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Minor Material Amendment (Section 70) to Planning Permission 135684/JO/2022

7 Rainforth Street, Longsight, Manchester

Highways Technical Note

Prepared on behalf of:

KAAM Limited

FOCUS TRANSPORT PLANNING

Pentland House,
Village Way
Wilmslow, SK9 2GH
Company no: 11465973

0161 8264631
www.focustp.co.uk

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of KAAM Limited to consider relevant highways and transport matters associated with a Minor Material Amendment (Section 73) Application to Planning Permission 135684/JO/2022. The scheme relates to 7 Rainforth Street, Longsight, Manchester.

1.1.2 Planning Permission was granted in January 2020 for the change of use of 7 Rainforth Street, Longsight, Manchester, to provide 8 apartments within the upper floors, including the insertion of an additional floor within the fabric of the existing building (Planning Reference: 126006/FO/2020). Condition 8 of this approval required the provision of 8 off-site car parking for use by residents.

1.1.3 Subsequent to this, Planning Permission was granted in December 2022 (Planning Reference 135684/JO/2022) for the variation of conditions 2, 3, 4, 5, 6, 8, 10 and 14 attached to Planning Permission referenced 126006/FO/2020. The varied conditions sought, amongst other matters, to reduce the overall number of residential units from 8 to 6 units, with a corresponding reduction in off-site parking provision from 8 to 6 spaces.

1.1.4 The Applicant now wishes to vary the current consent (Planning Reference 135684/JO/2022), to remove parking from the scheme.

1.1.5 The scope and nature of matters considered within this HTN report reflects the extent of highways issues that are anticipated as being of material interest to officers of the local planning & highway authority, Manchester City Council (MCC).

1.2 Report Structure

1.2.1 The structure of the remainder of this HTN is therefore as follows:

- Chapter 2 considers the location and historical use of the site, sets out relevant planning policy, provides a review of the local highway network including results of a local parking beat survey and local accident history;
- Chapter 3 provides an audit of the site's accessibility by alterative travel modes to the private car;
- Chapter 4 provides a review of the key elements of the application scheme;
- Chapter 5 provides a review of travel demand associated with the proposals;
- Chapter 6 provides rationale for the proposed car parking strategy, based on the combined effects of the highly sustainable nature of the site, limited requirement for parking based on car ownership statistics/demographic of the development and precedent of other similar sites.
- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY

2.1 Site Location & Existing Access

2.1.1 The application site represents a building at 7 Rainforth Street, Longsight, Manchester. The location of the application site is illustrated in **Figure HTN1** to this report. This highlights that the site is located close to Longsight Market and the effective centre of the Longsight local retail zone (junction of A6 Stockport Road / Dickenson Road / Stanley Grove). The Longsight retail zone offers a wide range of retail opportunities including supermarket, fast food, convenience stores and other typical high street uses such as banks & pharmacies, along with key community facilities such as a library, medical centre, council offices and community centre. It therefore provides a key local centre function, offering the potential for trip linkages between different uses.

2.1.2 The application site is located to the northern end of Rainforth Street, within 35m of the local shopping street of Dickenson Road and Longsight Market.

2.2 Existing Land Use & Planning History

2.2.1 The site represents a 4-storey building, with each floor providing circa 140sqm floor area. The building historically comprised ground floor retail use and store/warehouse/office on the upper floors, with no car parking at the site. The ground floor retail use remains, with upper floors having now been granted planning permission to be converted into residential use, firstly for 8 apartments (Planning Reference: 126006/FO/2020), and subsequently for 6 apartments (Planning Reference 135684/JO/2022).

2.2.2 The historic use of floors 1-3 of the building (i.e. the element which is to be converted to apartments) is considered to be of key importance noting that this comprised a total of 420sqm GFA and could have resulted in a reasonable level of car trips and associated car parking demand.

2.3 Relevant Planning Policy

National Planning Policy

2.3.1 Paragraphs 110 and 113 to September 2023 National Planning Policy Framework (NPPF) provide guidance on the nature and detail of transport appraisal to be carried out to support development and those key matters to be considered when determining the suitability of development proposals.

2.3.2 Ultimately NPPF concludes the following with respect to the technical consideration of highways and transport related effects:

> ***"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe." (Para 111)***

2.3.3 Paragraph 111 to the NPPF is considered to be of key importance in the context of the assessment of the operation of the immediate local highway network. The NPPF clearly identifies that development should only be refused in those cases where highways impact would be 'severe' (our underlining) - which is typically understood to mean situations where development is likely to result in a material detrimental 'step change' in circumstances when compared to predicted Baseline / 'Do-Nothing' conditions. Should the operational effects as a consequence of development traffic be more marginal in nature, then highway authorities are directed not to seek to prohibit development on highways and traffic grounds.

Local Planning Policy: Local Development Framework Core Strategy

2.3.4 The adopted development plan for Manchester is the Local Development Framework Core Strategy (July 2012), which covers the period 2012 - 2027.

2.3.5 Policy SP1 'Spatial Principles' to the Core Strategy sets out the key matters that will guide development in the City during the plan period to 2027. One of these core spatial principles is to ensure that:

'New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.'

2.3.6 In addition, policy SP1 goes on to state that developments in all parts of the city should create well designed places that:

'improve access to jobs, services and education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision'.

2.3.7 The key transport related policy in the Core Strategy to the consideration of the application scheme is Policy T1 'Sustainable Transport' which states that the Council will support proposals that improve choice by development alternatives to the car, in order to encourage a modal shift away from car travel. Policy T1 in full states:

"T1 Sustainable Transport

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- ***Improve choice by developing alternatives to the car.***
- ***Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.***
- ***Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.***
- ***Improve pedestrian routes and the pedestrian environment.***
- ***Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).***
- ***Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.***
- ***Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.***
- ***Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.***

- ***Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.***
- ***Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:***

  1. ***pedestrians and disabled people***
  2. ***cyclists, public transport,***
  3. ***commercial access,***
  4. ***general off-peak traffic,***
  5. ***general peak time traffic."***

2.3.8 In addition to Policy T1, Core Strategy Policy T2 'Accessible Areas of Opportunity & Need' identifies that the Council will actively manage pattens of development to ensure that new development is easily accessible by walking, cycling and public transport, connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

2.3.9 Policy T2 also states that all new developments in District Centres will provide 'appropriate; parking facilities, taking into account the guidance in Appendix B. Appendix B does not provide residential parking standards, and it is noted that individual site circumstances should be taken into account to establish what level of parking is appropriate.

Local Planning Policy: Guide to Development in Manchester Supplementary Planning Document (SPD) & Planning Guidance (April 2007)

2.3.10 The key accessibility matters highlighted above and the need for appropriate assessment and supporting management of travel, are further reinforced by the April 2007 'Planning Guidance' SPD. This document sets out the core development principles that apply to new developments in Manchester. Paragraph 2.22 and 2.23 of the document note that:

> ***"In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.'***
>
> ***….hierarchy of road users which gives priority to pedestrians, disabled people and then cyclists… the aim will be to cater for the needs of those who use the area, rather than pass through it."***

Local Planning Policy: Greater Manchester Transport Strategy 2040

2.3.11 The Greater Manchester Transport Strategy 2040 has been developed by TfGM on behalf of the Greater Manchester Combined Authority (GMCA) and Greater Manchester Local Enterprise Partnership (LEP). This document sets out a plan to establish a fully integrated, high-capacity transport system across Greater Manchester, including both short-term and long-term infrastructure objectives and to achieve a 'Right Mix Target' of a minimum of 50% of all journeys across Greater Manchester being undertaken by walking, cycling & public transport. The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:

- Supporting Sustainable Economic Growth.
- Protecting Our Environment.
- Improving Quality of Life for All.
- Developing an Innovative City Region.

2.3.12 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.3.13 Chapter 3 to this HTN report clearly sets out that the site is located in an accessible location, close to existing residential areas and with access to a range of education, employment, retail, leisure and public transport/active travel options. Section 2.5 to this report demonstrates that appropriate on-street parking capacity is available in the immediate area to ensure that there are no detrimental impacts of the delivery of the scheme on existing parking demand.

2.4 Description of Local Highway Network Conditions

2.4.1 The application site represents 7 Rainforth Street. Rainforth Street is located to the rear of the primary local distributor road route of A6 Stockport Road and is a local one-way street, operating under a 20mph speed limit, serving a range of local

businesses, retail units and residential properties. Rainforth Street is of circa 6.4m carriageway width in the vicinity of the application site frontage, with segregated (kerbed) footways of circa 2.0-2.4m width available to both sides of the route.

2.4.2 The following parking restrictions are available at Rainforth Street:

- At the north end of the street there are marked bays for 3 taxis (taxi bays operational 8am-8pm).
- On the west side of the street there is a defined parking bay, with two-hour maximum stay, Monday to Saturday, 7am to 7pm. This marked bay is circa 95m long.
- On the east side of the street there is section with no parking restrictions. This section of road is circa 90m long but is broken up by two side alley access points.
- Outside 7 and 9 Rainforth Street, there are single yellow line carriageway markings, with no parking permitted between 7.30am and 6.30pm, Monday to Saturday.

2.4.3 Approximately 25m north of the application site, Rainforth Street forms the minor arm approach to its junction with Dickensen Road. Dickensen Road represents a local distributor road, which, in the vicinity of the Rainforth Street junction, serves retail (including Longsight Market) frontage. The route is characterised by parking restrictions including double/single yellow lines, loading only, bus cages and time limited parking. No unrestricted parking is available for the immediate sections of Dickensen Road.

2.4.4 Approximately 110m south of the application site, Rainforth Street forms the minor arm approach to its junction with Stamford Road. Stamford Road is a route characterised by predominantly residential frontage, with some retail frontage at its eastern end. The route is of 7.8m operating carriageway width with 2.0-3.0m footways to both sides and operates under 20mph speed limit.

2.4.5 The northern side of the route is characterised by time limited parking restrictions (Mon-Sat 7am-7pm, 2hrs, not return within 1hr), loading restrictions, single yellow lines and blue badge holder only parking. The southern section of the route is also

characterised by time limited parking at its eastern side, with unrestricted parking available on its western side.

2.5 Observed Network Conditions: On-Street Parking Demand

2.5.1 Observed on-street parking conditions over the immediate highway network to the application site have been identified via the undertaking of a parking beat survey carried out by independent survey contractor 'Andy Haxby Traffic Survey Consultant' for the following dates and time periods:

- Saturday 16th December: 07:00 – 00:00
- Monday 18th December: 13:00 – 00:00

2.5.2 The dates and times surveyed cover peak retail access and anticipated peak residential parking periods.

Methodology

2.5.3 Surveys were carried out on the basis of 20-minute frequency parking 'beats' over a study area including for the full length of Rainforth Street.

2.5.4 A plan of the extent of this study area is included as **Figure HTN2** to this note. In order to provide some further context with respect to the location of recorded on-street parking, the study area has been broken into a number of defined parking zones. The survey recorded the number of vehicles recorded parking in each of these zones and whether these vehicles were parked entirely on-carriageway or involved an element of on-pavement parking.

2.5.5 The chosen parking zones reflect the fact that side access points / dropped kerbed sections exist along these routes (potentially providing access to building doors or rear service ginnels) that could discourage parking taking place. Typically one would not expect to see parking within these areas, unless associated with the immediate frontage properties. To ensure a robust 'worst case' estimate of available local network parking supply, parking in these areas have not been included in the calculation of overall available practical parking supply. These

beats recorded all parked vehicles on the survey area streets (including illegally parked vehicles, i.e. vehicles parked in restricted areas).

2.5.6 It should be noted that some sections of the survey period are subject to single yellow lines / taxi bays / time limited parking, where parking is prohibited/limited during the following daytime periods:

- Single Yellow Lines: Mon-Sat 7:30am-6:30pm
- Taxi bays: No stopping 8am-6pm Except Taxis
- Time limited bays: Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr

2.5.7 Parking is permitted within these bays outside the hours stated above, however these areas have not been included in the calculation of available practical parking at any point of the survey period to avoid confusion and ensure a robust assessment of practical parking availability across all time periods.

2.5.8 The parking beat survey results are presented within the tables set out in **Appendix HTN1** to this note. These tables present the number of vehicles recorded as parking in each of the study zones during each of the 20-minute beat periods. To help provide some context as to the extent of parking recorded and how this relates to practical parking supply, the tables include for an estimated parking 'capacity' value for each zone, which has been calculated by estimating the practical length of carriageway available for parking in each area and working on the basis that a parked vehicle requires circa 5m available carriageway. The tables include a tally of total parking (including dropped kerbs and restricted parking) and practical parking (excluding dropped kerbs and restricted parking areas). Whilst it is accepted that this is not a definitive value of parking capacity, it is considered that it does at least provide an indication as to what level of realistic practical parking capacity is available in each zone, noting that vehicles have been observed parking 'nose to tail'.

2.5.9 Reference to the results of the parking capacity exercise suggests that the full extent of the survey area provides the opportunity for practical on-street parking of up to 33 vehicles.

2.5.10 The weather was noted to be dull with occasional light showers on the Monday survey, and fine, sunny and mild on the Saturday survey.

2.5.11 The survey company recorded a skip parked within a single yellow line section of the eastern side of Rainforth Street (1c – highlighted blue in the full parking survey results at **Appendix HTN1**) for the duration of the weekday and Saturday survey. This has been highlighted blue in the survey results. As the skip was located within a restricted section (single yellow line, no waiting Mon-Sat 7:30am-6:30pm), this does not impact the calculation of practical parking capacity which only covers those areas where restrictions allow parking for the duration of the day. As the skip is only sited on-street on a temporary basis as part of renovation work at a nearby property, once removed this location could provide a practical parking opportunity during the period 6:30pm-7:30am Mon-Sat and all-day Sunday.

Weekday (Monday) Survey Results

2.5.12 Review of the Monday parking survey results demonstrates that for the duration of the afternoon period (13:00-17:40), 5-8 parking spaces are available. A greater level of parking is available after 17:40, with circa 8-12 spaces available, potentially indicating the departure of local employment and retail related vehicles. Parking availability increases throughout the evening, with 21 of the 33 practical parking spaces being available by the end of the survey period (00:00). As previously mentioned, owing to parking restrictions being time limited and ending early evening, there is in fact a much greater level of practical parking availability after 6:30pm than the quoted 33 practical parking spaces.

2.5.13 These trends indicate that a reasonable amount of on-street parking currently experienced at Rainforth Street would appear to be associated with local employment and retail during the daytime period, with a greater level of parking availability available at the in the evening. It is evident that whilst a reasonable level of parking occurs at present, it has not reached a critical saturation point, and that there is some on-street parking capacity in unrestricted areas at all times of the day.

Weekend (Saturday) Survey Results

2.5.14 Weekend (Saturday) survey results identify that 17 practical parking spaces are available during the morning period commencing 07:00. By 10:00 parking availability reduces to 5 vehicles, with this trend continuing towards midday when 3 practical on-street parking spaces are available. This indicates a level of on-street retail related parking associated with local units and Longsight Market, with 3 or fewer spaces available for the duration of the afternoon period, until circa 17:00 when practical parking space availability begins to increase. Parking availability remains at 6-10 spaces until 21:40, when over 10 spaces are available for the remainder of the survey period (until 00:00).

Conclusions

2.5.15 Based on the above review of parking survey results it is concluded that there is currently some spare on-street parking capacity in the immediate vicinity to the application site. Most intensive parking demand takes place during the Saturday afternoon period, indicating a level of parking associated with local retailers. However, parking has not yet reached saturation point, with some practical parking available during all time periods.

