1/2-bedroom affordable flats, the theoretical reduction based on the site's sustainability is capped to ensure that at least one parking space per property is provided.

3.2.5 Therefore, the allowable two space per dwelling reduction cannot be applied to this site. Despite recognising the highly sustainable nature of the development's location, in practice, the effect of the cap on the reduction, which is most pronounced for smaller units, negates a considerable proportion of the benefit from the award of the reduction.

3.2.6 In any instance, the following sections describe the sustainability of the site in more detail, specifically looking at local facilities within walking distance, local cycling infrastructure and public transport accessibility.

Walking

3.2.7 The Chartered Institution of Highways and Transportation (CIHT) guideline 'Providing for Journeys on Foot' indicate that the desirable walking distance for commuting and school journeys is 500m, the acceptable walking distance is 1km, and 2km is the preferred maximum. The CIHT guidelines suggest that the desirable walking distance for 'elsewhere,' including local amenities is 400m, the acceptable walking distance is 800m and 1.2km is the preferred maximum.

3.2.8 In addition to the facilities outlined in Table 3.1 above, the site is situated within acceptable walking distance of a wide range of retail, employment and leisure opportunities within Corporation Road District Centre. Most of the facilities in the city centre are situated further along Commercial Road and can be accessed via a 20-minute walk (or a 6-minute cycle journey).

Cycling

3.2.9 There are four National Cycle Network (NCN) routes in Newport (4, 47, 49 and 88), as well as a wide array of local cycle routes which provide convenient on- and off-road paths throughout the city.

Public transport

3.2.10 Newport railway station is situated approximately 3.6km northwest of the site. It provides 42 secure, covered cycle parking spaces. Approximately one train departs from the station every four minutes throughout the day (7am-7pm), including frequent services to Cardiff Central (approximately a 15-minute journey) and Bristol (approximately a 30-minute journey).

4 Parking survey methodology and results

4.1 Methodology – daytime surveys

4.1.1 In order to assess whether there is scope to accommodate any potential over-spill parking in the vicinity of the site, parking surveys were carried out on Tuesday 8th October at 8am, 10am, 12pm, 2pm, 4pm and 6pm. The surveys followed the principles set out in the London Borough of Lambeth's 'Residential Parking Survey Methodology.'

4.1.2 The surveys were carried out during the day between 8am and 6pm. This is to ensure the surveys record parking demand throughout the day and determine peak parking stress.

4.1.3 The surveys covered a two-minute walk from the site and covered all streets within 200m. This is considered a reasonable distance that a resident is prepared to leave their vehicle and walk to their home. In accordance with Lambeth's methodology, surveys were continued to the end of the street (or suitable location along a road even where this is beyond the 200m walk distance).

4.2 On-street parking surveys

4.2.1 The parking capacity and restrictions within 200m of the site has been determined in accordance with the London Borough of Lambeth's 'Residential Parking Survey Methodology', as shown on the plans in **Appendix A**.

4.2.2 The results of the daytime parking surveys were recorded per street, every 2 hours throughout the day, and by type of parking. The following parking types were noted:

- Unrestricted kerbside
- Loading restrictions (Mon-Sat 8am-5pm 1 hour No return within 2 hours)
- Parking restrictions (Mon-Sat 8am-6pm max. 2 hours, no return within 2 hours)
- Unrestricted parking bays
- Single yellow lines (no waiting Mon-Fri 8am-6pm)
- Double yellow lines
- Footway parking (fully)
- Footway parking (partially)
- Parking in a bus stop
- Parking on zig-zag lines
- Parking in front of residential garages/driveways/accesses
- Parking blocking a junction
- Double parking

4.2.3 The highest demand for parking occurred at 6pm (Tuesday 8th October 2024), with a total of 191 vehicles parked within the study area. The survey data is included in **Appendix B**, together with the number of parked vehicles and parking stress per street.

4.2.4 **Table 4.1** below indicates the total number of vehicles parked legally (time-restricted bays included) during each of the **daytime** parking beats. The parking capacity for the daytime survey is 280 cars spaces.