2.6 Road Safety: Review of Personal Injury Accidents

2.6.1 An appraisal of the operational safety of immediate streets to the application site, including the local section of Rainforth Street, has been carried out through a review of historical Personal Injury Accident (PIA) data obtained from the crashmap.co.uk database for the 5-year search period, 2018 - 2022 inclusive. This database includes for all accident incidents as recorded by the police & emergency services and therefore represents 'industry standard' data utilised for the calculation of accident rates and the assessment of highway safety. The specification of a 5-year search period is in accordance with the 5-year minimum search criteria required by NPPG good practice guidance.

2.6.2 This highway safety review exercise, included at **Figure HTN3** identifies that no accident events took place close to the application site. Indeed, no accidents have been recorded across the key immediate local route of Rainforth Street.

2.6.3 Based on this review, it is concluded that there are no clear & substantive prevailing road safety issues in the vicinity of the site.

3.0 AUDIT OF SITE ACCESSIBILITY

3.1 The Principle of Sustainable Development

3.1.1 National and local planning policy identifies that new development should be delivered to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the Rainforth Street site are summarised in the paragraphs below.

3.2 Accessibility by Walking & Cycling

Access on Foot

3.2.1 National technical guidance document Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas. The guidance goes on to state, however, that this should not be viewed as an upper limit and that walking offers the greatest potential to reduce short distance car trips, particularly those under 2km. Indeed, guidance produced by Chartered Institution of Highways and Transport (CIHT) notes that 800m represents an 'acceptable' walking distance to community facilities and shops, with 1200m representing a 'preferred maximum'. 2000m has been identified by CIHT as a suitable walk distance for regular commuting trips and journeys to / from school.

3.2.2 **Figure HTN4a** to this report illustrates the extent of an 800m walk catchment of the Rainforth Street site and demonstrates that effectively all Longsight residential streets lie within such a practical walk catchment, along with the edge of surrounding residential areas such as Victoria Park and Levenshulme. Such

catchment includes for key local education, retail, community, medical and leisure opportunities including:

- Food stores including Asda and Lidl, along with numerous convenience stores;
- Bars, cafes/fast foot and restaurants;
- Leisure and community facilities including parks, library, community centre gyms, council offices;
- GP surgeries, pharmacies, dentists and opticians.

3.2.3 **Figure HTN4b** provides a 2km catchment and demonstrates that areas of Ardwick, Belle Vue, Levenshulme (including Levenshulme railway station) and Rusholme are all accessible within walking distance of the site.

3.2.4 As noted, good standard pedestrian footways on Rainforth Street link the site to Dickenson Road. The nearby junction of A6 Stockport Road / Dickenson Road / Stanley Road provides dedicated traffic signal-controlled crossing points as part of the junction design, allowing for safe crossing under 'green man' staging. Similar dedicated pedestrian staging and crossing facilities are also available at the nearby junction of Dickenson Road / St Johns Road / Hamilton Road. These local safe crossing points allow for good access to surrounding residential and retail areas and promote linked walking trips within the Longsight retail zone. They are also helpful for ensuring safe pedestrian access to / from local bus stops.

Cycle Access

3.2.5 National Planning Guidance also notes that cycling has the potential to substitute for short car trips – particularly those journeys of less than 5km or which could form part of a longer journey by public transport. The location of the application site allows for practical cycling access to a range of local areas including Rusholme, Fallowfield, Levenshulme, Gorton, Burnage and the edge of Manchester city centre (**Figure HTN5**).

3.2.6 A plan of available local cycle infrastructure is illustrated in **Figure HTN6**. This demonstrates that local signposted on-road cycle routes are available via Hamilton Road / St Johns Road, linking to on-road marked cycle lane routes to A6 Stockport

Road and Plymouth Grove. New segregated cycle facilities have also recently been installed on a section of A6 Stockport Road to the north of Mitre Road. All local residential streets to the site operate as 20mph speed limit routes, which can be expected to encourage cycle access.

3.3 Access to Public Transport

Bus

3.3.1 Nearest bus stops to the site are located as follows (also illustrated in **Figure HTN7**):

- *Stops on Dickenson Road located within 50m of the site* - Simple marked on-carriageway bus stop 'cage' markings, with flagpost style stop and small information panel.

- *Stops on A6 Stockport Road located circa 250m to the north of the site* – characterised by high quality waiting areas with shelters, information panels and bus-boarder kerbs.

3.3.2 **Table HTN3.1** below sets out the details of the bus services that call at these local bus stops.

Table HTN3.1: Bus Services Available from Local Bus Stops to the Site

Dickenson Road Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
53	Cheetham Hill – Collyhurst – Ashburys – Longsight – Oxford Road – Old Trafford – Media City - Pendleton	2 per hr day & 1 per hr eve 2 per hr day & 1 per hr eve Hrly day & hrly eve

A6 Stockport Road Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency
150	Gorton – Longsight – Fallowfield – Chorlton – Stretford – Trafford Centre	2 per hr day & 1 per hr eve / 2 per hr day & 1 per hr eve / Hrly day & hrly eve

192	Hazel Grove – Stepping Hill – Stockport – Heaton Chapel – Levenshulme – Longsight- Manchester city centre	Min 6 per hr all day & eve Min 6 per hr all day & eve Min 6 per hr all day & eve
197	Stockport – Heaton Moor – Burnage - Levenshulme – Longsight- Manchester city centre	3 per hr day & 1 per hr eve / 3 per hr day & 1 per hr eve / Hrly day & hrly eve

3.3.3 Review of this information demonstrates that local bus stops provide access to a number of good frequency services, offering access to a wide range of local destinations - effectively covering all surrounding local residential areas to the site.

Train

3.3.4 The closest railway station to the site is Levenshulme. The station is a circa 1.6km walk from the site and is served by four trains per hour in each direction (weekday daytime and Saturdays). One train per hour runs in each direction on Sundays. Northbound services run to Manchester Piccadilly and southbound trains run to Alderley Edge, Crewe and Buxton.

3.4 Greater Manchester Accessibility Level (GMAL) Rating

3.4.1 The application site's good potential for connectivity by public transport is reflected by its Greater Manchester Accessibility Level (GMAL) rating of 6 (see **Figure HTN8** to this report), placing it one to the highest accessibility categories. This GMAL score highlights the highly accessible nature of the site location and practical opportunities for the promotion of car-free living and working.

3.5 Travel Plan

3.5.1 It is proposed that the highly accessible location of the 7 Rainforth Street site could be supported by a Travel Plan, secured by a suitably worded planning condition, should the LPA/LHA consider this to be of merit. It is considered appropriate for a Travel Plan for the site to consider implementation of the following measures, with the aim of ensuring that residents do not require access to a car whilst residing at the site:

- Provision of new resident travel pack, to include local walking, cycling and public transport maps, details of locations of key local services and facilities and details of the Travel Plan including Travel Plan Coordinator contact details.
- Provision of on-site cycle parking and puncture repair facility with basic cycle supplies on site.
- Provision of details of walking, cycling and public transport journey planning websites/apps.
- Advertisement of local cycling proficiency training opportunities.
- Provision of a public transport 'taster' ticket.

3.6 Accessibility Summary

3.6.1 Overall, it is considered that the application site represents a suitable location for residential development, being located within an established local centre area and within a practical walking distance of regular frequency public transport services and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 REVIEW OF THE SCHEME

4.1 Scheme Principles

4.1.1 The scheme comprises the redevelopment of 7 Rainforth Street to deliver 6 apartments at the upper floors with ground floor retail space to be retained. Plans of the scheme principles are included as **Appendix HTN2** to this report.

4.1.2 The site incorporates a bicycle store at ground floor level (rear of the ground floor retail unit) accessed via a new door located at the southern elevation of the building and served via a ginnel between properties 7 and 9 Rainforth Street.

4.1.3 A residents' bin store is also incorporated at ground floor level to the rear of the retail unit, accessed via an existing door (to be widened) off the ginnel. Refuse collection will be via Rainforth Street as per existing arrangements for the building.

4.1.4 The planning permission for delivery of 6 apartments at the site (Planning Reference 135684/JO/2022) includes a planning condition requiring 6 parking spaces to be provided at the site. The Applicant wishes to vary the current consent to remove parking from the scheme. The zero-parking approach is considered entirely appropriate given the highly sustainable location, providing access to an un-paralleled range of local shops and services within a short walk or cycle ride, and availability of excellent local public transport opportunities within the immediate catchment to the site. Additionally, it is considered that there would be negligible requirement for parking based on car ownership statistics and the demographic of the development. A more detailed review of the rationale for the site's car free development strategy is set out in Chapter 6 to this report.

5.0 REVIEW OF TRAVEL DEMAND ASSOCIATED WITH THE SCHEME

5.1.1 The 7 Rainforth Street scheme comprises the delivery of 6 apartments. As the scheme is proposed to be promoted as 'car free' development, it is anticipated that the scheme would generate negligible travel demand. The excellent location of the site and lack of on-site car parking results in limited requirement/ability for cars to access the site.

5.1.2 Indeed, when compared to the historic use of the element of the site which is to be converted to apartments (420sqm GFA store/warehouse/office accommodation), it is evident that the 6 apartments would result in an overall reduction in vehicle movements to/from the site.

5.1.3 Chapter 6.0 to this report provides further justification of the car free approach.

6.0 RATIONALE FOR THE PROPOSED DEVELOPMENT CAR PARKING STRATEGY

6.1 Introduction

6.1.1 As identified in section 4.1 to this report it is proposed that the application scheme would not provide any on-site car parking. Such a development strategy is considered entirely appropriate, given the combined effects of the following critical factors:

- Highly sustainable location, providing access to an un-paralleled range of local shops and services within a short walk or cycle ride;
- Excellent local public transport opportunities within the immediate catchment to the site;
- Limited requirement for parking based on local car ownership statistics, together with anticipated demographic of the development;
- Precedent of other similar sites;
- Availability of excess on-street parking.

6.1.2 The impact of each of these individual critical issues and their combined effects are considered in more detail below.

6.2 Site Accessibility

6.2.1 As set out in Chapter 3 to this report, the application site represents a highly accessible location in terms of access to a range of everyday shops, services and leisure opportunities, all within walking distance. It is considered that such locational advantages make the site entirely suitable for the promotion of car-free residential development.

6.2.2 For example, the following key 'everyday' services are located within an 800m walk catchment of the site (800m being recognised by the CIHT as being an 'acceptable' walk distance to key local everyday facilities):

- Food stores including Asda and Lidl, along with numerous convenience stores;
- Bars, cafes/fast foot and restaurants;

- Leisure and community facilities including parks, library, community centre gyms, council offices; and,
- GP surgeries, pharmacies, dentists and opticians.

6.2.3 In addition to this wide range of immediate local facilities, the site is also well located to encourage cycling journeys to more distant destinations and offers a wide range of public transport connections to local and more strategic destinations.

6.2.4 Excellent public transport opportunities are also available within a short catchment of the application site, further enhancing sustainable transport opportunities and reducing the requirement for car ownership.

6.2.5 It is therefore concluded that the site design & locational advantages are such that non-car-based living would represent a practical and attractive option at the site. The applicant is happy to provide a Travel Plan for the scheme should the LPA/LHA consider this to be of merit.

6.3 Local Census Data

6.3.1 Local census data from 2021 has been interrogated in order to provide an indication of local car ownership levels. **Table HTN6.1** provides car or van availability for the E01005234 : Manchester 027E 2011 super output area (lower layer) dataset.

Table HTN6.1: Census Statistics: Car/Van Availability

Car or van availability	Count	Percentage
No cars or vans in household	318	50%
1 car or van in household	247	39%
2 cars or vans in household	53	8%
3 cars or vans in household	13	2%
4 or more cars or vans in household	2	0%

6.3.2 Review of **Table HTN6.1** identifies that 50% of households within the local area do not own a car or van. It should be noted that this table includes all households, including houses, and it is anticipated that apartments, such as those to be delivered at the site, would result in a further reduced level of car ownership.

Indeed, the size and nature of the apartments would be unlikely to attract family occupiers with children who are more likely to require car.

6.3.3 Tenure will also impact car or van availability. Detailed statistics comparing tenure and car or van availability is not available at a local level, however review of such statistics for the Manchester merged local authority area identifies that 62% of all households are categorised as rented or living rent-free, and of these 65% of social rented households and 53% of private rented or living rent free do not own any car or van.

6.3.4 A combination of the significantly lower car ownership statistics for the local area to the Rainforth Street site and the fact that rented households would be expected to have a lower car ownership level compared to owned households indicates that the application site would be expected to have very low car ownership. Indeed, based on the above it would be expected that more than 50% of occupants would not own a car. Due to the size of the apartments, it is not expected that any apartment household would have more than one vehicle, and accordingly it would be expected that there would typically be less than 3 vehicles (i.e. less than 50% car/van ownership for the 6 apartments).

6.3.5 Car ownership amongst residents of the scheme is expected to be further reduced by, limiting the availability of parking. Residents would be made aware that they would not have access to a parking space by the agent when considering the apartment and would therefore be unlikely to let an apartment at this development should they own a car and require a parking space.

6.4 Precedent of Similar Sites

6.4.1 The zero-car parking approach has been adopted at numerous other developments across the city. Those developments which are considered to have similar characteristics to the Rainforth Street site are summarised in **Table HTN6.2** below:

Table HTN6.2: Example Zero Parking Consents

Development	Units	Parking provision	Parking ratio
494 Wilmslow Road, Manchester, M20 3BG (107434/FO/2014/S1)	25	0	0%
489 Wilmslow Road, Manchester, M20 4AN (109580/FO/2015/S1)	7	0	0%
McCauls Group, 32 – 34 Laystall Street, Manchester, M1 2JZ (128911/FO/2020)	89	0	0%
Cameron House, Brunswick Street, Manchester, M13 9SG (132590/FO/2021)	45	0 (2 disabled bays on st)	0%
2 Swallow Street, Manchester, M12 4GH (134738/FO/2022)	14	0	0%
Pollard Street/Munady Street, Manchester, M4 7AN (126261/FO/2020)	62	0 (5 disabled bays on st)	0%
Talbot Mills, Ellesmere Street, M15 4JY (117595/FO/2017)	202	0 (2 disabled bays on st)	0%
Bendix St, Manchester, M4 5EZ (125681/FO/2019)	161	0 (1 disabled bay on st)	0%

6.4.2 Review of **Table HTN6.2** highlights that there is clear precedent to support car-free living at sustainable locations. All developments listed provide zero on-site parking on the basis that they are located in highly accessible locations, similar to the Rainforth Street site. The Wilmslow Road, Cameron House and Swallow Street sites in particular are located in areas with a similar demographic which would be unlikely to require car parking.

6.5 Local On-Street Parking Availability

6.5.1 For the reasons discussed in this chapter, it is considered highly unlikely that the apartment scheme would result in any overspill on-street parking owing to the highly sustainable location of the site, also noting low car ownership statistics for the area/fact that prospective residents would be made aware of the unavailability of car parking at the site prior to agreeing to let an apartment.

6.5.2 Notwithstanding this, section 2.5 to this report provides a summary of local parking beat survey results undertaken at Rainforth Street. The survey results indicate that whilst a high level of on-street parking does occur, particularly during the weekend daytime hours (likely associated with local retail including Longsight Market), there is some practical on-street parking capacity across all time periods.

For the core evening periods when any resident/visitor parking demand is likely, it is evident that parking availability is not at a critical saturation point. It is therefore concluded that any occasional apartment related parking demand (likely to be visitor only) could be accommodated locally at Rainforth Street.

6.6 Overview

6.6.1 The excellent site accessibility, reinforced via the implementation of a Travel Plan should the LPA/LHA consider this to be of merit, would enable the successful promotion of sustainable car-free living at the site. Review of car/van ownership levels identifies that the scheme could typically be expected to have a low car parking demand with more than 50% of occupants unlikely to own a car/van. It is considered highly unlikely that any resident would own a car/van whilst residing at the site as they would be made aware that the apartments do not include designated parking when considering the apartment and seek alternative accommodation with a parking space. Notwithstanding this, a level of on-street parking capacity it available, especially during the overnight peak parking period, suitable for occasional resident/visitor parking when required. It is therefore considered appropriate for the apartments to be promoted as car free.

7.0 SUMMARY AND CONCLUSIONS

7.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of KAAM Limited to consider relevant highways and transport matters associated with a Minor Material Amendment (Section 73) Application to Planning Permission 135684/JO/2022. The scheme relates to 7 Rainforth Street, Longsight, Manchester, a four-storey building (including ground floor) comprising ground floor retail with store/warehouse/office at floors 1-3.

7.1.2 The site enjoys planning permission for conversion of floors 1-3 to provide 6 residential apartments, with ground floor retail to be retained. A condition of the Planning Approval requires the provision of 6 off-site car parking for use by residents. The Applicant wishes to vary the current consent, to remove parking from the scheme.

7.1.3 This report demonstrated that the site represents a highly sustainable location for residential development, being located within an established local centre area and within a practical walking distance of regular frequency public transport services and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

7.1.4 It is considered that the car free approach is entirely acceptable on the basis of the highly accessible location of the site, which ensures that residents would not require access to a vehicle while residing at the site. Indeed, a review of Census data identifies that car ownership levels in the local area are limited, with 50% of households not owning a car or van. Such statistic covers all dwelling types, and it is anticipated that car ownership in apartments, such as those to be delivered at the site, would be further reduced. Tenure statistics also suggests that car ownership in social rented properties is lower than private rented or rent-free properties, and accordingly it would be expected that more than 50% of occupants of the Rainforth Street site would not own a car.

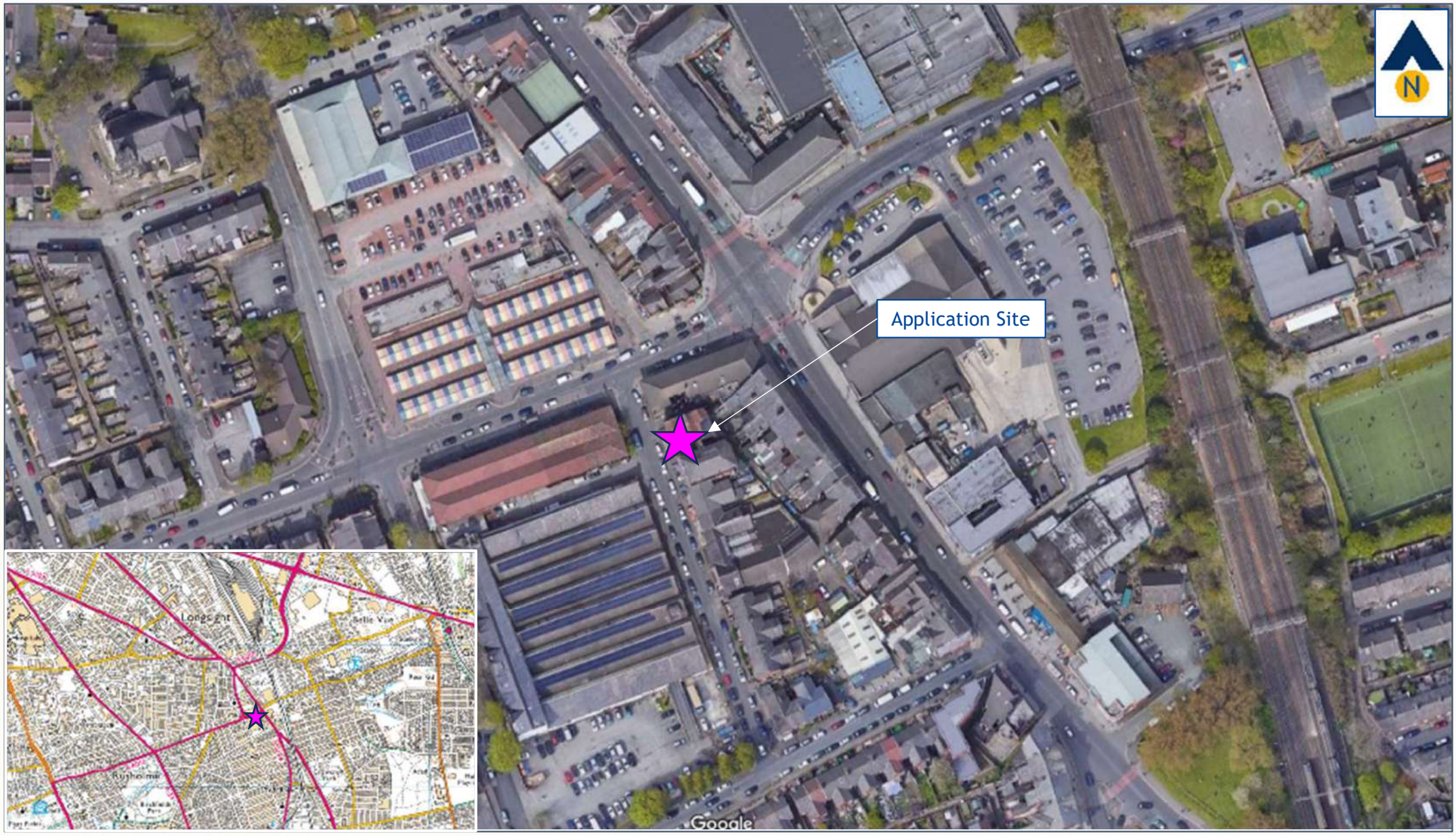
7.1.5 Car ownership amongst residents of the scheme is expected to be further reduced by limiting the availability of parking. Residents would be made aware that they would not have access to a parking space by the agent when considering the apartment and would therefore be unlikely to let an apartment at this development should they own a car and require a parking space.

7.1.6 Whilst it is considered highly unlikely that any resident would own a car whilst residing at the site for the abovementioned reasons, on-street parking surveys of Rainforth Street have identified that a level of on-street parking capacity it available, especially during the overnight peak parking period, suitable for occasional resident/visitor parking when required.

7.1.7 This report has also identified that there is clear precedent for car-free apartment development at locations which share similar characteristics to the Rainforth Street site, such as highly accessible locations and in areas with a similar demographic.

7.1.8 Based on the above review, it is considered that the proposed car-free approach is entirely appropriate.

FIGURES



FOCUS TRANSPORT PLANNING

Figure HTN1 **Site Location**

J000441 7 Rainforth Street, Longsight, Manchester December 2023



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Revision:
A -

Client:
Kaam Ltd

Project:
Rainforth Street, Longsight, Manchester

Drawing Title:
Parking Beat Survey Zones

Drawing Number:
Figure HTN2

Revision:
-

Date:
14.12.23

Scale:
NTS

Drawn By:
LV

Checked By:
KG

Status:
Information

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DO NOT SCALE - Follow any figured dimensions.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Pentland House
Village Way, Wilmslow
SK9 2GH

0161 826 4431
www.focusdp.co.uk

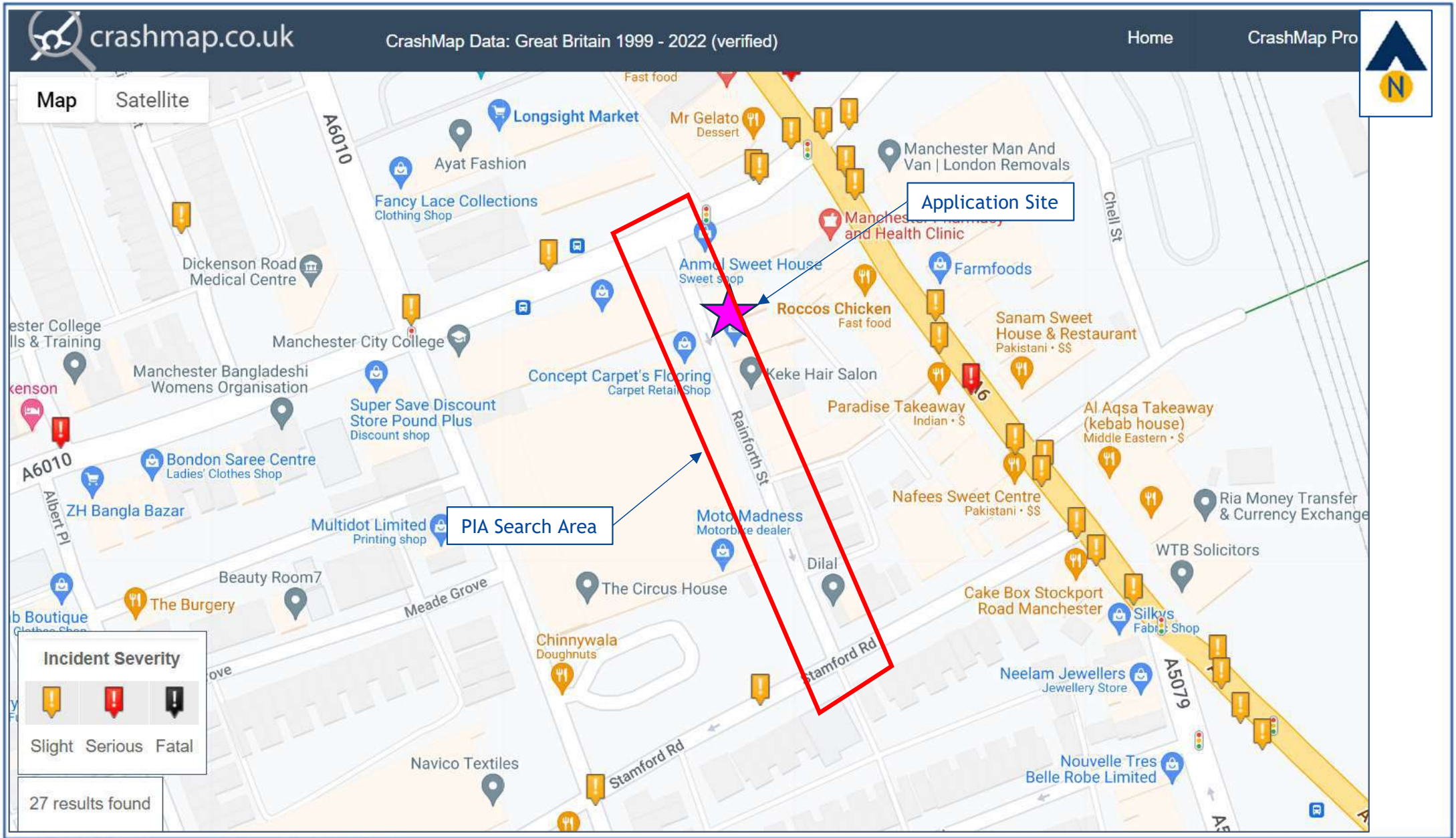
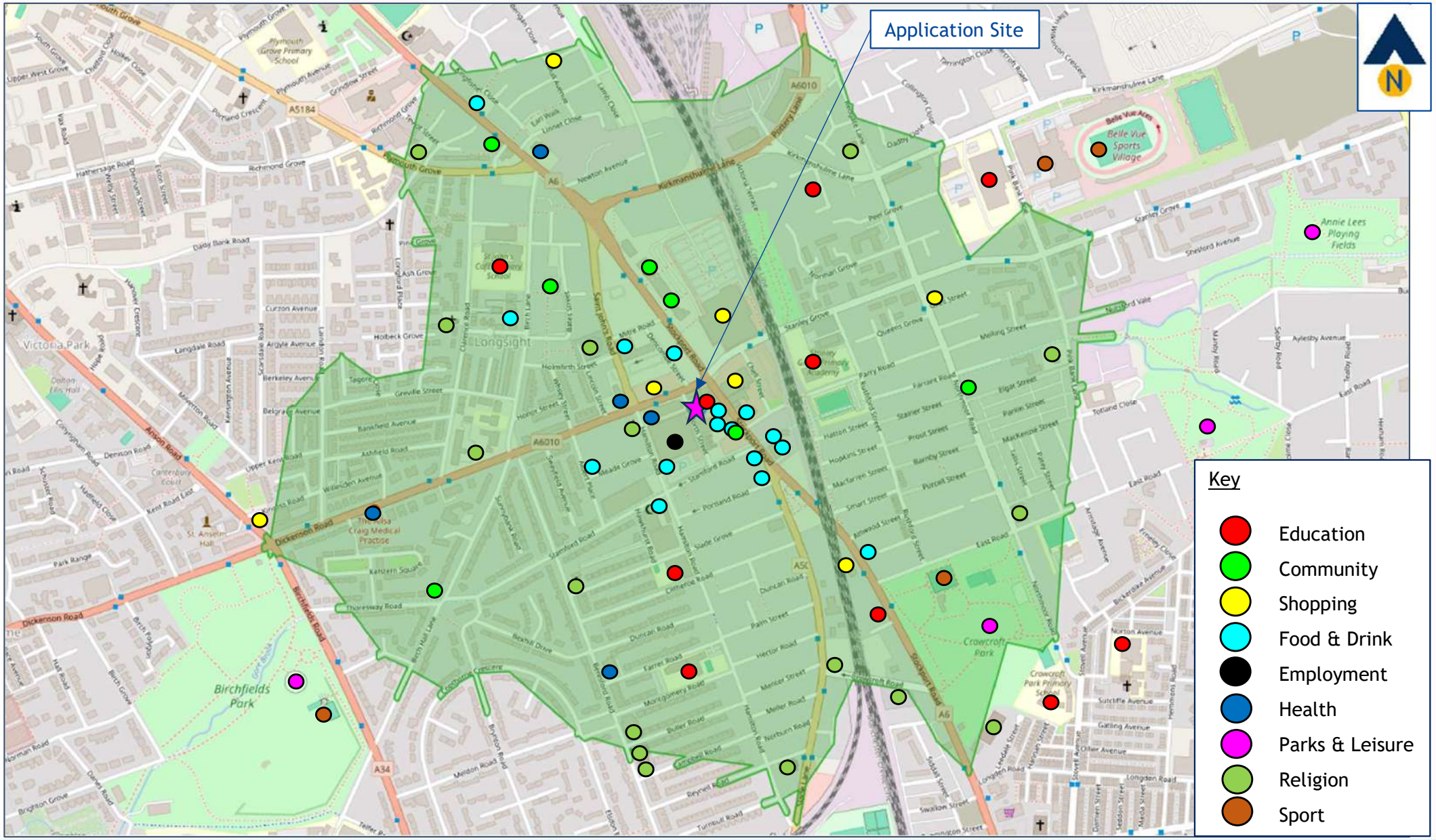