Table 4.1 Number of vehicles parked during the daytime beats

Time	Number of vehicles parked
8am	153
10am	167
12am	161
2pm	152
4pm	171
6pm	191

Table 4.2 Summary of the busiest daytime parking survey results (6pm)

Street/area	Total no. of parking spaces available	Total spaces used	% of parking spaces used	No. of spaces available before 85% capacity reached
Kelvedon Street	34	24	71	5
Feering Street (southern end)	3	1	33	2
Witham Street (southern end)	15	11	73	2
Willenhall Street	14	3	21	9
Dudley Street	49	36	73	6
Telford Street	0	0	0	0
Vivian Road	58	47	81	2
Corporation Road	3	3	100	0
Witham Street	50	32	64	11
Feering Street	54	34	63	12
Total	280	191	68	49

4.3 Analysis – daytime surveys

4.3.1 At the busiest time of the survey (6pm), excluding vehicles parked illegally or inappropriately, a total of 191 vehicles were parked out of 280 available spaces. This represents 68% of the available capacity. There is capacity for an additional 89 vehicles to be parked, with 49 spaces available before practical capacity is reached (at 85%).

4.3.2 Typically, practical capacity is reached when 85% of the available spaces are occupied. Above this level of parking stress, finding a space may become difficult and vehicles may need to circulate within an area. Also, depending on the layout and width of the carriageway, streets fully parked on both sides may have fewer passing places, which can affect vehicle circulation in an area and possibly access by large vehicles. Parking stress is at an average of 68% across the area, which is below the practical capacity.

4.3.3 It should be noted that in addition to the figures presented in Table 4.2, there were 24 vehicles parked either illegally, inappropriately or in front of access. These were recorded; however, they were excluded from both the demand and supply outlined in the table above as this would not reflect the actual parking stress experienced.

4.3.4 The locations of parked vehicles, including those parked illegally, was recorded during the surveys and is presented in **Appendix C**, together with photographs that were taken by the survey team.

Daytime parking demand associated with the proposed development

4.3.5 Based on local car ownership statistics (from the 2021 Census), it is anticipated that the future residents of the development could own up to 20 vehicles. As a worst-case scenario, if we assume all of these residents are at home during the day, then the parking stress on the surrounding streets would increase to 75%.

4.3.6 However, in practice, some residents will use their car to travel to work during the day and, therefore, the impact on overall parking stress would be reduced.

4.3.7 Based on the results of the daytime parking surveys, it is considered that, if the development were to be promoted as a car-free scheme, there is sufficient capacity on-street to accommodate the likely demand generated by the proposed development of 30 (1- and 2-bed) flats.

4.4 Methodology – night-time survey

4.4.1 In order to assess whether there is scope to accommodate any potential over-spill parking in the vicinity of the site, nighttime parking surveys were carried out on the nights of Wednesday 9th and Thursday 10th October 2024. The surveys followed the principles set out in the London Borough of Lambeth's 'Residential Parking Survey Methodology'.

4.4.2 The surveys were carried out on two consecutive weekday nights between 12.30am and 5.30am (excluding public and school holidays). This is to ensure that the maximum demand for residential parking was captured.

4.4.3 The highest demand for parking occurred on the first night surveyed (Wednesday 9th October), with a total of 204 vehicles parked within the study area. The survey data is included in **Appendix D**, together with the number of parked vehicles and parking stress per street.

4.4.4 **Table 4.4** below summarises the results of the surveys from the busiest night surveyed.

Table 4.4 Summary of the busiest night-time parking survey results

Street/area	Total no. of parking spaces available	Total spaces used	% of parking spaces used	No. of spaces available before 85% capacity reached
Kelvedon Street	34	7	21	22
Feering Street (southern end)	3	0	0	3
Witham Street (southern end)	15	11	73	2
Willenhall Street	14	0	0	12
Dudley Street	49	40	82	2
Telford Street	0	0	0	0
Vivian Road	58	54	93	0
Corporation Road	3	3	100	0
Witham Street	50	42	84	0
Feering Street	54	47	87	0
Total	**280**	**204**	**73**	**41**

4.5 Analysis – night-time surveys

4.5.1 On the busiest night of the surveys, 204 vehicles were parked out of 280 available spaces. This represents 73% of the available capacity. There is capacity for an additional 73 vehicles to be parked, with 41 spaces before practical capacity is reached (at 85%).

4.5.2 It should be noted that in addition to the figures presented in Table 4.4, there were 25 vehicles parked either illegally, inappropriately or in front of accesses or driveways. These were recorded; however, they were excluded from both the demand and supply outlined in the table above as this would not reflect the actual parking stress experienced.

4.5.3 The locations of parked vehicles, including those parked illegally, was recorded during the surveys and is presented in **Appendix E**, as well as photographs that were taken by the survey team**.**

4.5.4 Parking Stress along the streets immediately surrounding to the site – Kelvedon Street, Feering Street (southern end) and Witham Street (southern end) – is 35%, with 27 spaces before practical capacity is reached.