Figure HTN3 **PIA Data**

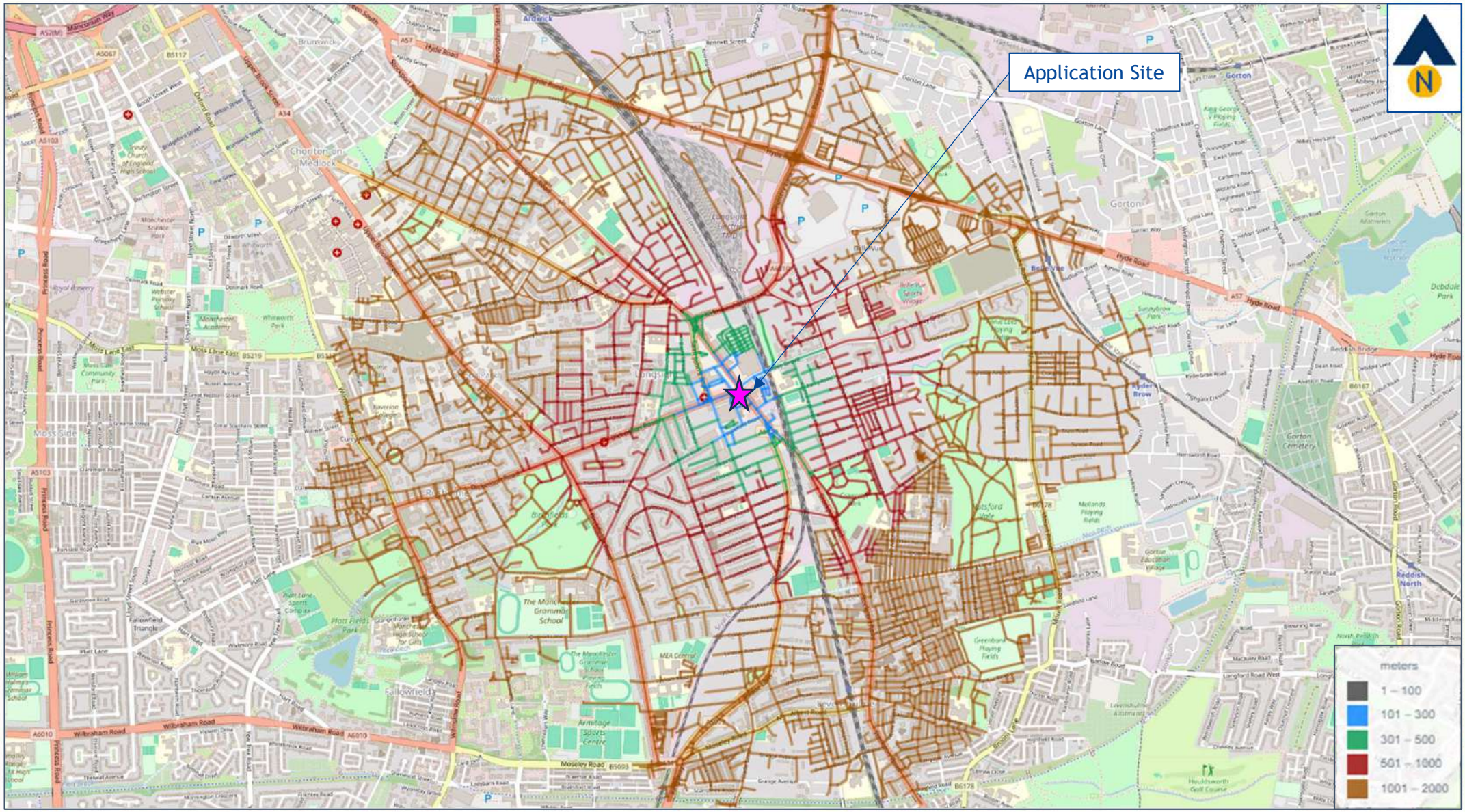
J000441 7 Rainforth Street, Longsight, Manchester December 2023



FOCUS TRANSPORT PLANNING

Figure HTN4a **Key Local Facilities within 800m Walk Catchment to / from the Application Site**

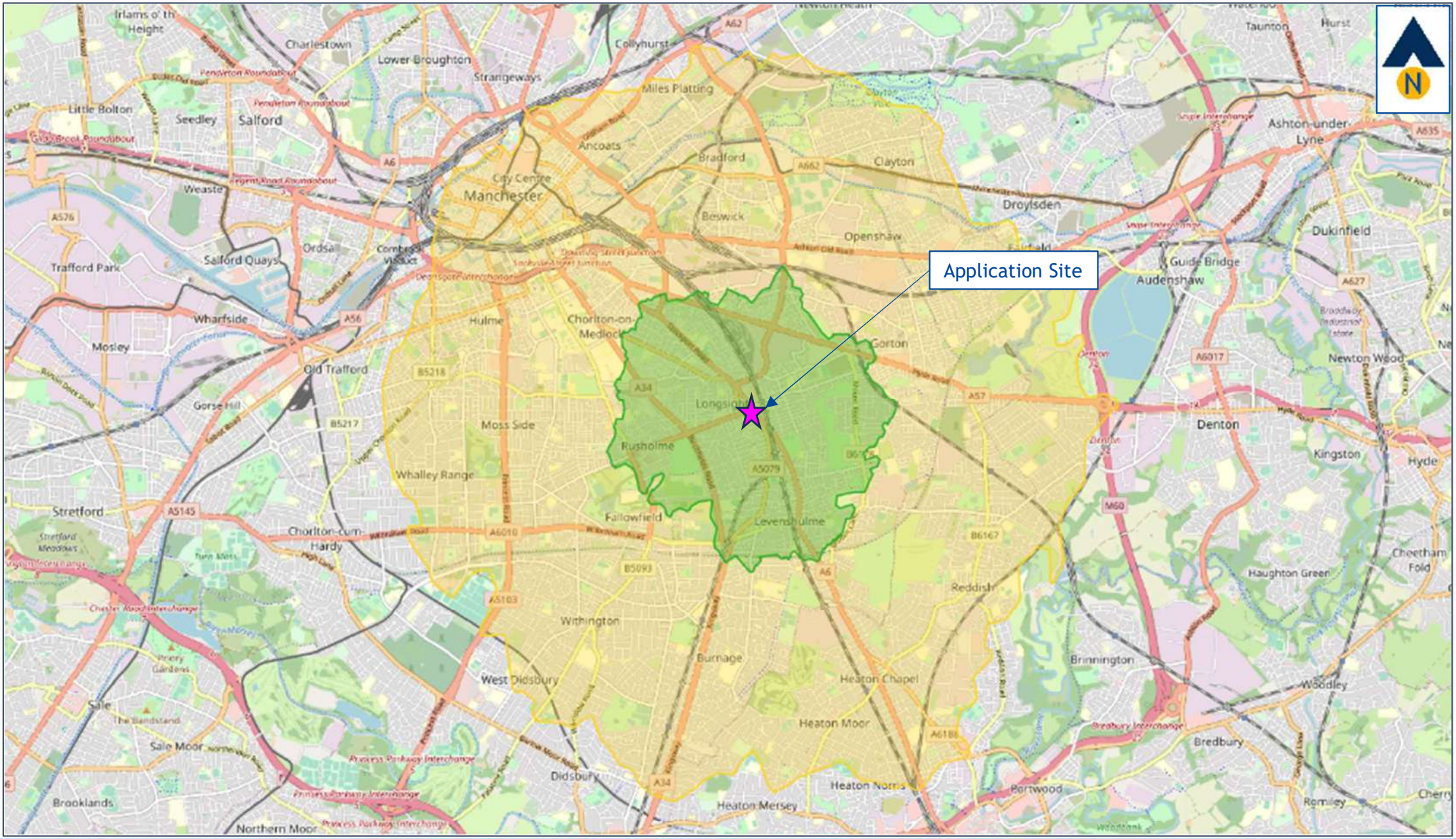
J000441 7 Rainforth Street, Longsight, Manchester December 2023



FOCUS TRANSPORT PLANNING

Figure HTN4b **2km Walk Catchment to / from the Application Site**

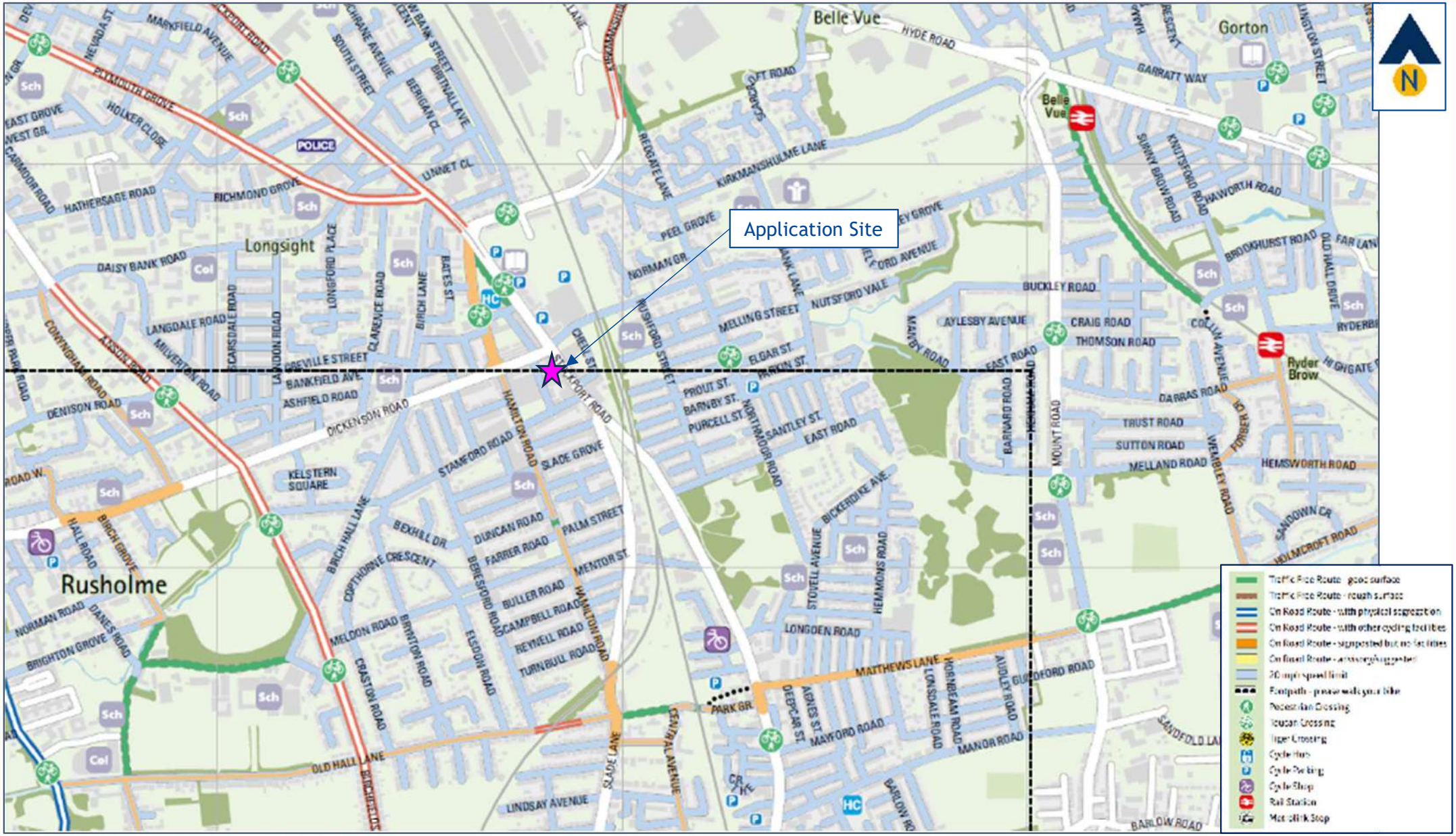
J000441 7 Rainforth Street, Longsight, Manchester December 2023



FOCUS TRANSPORT PLANNING

Figure HTN5 **2km & 5km Cycle Catchments to / from the Application Site**

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FOCUS TRANSPORT PLANNING

Figure HTN6 **Available Local Cycle Connections to the Application Site**

J000441 7 Rainforth Street, Longsight, Manchester December 2023

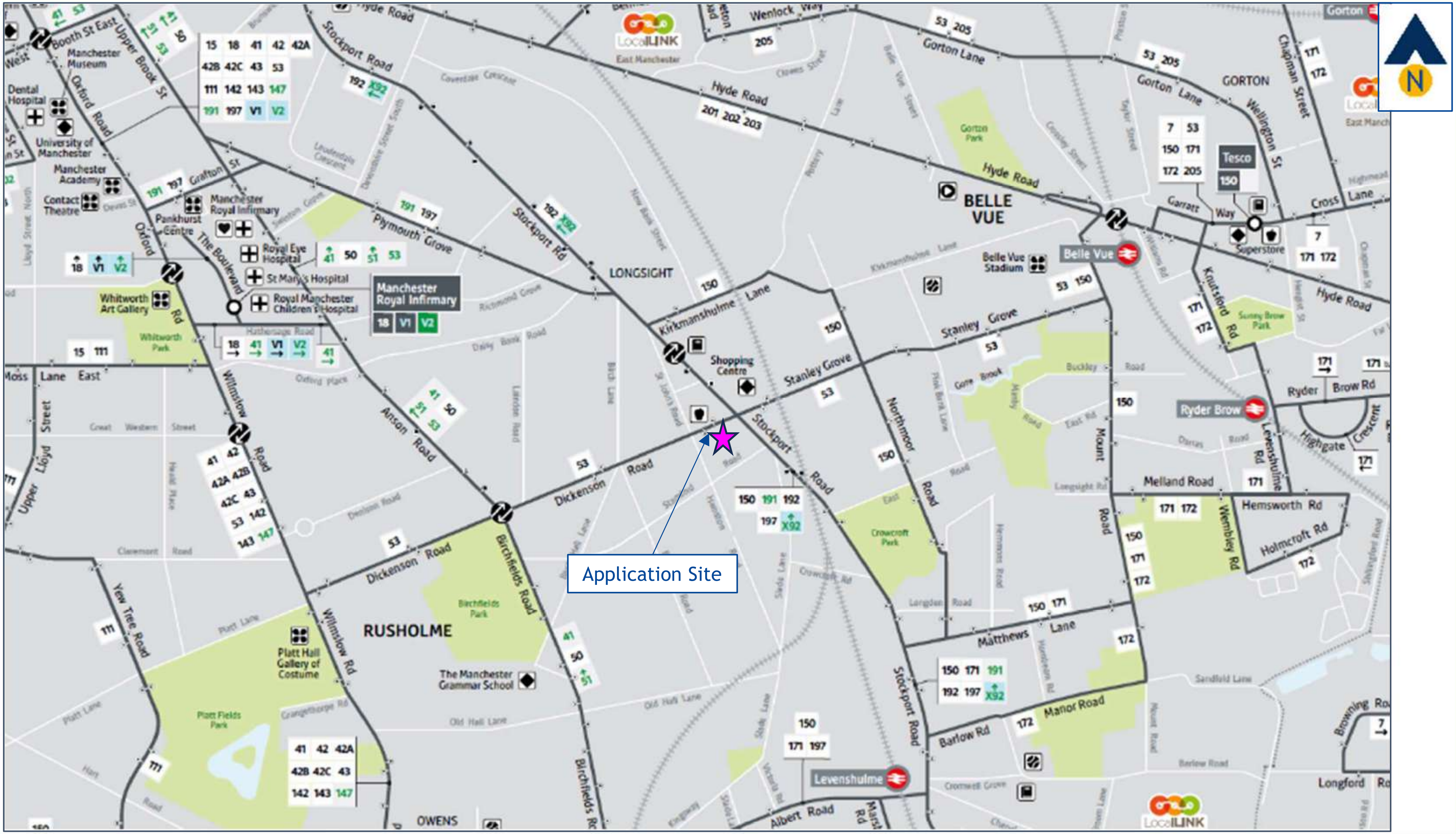
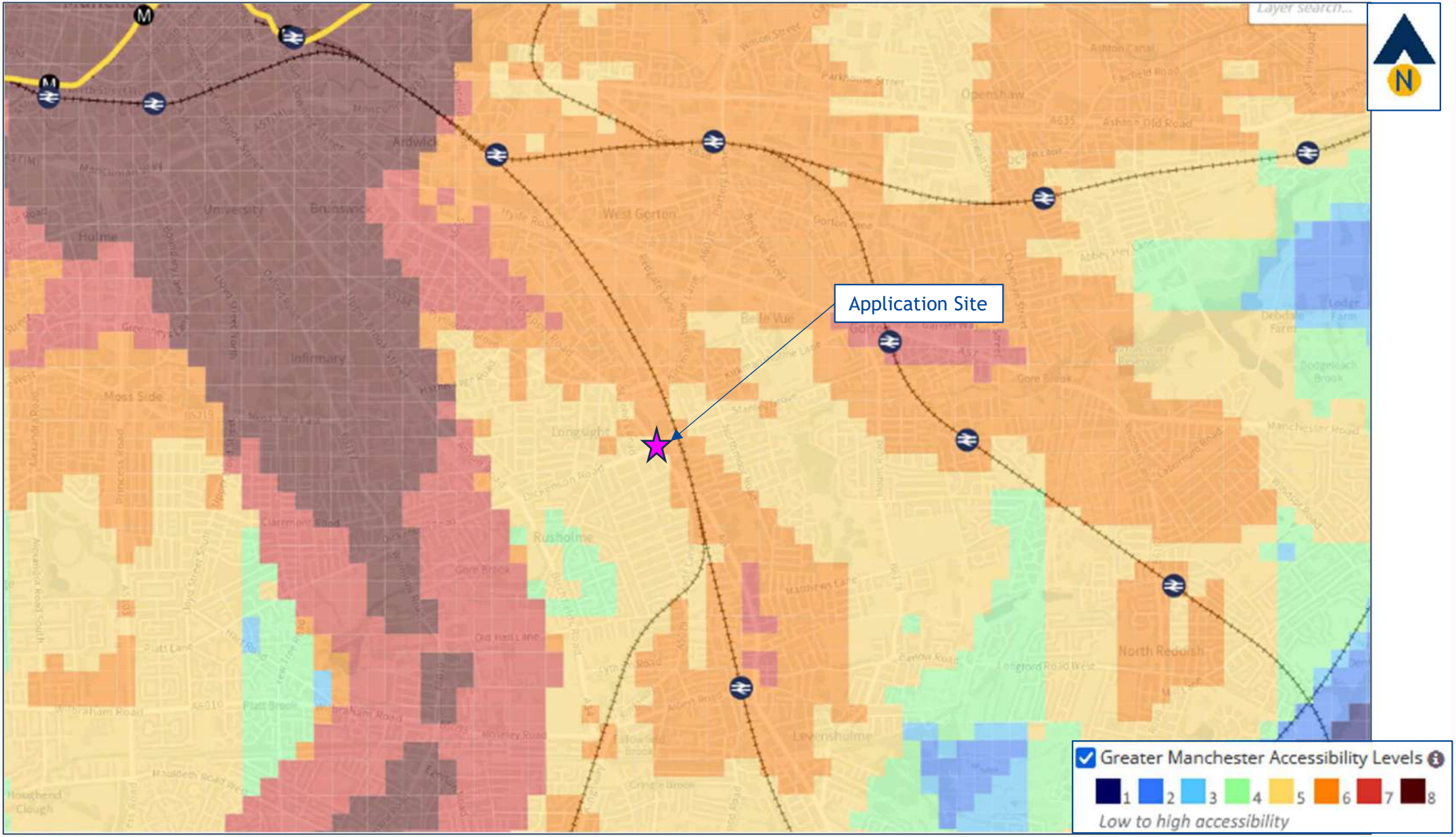




Figure HTN7 **Available Local Public Transport Connections to the Application Site**

J000441 7 Rainforth Street, Longsight, Manchester December 2023



FOCUS TRANSPORT PLANNING

Figure HTN8

Greater Manchester Accessibility Levels for Longsight Local Centre and Surrounding Areas

J000441

7 Rainforth Street, Longsight, Manchester December 2023



APPENDICES



APPENDIX HTN1

Rainforth Street - Longsight

Weekday

	Time
	capacity
Total Capacity	24
Practical capacity	16
Total Capacity	23
Practical capacity	17
Total Free practical parking spaces	

Saturday

	Time		07:00-07:20	0	0	07:20-07:40	0	0	07:40-08:00	0	0	08:00-08:20	0	0	08:20-08:40	0	0	08:40-09:00	0	0	09:00-09:20	0	0	09:20-09:40	0	0	09:40-10:00	0	0	10:00-10:20	0
	capacity		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available
Total Capacity	24		15	9		15	9		15	9		15	9		15	9		15	9		15	9		16	8		16	8		19	5
Practical capacity	16		13	3		13	3		13	3		13	3		13	3		13	3		14	2		15	1		15	1		15	1
Total Capacity	23		3	20		3	20		4	19		3	20		4	19		5	18		2	21		5	18		6	17		11	12
Practical capacity	17		3	14		3	14		4	13		3	14		4	13		5	12		2	15		4	13		5	12		10	7
Total Free practical parking spaces				17			17			16			17			16			15			17			14			13			8

Rainforth Street - Lo

Weekday

	Time		13:00-13:20	0	0	13:20-13:40
	capacity		parked	spaces available		parked
Total Capacity	24		15	9		17
Practical capacity	16		13	3		12
Total Capacity	23		18	5		17
Practical capacity	17		15	2		15
Total Free practical parking spaces				5		

Saturday

	Time		0	10:20-10:40	0	0	10:40-11:00	0	0	11:00-11:20	0	0	11:20-11:40	0	0	11:40-12:00	0	0	12:00-12:20	0	0	12:20-12:40	0	0	12:40-13:00	0	0	13:00-13:20	0	0	13:20-13:40
	capacity			parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked
Total Capacity	24			18	6		17	7		18	6		18	6		18	6		19	5		18	6		18	6		20	4		18
Practical capacity	16			15	1		15	1		15	1		15	1		15	1		15	1		15	1		14	2		15	1		15
Total Capacity	23			14	9		14	9		12	11		17	6		17	6		18	5		17	6		17	6		18	5		21
Practical capacity	17			13	4		13	4		11	6		15	2		15	2		15	2		16	1		16	1		16	1		17
Total Free practical parking spaces					5			5			7			3			3			3			2			3			2		

Rainforth Street - Lo

Weekday

	Time	0	0	13:40-14:00	0	0	14:00-14:20	0	0	14:20-14:40	0	0	14:40-15:00	0	0	15:00-15:20	0	0	15:20-15:40	0	0	15:40-16:00	0	0	16:00-16:20	0	0	16:20-16:40
	capacity	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked
Total Capacity	24	7		15	9		16	8		15	9		15	9		14	10		15	9		14	10		14	10		15
Practical capacity	16	4		14	2		14	2		13	3		13	3		12	4		13	3		13	3		13	3		12
Total Capacity	23	6		15	8		16	7		18	5		15	8		16	7		17	6		16	7		16	7		16
Practical capacity	17	2		14	3		14	3		14	3		12	5		14	3		15	2		14	3		14	3		14
Total Free practical parking spaces		6			5			5			6			8			7			5			6			6		

Saturday

	Time		0	0	13:40-14:00	0	0	14:00-14:20	0	0	14:20-14:40	0	0	14:40-15:00	0	0	15:00-15:20	0	0	15:20-15:40	0	0	15:40-16:00	0	0	16:00-16:20	0	0	16:20-16:40
	capacity		spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked
Total Capacity	24		6		18	6		20	4		17	7		19	5		20	4		19	5		19	5		20	4		19
Practical capacity	16		1		15	1		15	1		14	2		15	1		16	0		15	1		16	0		16	0		14
Total Capacity	23		2		20	3		21	2		20	3		18	5		19	4		19	4		17	6		19	4		18
Practical capacity	17		0		17	0		17	0		16	1		15	2		16	1		16	1		14	3		15	2		14
Total Free practical parking spaces			1			1			1			3			3			1			2			3			2		

Rainforth Street - Lo

Weekday

	Time	0	0	16:40-17:00	0	0	17:00-17:20	0	0	17:20-17:40	0	0	17:40-18:00	0	0	18:00-18:20	0	0	18:20-18:40	0	0	18:40-19:00	0	0	19:00-19:20	0	0	19:20-19:40
	capacity	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked
Total Capacity	24	9		16	8		15	9		16	8		12	12		13	11		16	8		15	9		14	10		12
Practical capacity	16	4		13	3		12	4		12	4		10	6		11	5		12	4		11	5		11	5		10
Total Capacity	23	7		18	5		16	7		16	7		16	7		14	9		15	8		13	10		13	10		14
Practical capacity	17	3		15	2		15	2		13	4		12	5		11	6		10	7		10	7		12	5		11
Total Free practical parking spaces		7			5			6			8			11			11			11			12			10		

Saturday

	Time		0	0	16:40-17:00	0	0	17:00-17:20	0	0	17:20-17:40	0	0	17:40-18:00	0	0	18:00-18:20	0	0	18:20-18:40	0	0	18:40-19:00	0	0	19:00-19:20	0	0	19:20-19:40
	capacity		spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked
Total Capacity	24		5		18	6		18	6		17	7		18	6		18	6		16	8		15	9		15	9		12
Practical capacity	16		2		14	2		13	3		13	3		13	3		12	4		12	4		11	5		11	5		10
Total Capacity	23		5		20	3		19	4		18	5		17	6		16	7		14	9		17	6		16	7		14
Practical capacity	17		3		16	1		16	1		15	2		14	3		12	5		12	5		13	4		13	4		13
Total Free practical parking spaces			5			3			4			5			6			9			9			9			9		

Rainforth Street - Lo

Weekday

	Time	0	0	19:40-20:0	0	0	20:00-20:2	0	0	20:20-20:4	0	0	20:40-21:0	0	0	21:00-21:2	0	0	21:20-21:4	0	0	21:40-22:0	0	0	22:00-22:2	0	0	22:20-22:4	0	0
	capacity	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available	
Total Capacity	24	12		16	8		16	8		16	8		15	9		15	9		14	10		14	10		14	10		13	11	
Practical capacity	16	6		12	4		12	4		12	4		13	3		12	4		12	4		12	4		12	4		11	5	
Total Capacity	23	9		14	9		16	7		16	7		16	7		14	9		11	12		10	13		7	16		8	15	
Practical capacity	17	6		11	6		11	6		13	4		12	5		9	8		7	10		5	12		5	12		5	12	
Total Free practical parking spaces		12			10			10			8			8			12			14			16			16			17	

Saturday

	Time		0	0	19:40-20:00	0	0	20:00-20:20	0	0	20:20-20:40	0	0	20:40-21:00	0	0	21:00-21:20	0	0	21:20-21:40	0	0	21:40-22:00	0	0	22:00:00-22:20	0	0	22:20-22:40	0	0
	capacity		spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available	
Total Capacity	24		12		16	8		16	8		14	10		15	9		16	8		15	9		14	10		12	12		12	12	
Practical capacity	16		6		10	6		11	5		13	3		11	5		12	4		11	5		9	7		8	8		10	6	
Total Capacity	23		9		21	2		18	5		15	8		20	3		18	5		18	5		16	7		14	9		13	10	
Practical capacity	17		4		16	1		14	3		12	5		15	2		14	3		13	4		12	5		11	6		10	7	
Total Free practical parking spaces			10			7			8			8			7			7			9			12			14			13	

Rainforth Street - Lo

Weekday

	Time	22:40-23:0	0	0	23:00-23:2	0	0	23:20-23:4	0	0	23:40-24.0	0	0
	capacity	parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available	
Total Capacity	24	12	12		12	12		11	13		11	13	
Practical capacity	16	10	6		9	7		9	7		9	7	
Total Capacity	23	9	14		8	15		9	14		6	17	
Practical capacity	17	6	11		4	13		5	12		3	14	
Total Free practical parking spaces			17			20			19			21	

Saturday

	Time		22:40-23:00	0	0	23:00-23:20	0	0	23:20-23:40	0	0	23:40-24:00	0	0
	capacity		parked	spaces available		parked	spaces available		parked	spaces available		parked	spaces available	
Total Capacity	24		13	11		13	11		13	11		12	12	
Practical capacity	16		10	6		9	7		10	6		10	6	
Total Capacity	23		12	11		15	8		14	9		11	12	
Practical capacity	17		10	7		11	6		10	7		10	7	
Total Free practical parking spaces				13			13			13			13	

Weekday Survey 13:00-16:20

	Section	Description	Length (m)	Parking/Restriction	Capacity	13:00-13:20			13:20-13:40			13:40-14:00			14:00-14:20			14:20-14:40			14:40-15:00			15:00-15:20			15:20-15:40			15:40-16:00			16:00-16:20		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0	0%	0	2	88%	0	0	0%	0	0	0%	0	1	44%	0	1	44%	0	0	0%	0	1	44%	0	0	0%	0	0	0%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7-30am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7-30am	1	0	0		0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	1	54%	0	1	54%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	1	54%	0	0	0%	0	0	0%	0	0	0%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	3	100%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%
	1h	Kerbed Section	15.7	None	3	0	1	33%	0	1	33%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	0		0	0		0	1		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	5	100%	0	4	80%	0	5	100%	0	5	100%	0	4	80%	0	4	80%	0	3	60%	0	4	80%	0	5	100%	0	4	80%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**1**	**14**	**63%**	**1**	**16**	**71%**	**1**	**14**	**63%**	**1**	**15**	**67%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**13**	**59%**	**1**	**14**	**63%**	**1**	**13**	**59%**	**1**	**13**	**59%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**13**	**81%**	**0**	**12**	**75%**	**0**	**14**	**88%**	**0**	**14**	**88%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**12**	**75%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**13**	**81%**

	Average	Max
1a	22%	88%
1b		
1c	74%	74%
1d		
1e	16%	54%
1f	97%	100%
1g	100%	100%
1h	60%	67%
1i		
1j	86%	100%
1k		
1l	75%	75%
Total capacity	**63%**	**71%**
Total practical capacity	**81%**	**88%**

Total Capacity (including dropped kerbs / restricted parking areas)	15	17	15	16	15	15	14	15	14	14
Practical capacity (excluding dropped kerbs / restricted parking areas)	13	12	14	14	13	13	12	13	13	13

Weekday Survey 13:00-16:20

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	13:00-13:20			13:20-13:40			13:40-14:00			14:00-14:20			14:20-14:40			14:40-15:00			15:00-15:20			15:20-15:40			15:40-16:00			16:00-16:20		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	1	0	25%	0	0	0%	0	0	0%	0	0	0%	1	1	50%	1	0	25%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	0	1		0	1		0	0		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	2	10	86%	2	10	86%	3	10	93%	3	9	86%	2	9	79%	2	7	64%	4	8	86%	5	7	86%	5	7	86%	3	9	86%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	3	100%	0	3	100%	0	1	33%	0	2	67%	0	3	100%	0	3	100%	0	2	67%	0	3	100%	0	2	67%	0	2	67%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**3**	**15**	**78%**	**2**	**15**	**74%**	**3**	**12**	**65%**	**3**	**13**	**70%**	**3**	**15**	**78%**	**3**	**12**	**65%**	**4**	**12**	**70%**	**5**	**12**	**74%**	**5**	**11**	**70%**	**3**	**13**	**70%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**2**	**13**	**88%**	**2**	**13**	**88%**	**3**	**11**	**82%**	**3**	**11**	**82%**	**2**	**12**	**82%**	**2**	**10**	**71%**	**4**	**10**	**82%**	**5**	**10**	**88%**	**5**	**9**	**82%**	**3**	**11**	**82%**

	Average	Max
2a	10%	50%
2b		
2c	84%	93%
2d		
2e	80%	100%
Total capacity	**71%**	**78%**
Total practical capacity	**#VALUE!**	**88%**

Total Capacity (including dropped kerbs / restricted parking areas)	18	17	15	16	18	15	16	17	16	16
Practical capacity (excluding dropped kerbs / restricted parking areas)	15	15	14	14	14	12	14	15	14	14