4.5.5 Based on the results of the night-time surveys, it is considered that, if the development were to be promoted as a car-free scheme, there is sufficient capacity on-street to accommodate the likely demand generated by the proposed development of 30 (1- and 2-bed) flats.

5 Summary and conclusions

5.1 Summary

5.1.1 Lime Transport has been commissioned by MVR Solutions Ltd to produce a Transport Technical Note in support of the proposed development of 30 dwellings (22 1-bed flats and 8 2-bed flats) on land to the north of Kelvedon Street, Newport.

5.1.2 The site's location, situated in Corporation Road District Centre with opportunities for the use of active travel modes imply that it is in a sustainable location and, therefore, compliant with national, regional and local policy.

5.1.3 Based on existing car ownership levels for flats in the surrounding area, it is anticipated that the future residents of the development (affordable housing) could own up to 16-20 vehicles. It is, therefore, considered that the proposed provision of 30 car parking spaces is more than sufficient to meet the likely demand (residents and visitors) generated by the proposed development.

5.1.4 The results from the daytime parking surveys show that on the busiest time of the survey (6pm 8th October 2024), 191 vehicles were parked out of 280 available spaces, which represents 68% of the available capacity. It can be seen, therefore, that there is capacity for an additional 89 vehicles to be parked, with 49 available spaces before practical capacity is reached (at 85%).

5.1.5 The results from the night-time parking surveys show that on the busiest night of the surveys (9th October 2024), 204 vehicles were parked out of 280 available spaces, which represents 73% of the available capacity. It can be seen, therefore, that there is capacity for an additional 76 vehicles to be parked, with 41 spaces before practical capacity is reached (at 85%).

5.1.6 Based on the results of the parking surveys, it is considered that, if the development were to be promoted as a car-free scheme, there is sufficient capacity on-street to accommodate the likely demand generated by the proposed development of 30 (1- and 2-bed) flats.

5.2 Conclusion

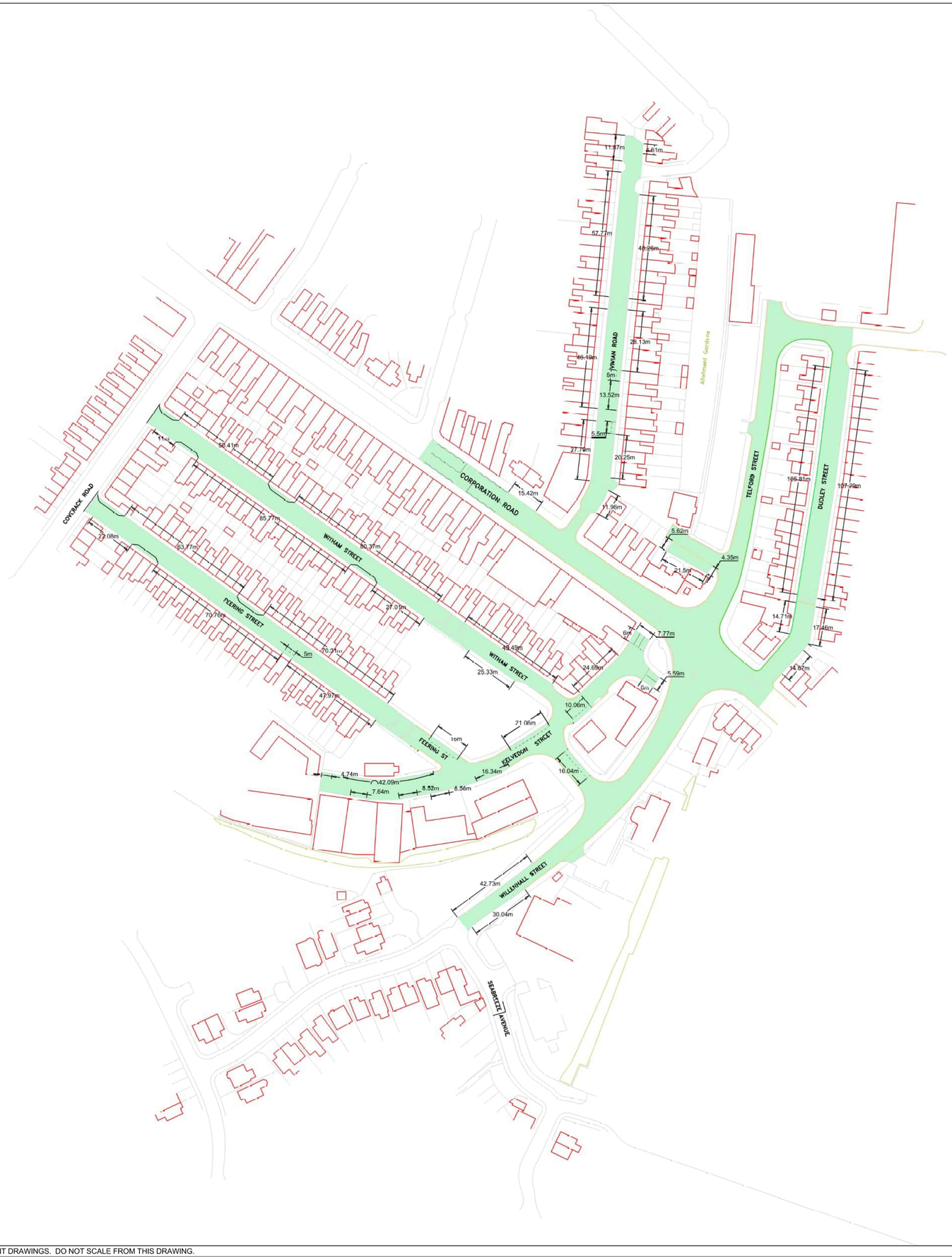
5.2.1 Overall, it is considered that based on a likely car ownership of between 16-20 vehicles, the proposed provision of 30 car parking spaces is more than sufficient to meet the demand for both residents' and visitors' vehicles on-site, without the need to provide dedicated visitor parking spaces.