FULL SURVEY AREA	**Total Capacity (including dropped kerbs / restricted parking areas)**	**47**	**4**	**29**	**70%**	**3**	**31**	**73%**	**4**	**26**	**64%**	**4**	**28**	**68%**	**4**	**29**	**70%**	**4**	**26**	**64%**	**5**	**25**	**64%**	**6**	**26**	**68%**	**6**	**24**	**64%**	**4**	**26**	**64%**
	Practical capacity (excluding dropped kerbs / restricted parking areas)	**33**	**2**	**26**	**85%**	**2**	**25**	**82%**	**3**	**25**	**85%**	**3**	**25**	**85%**	**2**	**25**	**82%**	**2**	**23**	**76%**	**4**	**22**	**79%**	**5**	**23**	**85%**	**5**	**22**	**82%**	**3**	**24**	**82%**

Total capacity	**67%**	**73%**
Total practical capacity	**82%**	**85%**

Weekday Survey 16:20-19:40

	Section	Description	Length (m)	Parking/Restriction	Capacity	16:20-16:40			16:40-17:00			17:00-17:20			17:20-17:40			17:40-18:00			18:00-18:20			18:20-18:40			18:40-19:00			19:00-19:20			19:20-19:40		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0	0%	1	0	44%	2	0	88%	1	0	44%	0	0	0%	0	0	0%	0	2	88%	0	1	44%	1	0	44%	0	0	0%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7-30am	2	1	0		0	0		0	0		0	0		0	0		0	0		0	0		1	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7-30am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7-30am	1	0	0		0	0		0	0		1	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0	0%	0	0	0%	0	0	0%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	3	100%	0	3	100%	0	2	67%	0	1	33%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%
	1h	Kerbed Section	15.7	None	3	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	1		0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	5	100%	0	5	100%	0	5	100%	0	5	100%	0	4	80%	0	5	100%	0	5	100%	0	5	100%	0	5	100%	0	4	80%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	2	50%	0	3	75%	0	3	75%	0	3	75%	0	2	50%	0	2	50%	0	2	50%	0	1	25%	0	2	50%	0	3	75%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**2**	**13**	**63%**	**2**	**14**	**67%**	**3**	**12**	**63%**	**3**	**13**	**67%**	**1**	**11**	**50%**	**1**	**12**	**54%**	**1**	**15**	**67%**	**2**	**13**	**63%**	**2**	**12**	**59%**	**1**	**11**	**50%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**12**	**75%**	**0**	**13**	**81%**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**10**	**63%**	**0**	**11**	**69%**	**0**	**12**	**75%**	**0**	**11**	**69%**	**0**	**11**	**69%**	**0**	**10**	**63%**

	Average	Max
1a	35%	88%
1b		
1c	74%	74%
1d		
1e	38%	54%
1f	77%	100%
1g	100%	100%
1h	33%	33%
1i		
1j	96%	100%
1k		
1l	58%	75%
Total capacity	**60%**	**67%**
Total practical capacity	**71%**	**81%**

	16:20-16:40	16:40-17:00	17:00-17:20	17:20-17:40	17:40-18:00	18:00-18:20	18:20-18:40	18:40-19:00	19:00-19:20	19:20-19:40
Total Capacity (including dropped kerbs / restricted parking areas)	15	16	15	16	12	13	16	15	14	12
Practical capacity (excluding dropped kerbs / restricted parking areas)	12	13	12	12	10	11	12	11	11	10

Weekday Survey 16:20-19:40

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	16:20-16:40			16:40-17:00			17:00-17:20			17:20-17:40			17:40-18:00			18:00-18:20			18:20-18:40			18:40-19:00			19:00-19:20			19:20-19:40		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	0	0	0%	0	1	25%	0	0	0%	0	2	50%	2	0	50%	1	0	25%	2	0	50%	1	0	25%	0	0	0%	2	0	50%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	0	1		1	0		0	0		0	0		1	0		1	0		1	1		1	0		0	0		0	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	3	8	79%	3	9	86%	3	9	86%	4	6	71%	3	7	71%	3	6	64%	1	7	57%	2	6	57%	2	7	64%	2	7	64%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	3	0	100%	3	0	100%	3	0	100%	1	2	100%	1	1	67%	1	1	67%	2	0	67%	1	1	67%	2	1	100%	0	2	67%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**6**	**10**	**70%**	**7**	**11**	**78%**	**6**	**10**	**70%**	**5**	**11**	**70%**	**7**	**9**	**70%**	**6**	**8**	**61%**	**6**	**9**	**65%**	**5**	**8**	**57%**	**4**	**9**	**57%**	**4**	**10**	**61%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**6**	**8**	**82%**	**6**	**9**	**88%**	**6**	**9**	**88%**	**5**	**8**	**76%**	**4**	**8**	**71%**	**4**	**7**	**65%**	**3**	**7**	**59%**	**3**	**7**	**59%**	**4**	**8**	**71%**	**2**	**9**	**65%**

	Average	Max
2a	28%	50%
2b		
2c	70%	86%
2d		
2e	83%	100%
Total capacity	**66%**	**78%**
Total practical capacity	**#VALUE!**	**88%**

	16:20-16:40	16:40-17:00	17:00-17:20	17:20-17:40	17:40-18:00	18:00-18:20	18:20-18:40	18:40-19:00	19:00-19:20	19:20-19:40
Total Capacity (including dropped kerbs / restricted parking areas)	16	18	16	16	16	14	15	13	13	14
Practical capacity (excluding dropped kerbs / restricted parking areas)	14	15	15	13	12	11	10	10	12	11

		Section	Description	Length (m)	Parking/Restriction	Capacity	16:20-16:40			16:40-17:00			17:00-17:20			17:20-17:40			17:40-18:00			18:00-18:20			18:20-18:40			18:40-19:00			19:00-19:20			19:20-19:40		
							Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
FULL SURVEY AREA		**Total Capacity (including dropped kerbs / restricted parking areas)**			**47**	**8**	**23**	**66%**	**9**	**25**	**73%**	**9**	**22**	**66%**	**8**	**24**	**68%**	**8**	**20**	**60%**	**7**	**20**	**58%**	**7**	**24**	**66%**	**7**	**21**	**60%**	**6**	**21**	**58%**	**5**	**21**	**55%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**33**	**6**	**20**	**79%**	**6**	**22**	**85%**	**6**	**21**	**82%**	**5**	**20**	**76%**	**4**	**18**	**67%**	**4**	**18**	**67%**	**3**	**19**	**67%**	**3**	**18**	**64%**	**4**	**19**	**70%**	**2**	**19**	**64%**

	Average	Max
Total capacity	**63%**	**73%**
Total practical capacity	**72%**	**85%**

Weekday Survey 19:40-24:00

	Section	Description	Length (m)	Parking/Restriction	Capacity	19:40-20:00			20:00-20:20			20:20-20:40			20:40-21:00			21:00-21:20			21:20-21:40			21:40-22:00			22:00-22:20			22:20-22:40			22:40-23:00			23:00-23:20			23:20-23:40			23:40-24.00		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7-10am	2	0	2	88%	0	1	44%	0	2	88%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	1	44%	0	0	0%	0	0	0%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7-10am	2	0	0		0	0		0	0		0	0		0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7-10am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7-10am	1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7-10am	2	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	1	54%
	1f	Kerbed Section	14.1	None	3	0	2	67%	0	2	67%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%	0	1	100%
	1h	Kerbed Section	15.7	None	3	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	5	100%	0	5	100%	0	5	100%	0	5	100%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	3	60%	0	3	60%	0	3	60%	0	3	60%	0	3	60%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	3	75%	0	3	75%	0	2	50%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	3	75%	0	2	50%	0	1	25%	0	1	25%	0	1	25%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**1**	**15**	**67%**	**1**	**15**	**67%**	**1**	**15**	**67%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**13**	**59%**	**1**	**13**	**59%**	**1**	**13**	**59%**	**1**	**12**	**54%**	**1**	**11**	**50%**	**1**	**11**	**50%**	**1**	**10**	**46%**	**1**	**10**	**46%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**13**	**81%**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**11**	**69%**	**0**	**10**	**63%**	**0**	**9**	**56%**	**0**	**9**	**56%**	**0**	**9**	**56%**

	Average	Max
1a	20%	88%
1b		
1c	74%	74%
1d		
1e	54%	54%
1f	95%	100%
1g	100%	100%
1h	33%	33%
1i		
1j	78%	100%
1k		
1l	60%	75%
Total capacity	**58%**	**67%**
Total practical capacity	**70%**	**81%**

Total Capacity (including dropped kerbs / restricted parking areas)						16			16			16			15			15			14			14			14			13			12			12			11			11		
Practical capacity (excluding dropped kerbs / restricted parking areas)						12			12			12			13			12			12			12			12			11			10			9			9			9		

Weekday Survey 19:40-24:00

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	19:40-20:00			20:00-20:20			20:20-20:40			20:40-21:00			21:00-21:20			21:20-21:40			21:40-22:00			22:00-22:20			22:20-22:40			22:40-23:00			23:00-23:20			23:20-23:40			23:40-24.00		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	2	0	50%	3	0	75%	0	2	50%	1	1	50%	1	1	50%	1	0	25%	1	1	50%	0	0	0%	1	0	25%	0	0	0%	1	0	25%	1	0	25%	0	0	0%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	0	0		1	0		0	0		1	0		2	0		2	0		2	0		1	0		1	0		2	0		2	0		2	0		2	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	2	7	64%	1	7	57%	2	8	71%	1	8	64%	2	4	43%	1	3	29%	0	3	21%	0	3	21%	0	3	21%	0	4	29%	0	3	21%	0	4	29%	0	2	14%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	2	67%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	1	33%	0	1	33%	0	1	33%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**4**	**10**	**61%**	**5**	**11**	**70%**	**2**	**14**	**70%**	**3**	**13**	**70%**	**5**	**9**	**61%**	**4**	**7**	**48%**	**3**	**7**	**43%**	**1**	**6**	**30%**	**2**	**6**	**35%**	**2**	**7**	**39%**	**3**	**5**	**35%**	**3**	**6**	**39%**	**2**	**4**	**26%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**2**	**9**	**65%**	**1**	**10**	**65%**	**2**	**11**	**76%**	**1**	**11**	**71%**	**2**	**7**	**53%**	**1**	**6**	**41%**	**0**	**5**	**29%**	**0**	**5**	**29%**	**0**	**5**	**29%**	**0**	**6**	**35%**	**0**	**4**	**24%**	**0**	**5**	**29%**	**0**	**3**	**18%**

	Average	Max
2a	33%	75%
2b		
2c	37%	71%
2d		
2e	72%	100%
Total capacity	**48%**	**70%**
Total practical capacity	**43%**	**76%**

Total Capacity (including dropped kerbs / restricted parking areas)						14			16			16			16			14			11			10			7			8			9			8			9			6		
Practical capacity (excluding dropped kerbs / restricted parking areas)						11			11			13			12			9			7			5			5			5			6			4			5			3		

FULL SURVEY AREA		**Total Capacity (including dropped kerbs / restricted parking areas)**	**47**	**5**	**25**	**64%**	**6**	**26**	**68%**	**3**	**29**	**68%**	**4**	**27**	**66%**	**6**	**23**	**62%**	**5**	**20**	**53%**	**4**	**20**	**51%**	**2**	**19**	**45%**	**3**	**18**	**45%**	**3**	**18**	**45%**	**4**	**16**	**43%**	**4**	**16**	**43%**	**3**	**14**	**36%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)	**33**	**2**	**21**	**70%**	**1**	**22**	**70%**	**2**	**23**	**76%**	**1**	**24**	**76%**	**2**	**19**	**64%**	**1**	**18**	**58%**	**0**	**17**	**52%**	**0**	**17**	**52%**	**0**	**16**	**48%**	**0**	**16**	**48%**	**0**	**13**	**39%**	**0**	**14**	**42%**	**0**	**12**	**36%**

Total capacity	**53%**	**68%**
Total practical capacity	**57%**	**76%**

Saturday Survey 07:00-10:20

	Section	Description	Length (m)	Parking/Restriction	Capacity	07:00-07:20			07:20-07:40			07:40-08:00			08:00-08:20			08:20-08:40			08:40-09:00			09:00-09:20			09:20-09:40			09:40-10:00			10:00-10:20		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	2	88%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7-30am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7-30am	1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	1	54%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	1h	Kerbed Section	15.7	None	3	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	1		0	1		0	1		0	1		0	1		0	1		0	0		0	0		0	0		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	2	50%	0	2	50%	0	2	50%	0	2	50%	0	2	50%	0	2	50%	0	3	75%	0	4	100%	0	4	100%	0	4	100%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**15**	**67%**	**1**	**15**	**67%**	**1**	**18**	**80%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**14**	**88%**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**15**	**94%**

	Average	Max
1a	9%	88%
1b		
1c	74%	74%
1d		
1e	5%	54%
1f	100%	100%
1g	0%	0%
1h	67%	67%
1i		
1j	120%	120%
1k		
1l	68%	100%
Total capacity	**65%**	**80%**
Total practical capacity	**86%**	**94%**

Total Capacity (including dropped kerbs / restricted parking areas)							15			15			15			15			15			15			15			16			16			19		
Practical capacity (excluding dropped kerbs / restricted parking areas)							13			13			13			13			13			13			14			15			15			15		

Saturday Survey 07:00-10:20

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	07:00-07:20			07:20-07:40			07:40-08:00			08:00-08:20			08:20-08:40			08:40-09:00			09:00-09:20			09:20-09:40			09:40-10:00			10:00-10:20		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	0	3	21%	0	3	21%	0	4	29%	0	3	21%	0	4	29%	0	5	36%	0	2	14%	0	4	29%	2	3	36%	1	7	57%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	1		0	1		0	1	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	2	67%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**0**	**3**	**13%**	**0**	**3**	**13%**	**0**	**4**	**17%**	**0**	**3**	**13%**	**0**	**4**	**17%**	**0**	**5**	**22%**	**0**	**2**	**9%**	**0**	**5**	**22%**	**2**	**4**	**26%**	**1**	**10**	**48%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**0**	**3**	**18%**	**0**	**3**	**18%**	**0**	**4**	**24%**	**0**	**3**	**18%**	**0**	**4**	**24%**	**0**	**5**	**29%**	**0**	**2**	**12%**	**0**	**4**	**24%**	**2**	**3**	**29%**	**1**	**9**	**59%**

	Average	Max
2a	0%	0%
2b		
2c	29%	57%
2d		
2e	7%	67%
Total capacity	**20%**	**48%**
Total practical capacity	**25%**	**59%**

Total Capacity (including dropped kerbs / restricted parking areas)							3			3			4			3			4			5			2			5			6			11		
Practical capacity (excluding dropped kerbs / restricted parking areas)							3			3			4			3			4			5			2			4			5			10		

FULL SURVEY AREA	**Total Capacity (including dropped kerbs / restricted parking areas)**				**47**	**1**	**17**	**38%**	**1**	**17**	**38%**	**1**	**18**	**41%**	**1**	**17**	**38%**	**1**	**18**	**41%**	**1**	**19**	**43%**	**1**	**16**	**36%**	**1**	**20**	**45%**	**3**	**19**	**47%**	**2**	**28**	**64%**
	Practical capacity (excluding dropped kerbs / restricted parking areas)				**33**	**0**	**16**	**48%**	**0**	**16**	**48%**	**0**	**17**	**52%**	**0**	**16**	**48%**	**0**	**17**	**52%**	**0**	**18**	**55%**	**0**	**16**	**48%**	**0**	**19**	**58%**	**2**	**18**	**61%**	**1**	**24**	**76%**