5.2.2 Furthermore, in the unlikely event the development generates demand for more than 30 cars, the results of the daytime and night-time parking surveys indicated that there is sufficient capacity within the surrounding streets to accommodate visitors' vehicles without the need to provide dedicated visitor parking spaces on-street.

5.2.3 It is also considered that, if the development were to be promoted as a car-free scheme, there is sufficient capacity on-street to accommodate the likely demand generated by the proposed development of 30 (1- and 2-bed) flats.

Appendices

Appendix A



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

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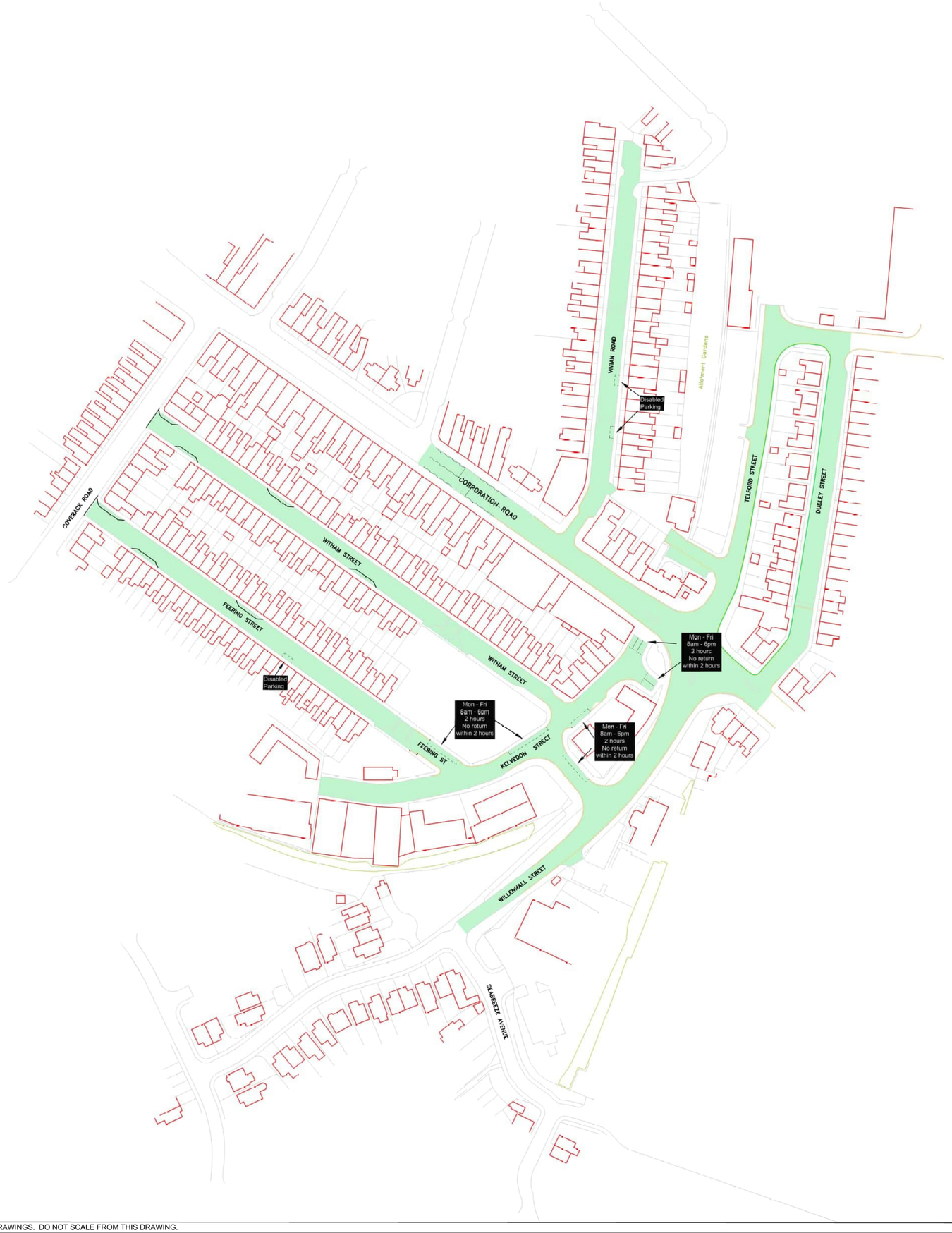
Drawing Status	Date 23/10/2024
PRELIMINARY	Scale 1:1000@A1
Project	Drawn NT
Kelvedon Road, Newport	Checked ABR
	Project No **24062**
Title	Client Project No
Parking survey; dimensions	Revision
Drawing No	
Figure 1	



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

- Double yellow line
- Parking bay
- Mon - Fri 8am - 6pm 2 hours No return within 2 hours — Parking restrictions

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

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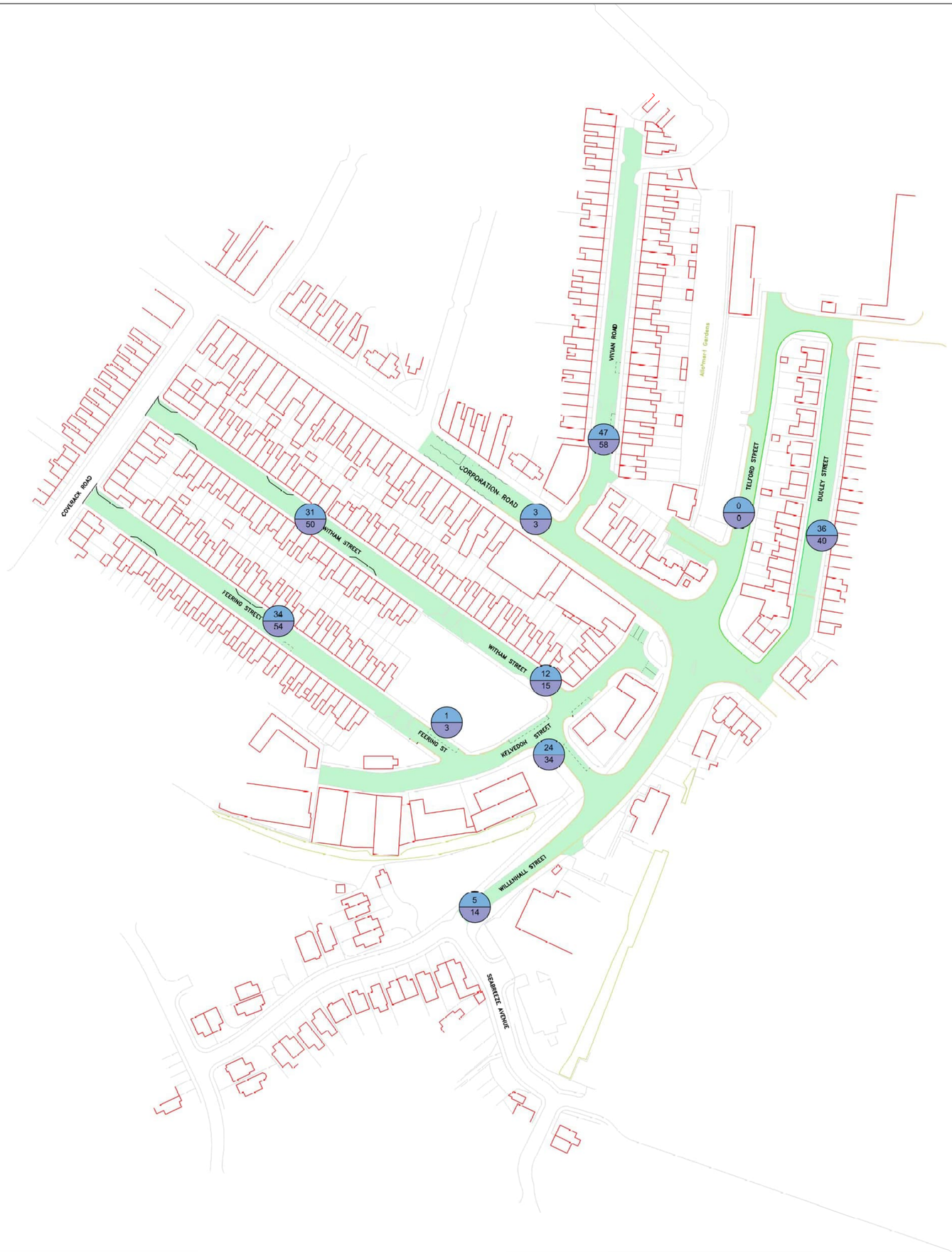
Drawing Status	Date 23/10/2024
PRELIMINARY	Scale 1:1000@A1
Project	Drawn NT
Kelvedon Road, Newport	Checked ABR
	Project No **24062**
Title	Client Project No
Parking survey; parking restrictions	Revision
Drawing No	
Figure 2	