	Average	Max
Total capacity	**43%**	**64%**
Total practical capacity	**55%**	**76%**

Saturday Survey 10:20-13:40

	Section	Description	Length (m)	Parking/Restriction	Capacity	10:20-10:40			10:40-11:00			11:00-11:20			11:20-11:40			11:40-12:00			12:00-12:20			12:20-12:40			12:40-13:00			13:00-13:20			13:20-13:40		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7:30am	2	0	2	88%	0	1	44%	0	1	44%	0	0	0%	1	0	44%	2	0	88%	2	0	88%	2	0	88%	1	1	88%	0	0	0%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7:30am	2	0	0		0	0		0	0		0	1		0	0		0	0		0	0		0	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7:30am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7:30am	1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	1		1	0		0	1	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7:30am	2	0	0	0%	0	0	0%	0	1	54%	0	1	54%	0	1	54%	0	1	54%	0	0	0%	0	0	0%	0	1	54%	0	1	54%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	1h	Kerbed Section	15.7	None	3	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	5	100%	0	6	120%	0	6	120%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**1**	**17**	**75%**	**1**	**16**	**71%**	**1**	**17**	**75%**	**1**	**17**	**75%**	**2**	**16**	**75%**	**3**	**16**	**80%**	**3**	**15**	**75%**	**3**	**15**	**75%**	**3**	**17**	**84%**	**1**	**17**	**75%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**14**	**88%**	**0**	**15**	**94%**	**0**	**15**	**94%**
		Total Capacity (including dropped kerbs / restricted parking areas)					18			17			18			18			18			19			18			18			20			18		
		Practical capacity (excluding dropped kerbs / restricted parking areas)					15			15			15			15			15			15			15			14			15			15		

	Average	Max
1a	57%	88%
1b		
1c	74%	74%
1d		
1e	32%	54%
1f	100%	100%
1g	0%	0%
1h	67%	67%
1i		
1j	118%	120%
1k		
1l	100%	100%
Total capacity	**76%**	**84%**
Total practical capacity	**93%**	**94%**

Saturday Survey 10:20-13:40

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	10:20-10:40			10:40-11:00			11:00-11:20			11:20-11:40			11:40-12:00			12:00-12:20			12:20-12:40			12:40-13:00			13:00-13:20			13:20-13:40		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	0	0	0%	0	0	0%	0	0	0%	0	1	25%	0	1	25%	1	1	50%	0	0	0%	0	0	0%	1	0	25%	2	1	75%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	2	10	86%	1	9	71%	0	10	71%	1	12	93%	0	13	93%	2	10	86%	3	10	93%	3	10	93%	5	8	93%	5	8	93%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	1	33%	0	3	100%	0	1	33%	0	2	67%	0	2	67%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	4	133%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**2**	**12**	**61%**	**1**	**13**	**61%**	**0**	**12**	**52%**	**1**	**16**	**74%**	**0**	**17**	**74%**	**3**	**15**	**78%**	**3**	**14**	**74%**	**3**	**14**	**74%**	**6**	**12**	**78%**	**7**	**14**	**91%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**2**	**11**	**76%**	**1**	**12**	**76%**	**0**	**11**	**65%**	**1**	**14**	**88%**	**0**	**15**	**88%**	**2**	**13**	**88%**	**3**	**13**	**94%**	**3**	**13**	**94%**	**5**	**11**	**94%**	**5**	**12**	**100%**
		Total Capacity (including dropped kerbs / restricted parking areas)					14			14			12			17			17			18			17			17			18			21		
		Practical capacity (excluding dropped kerbs / restricted parking areas)					13			13			11			15			15			15			16			16			16			17		

	Average	Max
2a	20%	75%
2b		
2c	87%	93%
2d		
2e	83%	133%
Total capacity	**72%**	**91%**
Total practical capacity	**86%**	**100%**

FULL SURVEY AREA		**Total Capacity (including dropped kerbs / restricted parking areas)**			**47**	**3**	**29**	**68%**	**2**	**29**	**66%**	**1**	**29**	**64%**	**2**	**33**	**75%**	**2**	**33**	**75%**	**6**	**31**	**79%**	**6**	**29**	**75%**	**6**	**29**	**75%**	**9**	**29**	**81%**	**8**	**31**	**83%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**33**	**2**	**26**	**85%**	**1**	**27**	**85%**	**0**	**26**	**79%**	**1**	**29**	**91%**	**0**	**30**	**91%**	**2**	**28**	**91%**	**3**	**28**	**94%**	**3**	**27**	**91%**	**5**	**26**	**94%**	**5**	**27**	**97%**

Total capacity	**74%**	**83%**
Total practical capacity	**90%**	**97%**

Saturday Survey 13:40-17:00

	Section	Description	Length (m)	Parking/Restriction	Capacity	13:40-14:00			14:00-14:20			14:20-14:40			14:40-15:00			15:00-15:20			15:20-15:40			15:40-16:00			16:00-16:20			16:20-16:40			16:40-17:00		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	0	0%	0	2	88%	0	0	0%	0	1	44%	0	2	88%	0	1	44%	0	1	44%	0	1	44%	1	1	88%	0	1	44%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7-30am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7-30am	1	0	0		1	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7-30am	2	0	1	54%	1	0	54%	1	0	54%	0	1	54%	0	1	54%	0	2	108%	0	1	54%	0	2	108%	0	2	108%	0	1	54%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	1h	Kerbed Section	15.7	None	3	0	2	67%	0	2	67%	0	2	67%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	0		0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	6	120%	0	6	120%	0	5	100%	0	5	100%	0	6	120%	0	6	120%	0	6	120%	0	6	120%	0	5	100%	0	5	100%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	0		0	0		0	0		0	1		0	0		0	0		0	0		0	0		0	0		1	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	4	100%	0	3	75%	0	4	100%	0	4	100%	0	3	75%	0	3	75%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**1**	**17**	**75%**	**3**	**17**	**84%**	**2**	**15**	**71%**	**1**	**18**	**80%**	**1**	**19**	**84%**	**1**	**18**	**80%**	**1**	**18**	**80%**	**1**	**19**	**84%**	**2**	**17**	**80%**	**2**	**16**	**75%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**15**	**94%**	**0**	**15**	**94%**	**0**	**14**	**88%**	**0**	**15**	**94%**	**0**	**16**	**100%**	**0**	**15**	**94%**	**0**	**16**	**100%**	**0**	**16**	**100%**	**0**	**14**	**88%**	**0**	**14**	**88%**

	Average	Max
1a	48%	88%
1b		
1c	74%	74%
1d		
1e	70%	108%
1f	100%	100%
1g	0%	0%
1h	90%	100%
1i		
1j	112%	120%
1k		
1l	93%	100%
Total capacity	**79%**	**84%**
Total practical capacity	**94%**	**100%**

	13:40-14:00	14:00-14:20	14:20-14:40	14:40-15:00	15:00-15:20	15:20-15:40	15:40-16:00	16:00-16:20	16:20-16:40	16:40-17:00
Total Capacity (including dropped kerbs / restricted parking areas)	18	20	17	19	20	19	19	20	19	18
Practical capacity (excluding dropped kerbs / restricted parking areas)	15	15	14	15	16	15	16	16	14	14

Saturday Survey 13:40-17:00

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	13:40-14:00			14:00-14:20			14:20-14:40			14:40-15:00			15:00-15:20			15:20-15:40			15:40-16:00			16:00-16:20			16:20-16:40			16:40-17:00		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	2	0	50%	2	1	75%	3	0	75%	2	0	50%	1	1	50%	1	0	25%	1	1	50%	2	0	50%	3	0	75%	3	0	75%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	0	0		0	0		0	0		0	0		0	0		1	0		0	0		0	1		0	0		0	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	5	8	93%	6	7	93%	6	7	93%	6	6	86%	9	4	93%	9	4	93%	7	4	79%	9	4	93%	9	2	79%	7	6	93%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	4	133%	0	4	133%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	3	100%	0	3	100%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**7**	**13**	**87%**	**8**	**13**	**91%**	**9**	**11**	**87%**	**8**	**10**	**78%**	**10**	**9**	**83%**	**11**	**8**	**83%**	**8**	**9**	**74%**	**11**	**8**	**83%**	**12**	**6**	**78%**	**10**	**10**	**87%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**5**	**12**	**100%**	**6**	**11**	**100%**	**6**	**10**	**94%**	**6**	**9**	**88%**	**9**	**7**	**94%**	**9**	**7**	**94%**	**7**	**7**	**82%**	**9**	**6**	**88%**	**9**	**5**	**82%**	**7**	**9**	**94%**

	Average	Max
2a	58%	75%
2b		
2c	89%	93%
2d		
2e	103%	133%
Total capacity	**83%**	**91%**
Total practical capacity	**92%**	**100%**

	13:40-14:00	14:00-14:20	14:20-14:40	14:40-15:00	15:00-15:20	15:20-15:40	15:40-16:00	16:00-16:20	16:20-16:40	16:40-17:00
Total Capacity (including dropped kerbs / restricted parking areas)	20	21	20	18	19	19	17	19	18	20
Practical capacity (excluding dropped kerbs / restricted parking areas)	17	17	16	15	16	16	14	15	14	16

FULL SURVEY AREA	**Total Capacity (including dropped kerbs / restricted parking areas)**	**47**	**8**	**30**	**81%**	**11**	**30**	**87%**	**11**	**26**	**79%**	**9**	**28**	**79%**	**11**	**28**	**83%**	**12**	**26**	**81%**	**9**	**27**	**77%**	**12**	**27**	**83%**	**14**	**23**	**79%**	**12**	**26**	**81%**
	Practical capacity (excluding dropped kerbs / restricted parking areas)	**33**	**5**	**27**	**97%**	**6**	**26**	**97%**	**6**	**24**	**91%**	**6**	**24**	**91%**	**9**	**23**	**97%**	**9**	**22**	**94%**	**7**	**23**	**91%**	**9**	**22**	**94%**	**9**	**19**	**85%**	**7**	**23**	**91%**

Total capacity	**81%**	**87%**
Total practical capacity	**93%**	**97%**

Saturday Survey 17:00-20:20

	Section	Description	Length (m)	Parking/Restriction	Capacity	17:00-17:20			17:20-17:40			17:40-18:00			18:00-18:20			18:20-18:40			18:40-19:00			19:00-19:20			19:20-19:40			19:40-20:00			20:00-20:20		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7:30am	2	0	1	44%	0	0	0%	0	1	44%	0	2	88%	0	1	44%	0	2	88%	0	1	44%	0	0	0%	1	1	88%	0	2	88%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7:30am	2	1	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7:30am	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7:30am	1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7:30am	2	0	1	54%	0	2	108%	0	2	108%	0	2	108%	0	2	108%	0	0	0%	0	1	54%	0	0	0%	0	2	108%	0	2	108%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	2	67%	0	3	100%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	1h	Kerbed Section	15.7	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	5	100%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	1	0		1	0		1	0		1	0		0	0		0	1		0	1		0	1		0	1		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	3	75%	0	3	75%	0	3	75%	0	2	50%	0	2	50%	0	2	50%	0	2	50%	0	2	50%	0	2	50%	0	1	25%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**3**	**15**	**75%**	**2**	**15**	**71%**	**2**	**16**	**75%**	**2**	**16**	**75%**	**1**	**15**	**67%**	**1**	**14**	**63%**	**1**	**14**	**63%**	**1**	**11**	**50%**	**2**	**14**	**67%**	**1**	**15**	**67%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**13**	**81%**	**0**	**12**	**75%**	**0**	**12**	**75%**	**0**	**11**	**69%**	**0**	**11**	**69%**	**0**	**10**	**63%**	**0**	**10**	**63%**	**0**	**11**	**69%**

	Average	Max
1a	53%	88%
1b		
1c	74%	74%
1d		
1e	75%	108%
1f	93%	100%
1g	0%	0%
1h	83%	100%
1i		
1j	82%	100%
1k		
1l	55%	75%
Total capacity	**67%**	**75%**
Total practical capacity	**73%**	**81%**

Total Capacity (including dropped kerbs / restricted parking areas)	18	17	18	18	16	15	15	12	16	16
Practical capacity (excluding dropped kerbs / restricted parking areas)	13	13	13	12	12	11	11	10	10	11

Saturday Survey 17:00-20:20

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	17:00-17:20			17:20-17:40			17:40-18:00			18:00-18:20			18:20-18:40			18:40-19:00			19:00-19:20			19:20-19:40			19:40-20:00			20:00-20:20		
						Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %	Parked On Road	Kerb Mounted	Capacity %
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	0	1	25%	0	1	25%	0	1	25%	0	3	75%	0	1	25%	0	3	75%	0	2	50%	0	1	25%	1	1	50%	2	0	50%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	1	0		1	0		1	0		0	0		0	0		0	0		0	0		0	0		2	0		2	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	8	5	93%	5	7	86%	6	5	79%	3	6	64%	4	6	71%	4	6	71%	4	7	79%	4	6	71%	4	8	86%	4	7	79%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	1		0	1		0	1		0	1		0	1		0	1		0	1		0	0		0	1		0	0	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	3	100%	0	2	67%	0	3	100%	0	4	133%	0	3	100%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**9**	**10**	**83%**	**6**	**12**	**78%**	**7**	**10**	**74%**	**3**	**13**	**70%**	**4**	**10**	**61%**	**4**	**13**	**74%**	**4**	**12**	**70%**	**4**	**10**	**61%**	**7**	**14**	**91%**	**8**	**10**	**78%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**8**	**8**	**94%**	**5**	**10**	**88%**	**6**	**8**	**82%**	**3**	**9**	**71%**	**4**	**8**	**71%**	**4**	**9**	**76%**	**4**	**9**	**76%**	**4**	**9**	**76%**	**4**	**12**	**94%**	**4**	**10**	**82%**

	Average	Max
2a	43%	75%
2b		
2c	78%	93%
2d		
2e	97%	133%
Total capacity	**74%**	**91%**
Total practical capacity	**81%**	**94%**

Total Capacity (including dropped kerbs / restricted parking areas)	19	18	17	16	14	17	16	14	21	18
Practical capacity (excluding dropped kerbs / restricted parking areas)	16	15	14	12	12	13	13	13	16	14

FULL SURVEY AREA	**Total Capacity (including dropped kerbs / restricted parking areas)**	**47**	**12**	**25**	**79%**	**8**	**27**	**75%**	**9**	**26**	**75%**	**5**	**29**	**73%**	**5**	**25**	**64%**	**5**	**27**	**68%**	**5**	**26**	**66%**	**5**	**21**	**55%**	**9**	**28**	**79%**	**9**	**25**	**73%**
	Practical capacity (excluding dropped kerbs / restricted parking areas)	**33**	**8**	**21**	**88%**	**5**	**23**	**85%**	**6**	**21**	**82%**	**3**	**21**	**73%**	**4**	**20**	**73%**	**4**	**20**	**73%**	**4**	**20**	**73%**	**4**	**19**	**70%**	**4**	**22**	**79%**	**4**	**21**	**76%**