Appendix B

8am	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	8	0	7	3	22	0	37	3	34	36	150
Time-restricted	3	0	0	0	0	0	0	0	0	0	3
Partially	3	0	0	0	0	0	1	0	3	6	13
Fully	0	0	0	0	0	0	2	1	0	0	3
Access	0	0	0	0	0	0	1	0	0	1	2
Restriction	0	0	2	0	2	0	0	0	1	0	5
Total	14	0	9	3	24	0	41	4	38	43	176
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	32	0	47	21	45	0	64	100	68	67	55
10am	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	13	0	10	4	18	0	45	3	31	30	154
Time-restricted	12	1	0	0	0	0	0	0	0	0	13
Partially	6	0	1	0	0	0	1	0	3	5	16
Fully	0	0	0	0	0	0	2	3	0	0	5
Access	0	0	0	0	0	0	2	0	0	0	2
Restriction	1	0	1	0	1	0	1	0	1	0	5
Total	32	1	12	4	19	0	51	6	35	35	195
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	74	33	67	29	37	0	78	100	62	56	60
12pm	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	15	0	10	3	22	0	44	2	25	32	153
Time-restricted	8	0	0	0	0	0	0	0	0	0	8
Partially	5	0	1	0	0	0	1	0	4	2	13
Fully	0	0	0	0	0	0	1	2	0	0	3
Access	1	0	0	0	0	0	1	0	0	1	3
Restriction	1	0	1	0	1	0	0	0	1	1	5
Total	30	0	12	3	23	0	47	4	30	36	185
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	68	0	67	21	45	0	76	67	50	59	58

2pm	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	16	0	9	0	22	0	46	3	23	28	147
Time-restricted	5	0	0	0	0	0	0	0	0	0	5
Partially	4	0	1	0	0	0	1	0	2	5	13
Fully	0	0	0	0	0	1	1	2	0	0	4
Access	2	0	0	0	0	0	1	0	0	1	4
Restriction	1	0	1	0	1	1	0	1	1	0	6
Total	28	0	11	0	23	2	49	6	26	34	179
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	62	0	60	0	45	0	79	100	46	52	54
4pm	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	15	0	7	3	28	0	49	3	26	32	163
Time-restricted	8	0	0	0	0	0	0	0	0	0	8
Partially	2	0	1	0	0	0	1	0	4	6	14
Fully	0	0	0	0	0	0	1	0	0	0	1
Access	2	0	0	0	0	0	1	0	0	1	4
Restriction	3	0	1	0	1	1	0	1	1	0	8
Total	30	0	9	3	29	1	52	4	31	39	198
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	68	0	47	21	57	0	84	100	52	59	61
6pm	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	15	1	11	3	36	0	47	3	32	34	182
Time-restricted	9	0	0	0	0	0	0	0	0	0	9
Partially	3	0	1	0	0	0	1	0	2	6	13
Fully	0	0	0	0	0	0	1	0	0	0	1
Access	0	0	0	0	1	0	2	0	0	2	5
Restriction	1	0	0	0	3	0	0	0	1	0	5
Total	28	1	12	3	40	0	51	3	35	42	215
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	71	33	73	21	73	0	81	100	64	63	68



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

- Double yellow line
- Parking bay
- Study area
- Occupied spaces
- Available spaces

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

5A Andrews Buildings
Penarth, CF64 2AA
Tel 029 2070 0924

mail@limetrancport.com
www.limetransport.com

Drawing Status	Date 23/10/2024
PRELIMINARY	Scale 1:1000@A1
Project	Drawn NT
Kelvedon Road, Newport	Checked ABR
	Project No **24062**
Title	Client Project No
Parking survey; number of cars parked daytime	Revision
Drawing No	
Figure 3	

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

- Double yellow line
- Parking bay
- 73% Percentage of occupied spaces
- Study area

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 23/10/2024

Scale: 1:1000@A1

Project: Kelvedon Road, Newport

Drawn: NT

Checked: ABR

Project No: **24062**

Title: Parking survey; percentage of cars parked daytime

Client Project No:

Revision:

Drawing No: Figure 4

Appendix C

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Vehicles parked

Vehicles parked illegally or private parking or in front of garages/gates or double parked

Vehicles partially or fully parked on kerbs

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 23/10/2024

Scale: 1:1000@A1

Project: Kelvedon Road, Newport

Drawn: NT

Checked: ABR

Project No: **24062**

Title: Parking survey; percentage of cars parked daytime

Client Project No:

Revision:

Drawing No: Figure 7

Kelvedon Road


PRIVATE AMBULANCE

Feering Street

Witham Street

Corporation Road

Vivian Road

Telford Street

Dudley Street

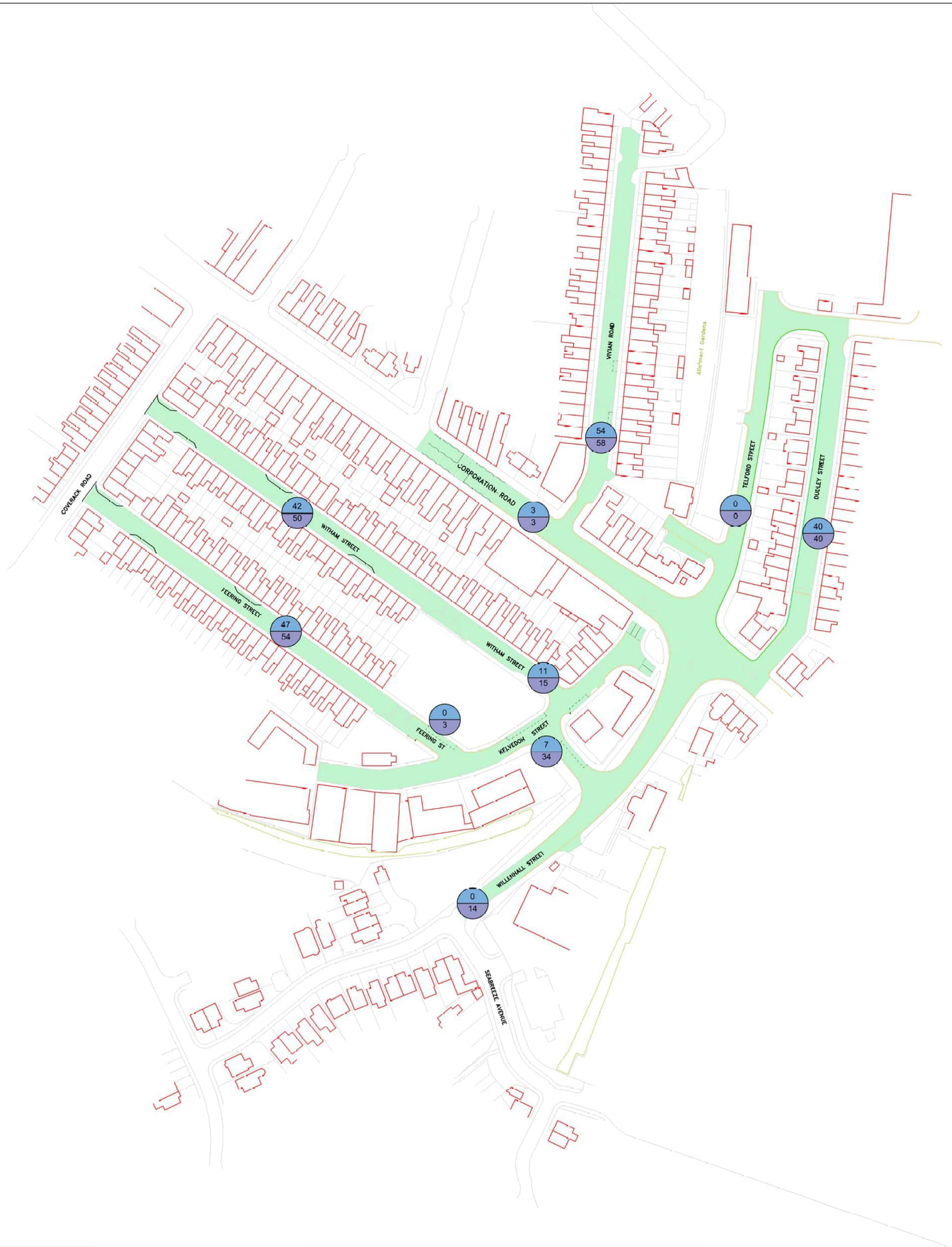
Willenhall Street

Witham Street (southern end)

Feering Street (southern end)

Appendix D

Wednesday night 9th	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	7	0	11	0	40	0	54	3	42	47	204
Time-restricted	0	0	0	0	0	0	0	0	0	0	0
Partially	0	0	0	0	0	0	5	0	5	9	19
Fully	0	0	0	0	0	0	0	1	0	0	1
Access	0	0	0	0	0	0	0	0	0	0	0
Restriction	0	1	0	0	1	0	1	1	1	0	5
Total	7	1	11	0	41	0	60	5	48	56	229
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	21	0	73	0	82	0	93	100	84	87	73
Thursday night 10th	Kelvedon	Feering (south)	Witham (south)	Willenhall	Dudley	Telford	Vivian	Corporation	Witham	Feering	Total
Legally	7	0	11	0	40	0	54	3	44	46	205
Time-restricted	0	0	0	0	0	0	0	0	0	0	0
Partially	0	0	0	0	0	1	5	0	3	8	17
Fully	0	0	0	0	0	0	0	1	0	0	1
Access	0	0	0	0	0	0	0	0	0	1	1
Restriction	0	1	0	0	1	0	1	2	1	0	6
Total	7	1	11	0	41	1	60	6	48	55	230
Parking spaces	34	3	15	14	49	0	58	3	50	54	280
Parking stress (%)	21	0	73	0	82	0	93	100	88	85	73



GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

- Double yellow line
- Parking bay
- Study area
- Occupied spaces
- Available spaces

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

lime TRANSPORT

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Drawing Status	Date 23/10/2024
PRELIMINARY	Scale 1:1000@A1
Project	Drawn NT
Kelvedon Road, Newport	Checked ABR
	Project No **24062**
Title	Client Project No
Parking survey; number of cars parked night-time	Revision
Drawing No	
Figure 5	

THIS DRAWING MUST BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

- Double yellow line
- Parking bay
- 82% Percentage of occupied spaces
- Study area

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status	Date 23/10/2024
PRELIMINARY	Scale 1:1000@A1
Project	Drawn NT
Kelvedon Road, Newport	Checked ABR
	Project No **24062**
Title	Client Project No
Parking survey; percentage of cars parked night-time	Revision
Drawing No	
Figure 6	

Appendix E

GENERAL NOTES

1. This drawing to be read in conjunction with all relevant civil engineering drawings.

LEGEND

Vehicles parked

Vehicles parked illegally or private parking or in front of garages/gates or double parked

Vehicles partially or fully parked on kerbs

NOT FOR CONSTRUCTION

Rev	Date	Description	Drawn	Check

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Drawing Status: PRELIMINARY

Date: 23/10/2024

Scale: 1:1000@A1

Project: Kelvedon Road, Newport

Drawn: NT

Checked: ABR

Project No: **24062**

Title: Parking survey; percentage of cars parked night-time

Client Project No:

Revision:

Drawing No: Figure 8

Kelvedon Road

Witham Street (southern end)

Dudley Street

Corporation Road

Feering Street

Witham Street