Total capacity	**71%**	**79%**
Total practical capacity	**77%**	**88%**

Saturday Survey 20:20-24:00

	Section	Description	Length (m)	Parking/Restriction	Capacity	20:20-20:40			20:40-21:00			21:00-21:20			21:20-21:40			21:40-22:00			22:00:00-22:20			22:20-22:40			22:40-23:00			23:00-23:20			23:20-23:40			23:40-24:00		
						Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%
RAINFORTH STREET Eastern Kerbline	1a	Kerbed Section from Corner	11.4	Single Yellow Line no waiting Mon-Sat 7-30am-	2	0	0	0%	0	2	88%	0	1	44%	0	1	44%	0	2	88%	0	2	88%	0	0	0%	0	1	44%	0	1	44%	0	0	0%	0	0	0%
	1b	Dropped Kerb Section with Alley Accesss (Loading Doors)	7.9	Single Yellow Line no waiting Mon-Sat 7-30am-	2	0	0		0	0		0	0		0	0		0	1		0	1		0	1		0	1		0	1		0	1		0	1	
	1c	Kerbed Section (Skip)	6.8	Single Yellow Line no waiting Mon-Sat 7-30am-	1	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%	1	0	74%
	1d	Dropped Kerb Section with Alley Accesss	3.9	Single Yellow Line no waiting Mon-Sat 7-30am-	1	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1e	Kerbed Section	9.3	Single Yellow Line no waiting Mon-Sat 7-30am-	2	0	0	0%	0	0	0%	0	1	54%	0	1	54%	0	1	54%	0	0	0%	0	0	0%	0	0	0%	0	1	54%	0	1	54%	0	0	0%
	1f	Kerbed Section	14.1	None	3	0	3	100%	0	3	100%	0	3	100%	0	3	100%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	2	67%
	1g	Dropped Kerb Section (Converted Garage)	5.3	None	1	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%	0	0	0%
	1h	Kerbed Section	15.7	None	3	0	2	67%	0	2	67%	0	2	67%	0	2	67%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%	0	1	33%
	1i	Dropped Kerb Section with Alley Access	5.8	Double Yellow Lines	0	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1j	Kerbed Section (Terrace Houses)	26.0	None	5	0	5	100%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	3	60%	0	4	80%	0	4	80%	0	4	80%	0	4	80%	0	4	80%
	1k	Dropped Kerb Section with Alley Access	4.0	None	0	0	0		0	1		0	1		0	1		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	1l	Kerbed Section to Corner	20.0	None	4	0	3	75%	0	2	50%	0	3	75%	0	2	50%	0	2	50%	0	2	50%	0	3	75%	0	3	75%	0	2	50%	0	3	75%	0	3	75%
		Total Capacity (including dropped kerbs / restricted parking areas)			**24**	**1**	**13**	**59%**	**1**	**14**	**63%**	**1**	**15**	**67%**	**1**	**14**	**63%**	**1**	**13**	**59%**	**1**	**11**	**50%**	**1**	**11**	**50%**	**1**	**12**	**54%**	**1**	**12**	**54%**	**1**	**12**	**54%**	**1**	**11**	**50%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**16**	**0**	**13**	**81%**	**0**	**11**	**69%**	**0**	**12**	**75%**	**0**	**11**	**69%**	**0**	**9**	**56%**	**0**	**8**	**50%**	**0**	**10**	**63%**	**0**	**10**	**63%**	**0**	**9**	**56%**	**0**	**10**	**63%**	**0**	**10**	**63%**
		Total Capacity (including dropped kerbs / restricted parking areas)					14			15			16			15			14			12			12			13			13			13			12		
		Practical capacity (excluding dropped kerbs / restricted parking areas)					13			11			12			11			9			8			10			10			9			10			10		

	Average	Max
1a	40%	88%
1b		
1c	74%	74%
1d		
1e	24%	54%
1f	79%	100%
1g	0%	0%
1h	45%	67%
1i		
1j	80%	100%
1k		
1l	64%	75%
Total capacity	57%	67%
Total practical capacity	64%	81%

Saturday Survey 20:20-24:00

Road	Section	Description	Length (m)	Parking/Restriction	Capacity	20:20-20:40			20:40-21:00			21:00-21:20			21:20-21:40			21:40-22:00			22:00:00-22:20			22:20-22:40			22:40-23:00			23:00-23:20			23:20-23:40			23:40-24:00		
						Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%	Parked On Road	Kerb Mounted	Capacity%
RAINFORTH STREET Western Kerbline	2a	Kerbed Section from Corner with On-street Parking	20.2	No stopping 8am-6pm Except Taxis	4	1	0	25%	2	1	75%	3	0	75%	4	0	100%	3	0	75%	2	0	50%	2	0	50%	1	0	25%	3	0	75%	3	0	75%	0	0	0%
	2b	Dropped Kerb Section with Alley Accesss (Loading Doors)	11.7		1	2	0		1	0		1	0		1	0		1	0		1	0		1	0		1	0		1	0		1	0		1	0	
	2c	Kerbed Section with On-street Parking	72.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	14	4	5	64%	6	6	86%	4	6	71%	4	5	64%	2	7	64%	3	6	64%	2	7	64%	2	7	64%	2	7	64%	2	7	64%	2	7	64%
	2d	Dropped Kerb Section with Service Yard Accesss	9.0		1	0	0		1	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0		0	0	
	2e	Kerbed Section with On-street Parking	17.3	Mon-Sat, 7am-7pm, 2 hrs, No return within 1 hr	3	0	3	100%	0	3	100%	0	4	133%	0	4	133%	0	3	100%	0	2	67%	0	1	33%	0	1	33%	0	2	67%	0	1	33%	0	1	33%
		Total Capacity (including dropped kerbs / restricted parking areas)			**23**	**7**	**8**	**65%**	**10**	**10**	**87%**	**8**	**10**	**78%**	**9**	**9**	**78%**	**6**	**10**	**70%**	**6**	**8**	**61%**	**5**	**8**	**57%**	**4**	**8**	**52%**	**6**	**9**	**65%**	**6**	**8**	**61%**	**3**	**8**	**48%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)			**17**	**4**	**8**	**71%**	**6**	**9**	**88%**	**4**	**10**	**82%**	**4**	**9**	**76%**	**2**	**10**	**71%**	**3**	**8**	**65%**	**2**	**8**	**59%**	**2**	**8**	**59%**	**2**	**9**	**65%**	**2**	**8**	**59%**	**2**	**8**	**59%**
		Total Capacity (including dropped kerbs / restricted parking areas)					15			20			18			18			16			14			13			12			15			14			11		
		Practical capacity (excluding dropped kerbs / restricted parking areas)					12			15			14			13			12			11			10			10			11			10			10		

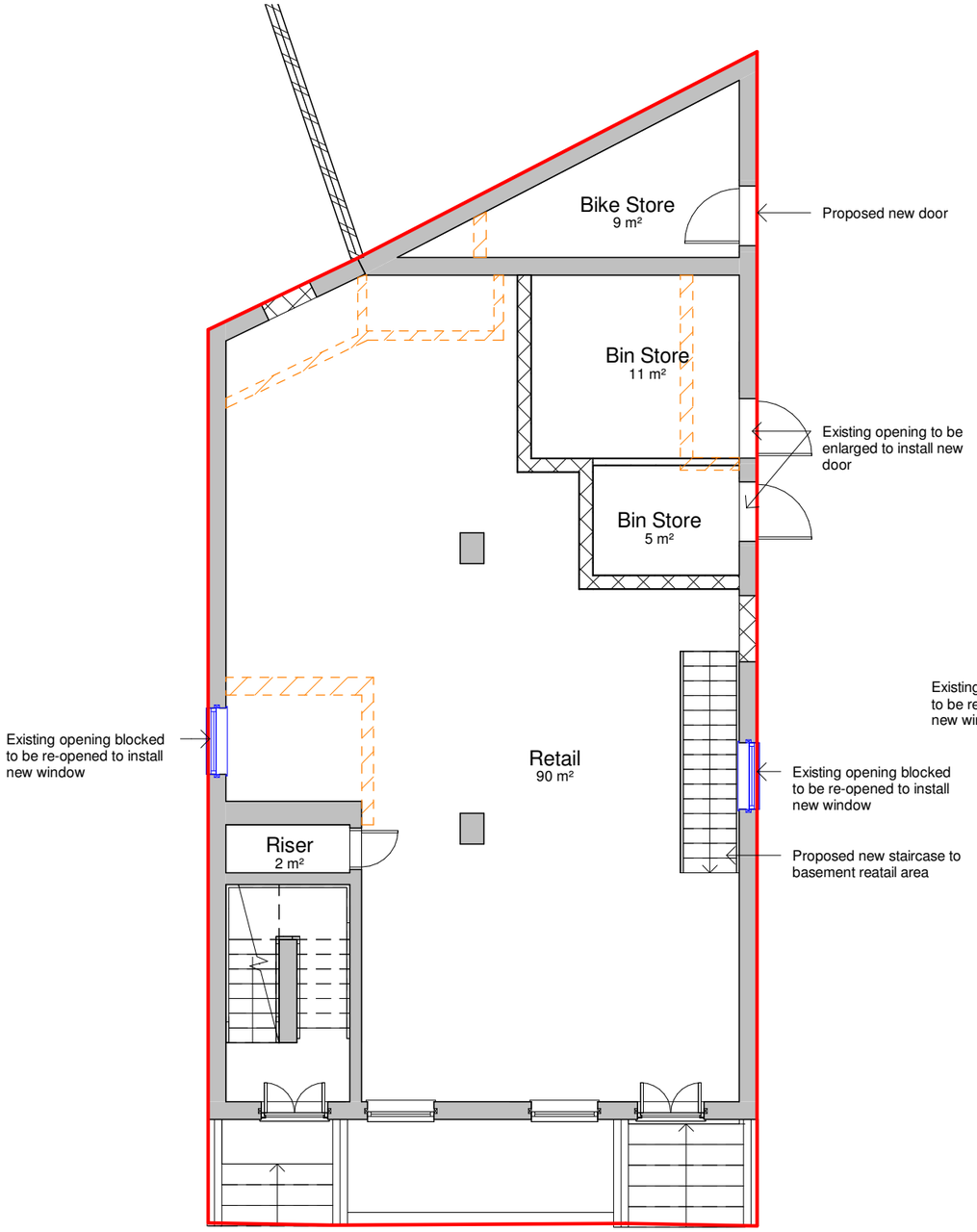
	Average	Max
2a	57%	100%
2b		
2c	67%	86%
2d		
2e	76%	133%
Total capacity	66%	87%
Total practical capacity	68%	88%

FULL SURVEY AREA		**Total Capacity (including dropped kerbs / restricted parking areas)**	**47**	**8**	**21**	**62%**	**11**	**24**	**75%**	**9**	**25**	**73%**	**10**	**23**	**70%**	**7**	**23**	**64%**	**7**	**19**	**55%**	**6**	**19**	**53%**	**5**	**20**	**53%**	**7**	**21**	**60%**	**7**	**20**	**58%**	**4**	**19**	**49%**
		Practical capacity (excluding dropped kerbs / restricted parking areas)	**33**	**4**	**21**	**76%**	**6**	**20**	**79%**	**4**	**22**	**79%**	**4**	**20**	**73%**	**2**	**19**	**64%**	**3**	**16**	**58%**	**2**	**18**	**61%**	**2**	**18**	**61%**	**2**	**18**	**61%**	**2**	**18**	**61%**	**2**	**18**	**61%**

	Average	Max
Total	61%	73%

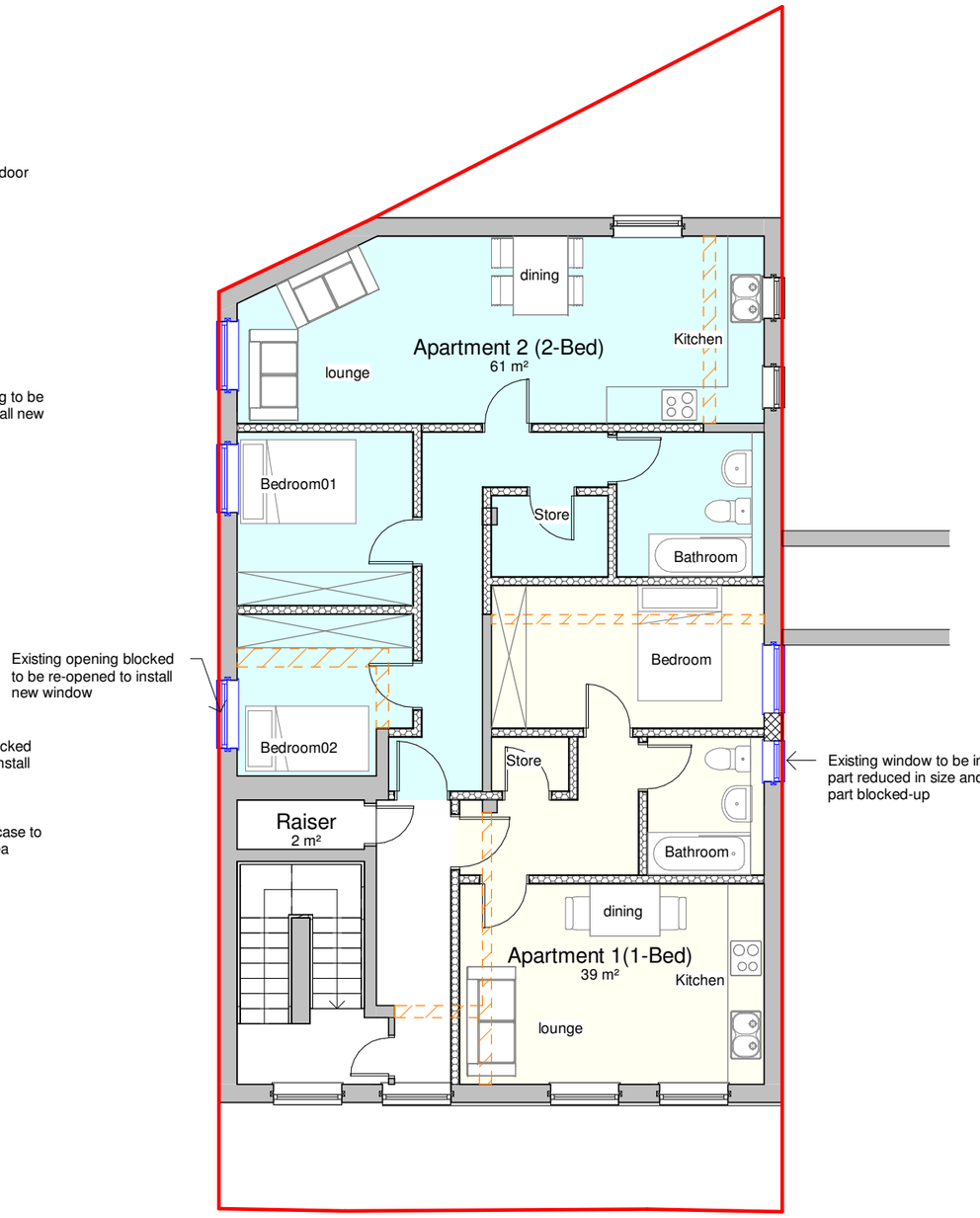


APPENDIX HTN2



1 Proposed Ground Floor Plan

1 : 100



2 Proposed First Floor Plan

1 : 100

0 1 2 3 4m

1:100

RIBA Chartered Practice

General Notes

The Architect shall have no responsibility for any use made of this document other than for that which it was prepared and issued.
All dimensions should be checked on site. Do not scale from this drawing. To be read in conjunction with all other Consultant's drawings. The Architect to be immediately notified of any discrepancies.

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LEGEND

- Site Boundary
- Proposed Window
- Demolished Existing Wall

1-Bed Apartment	(No.3)
2-Bed Apartment	(No.3)
Total Apartments	No.6

No.	Date	Dwn	Chk	App	Revision or reason for issue
P2	09/11/22	AK	SH		Amended Drawing
P1	18/10/22	SA	SH		Initial Issue

Client

create it studios Architects & Designers

Create It Studios (NW) Ltd
Universal Square
Devonshire Street North
Manchester M12 6JH
0161 974 6165
www.createitstudios.co.uk
info@createitstudios.co.uk

Project Title

7 Rainforth Street, Manchester M13 0RP

Scale / North Point

1 : 100

Drawing Title

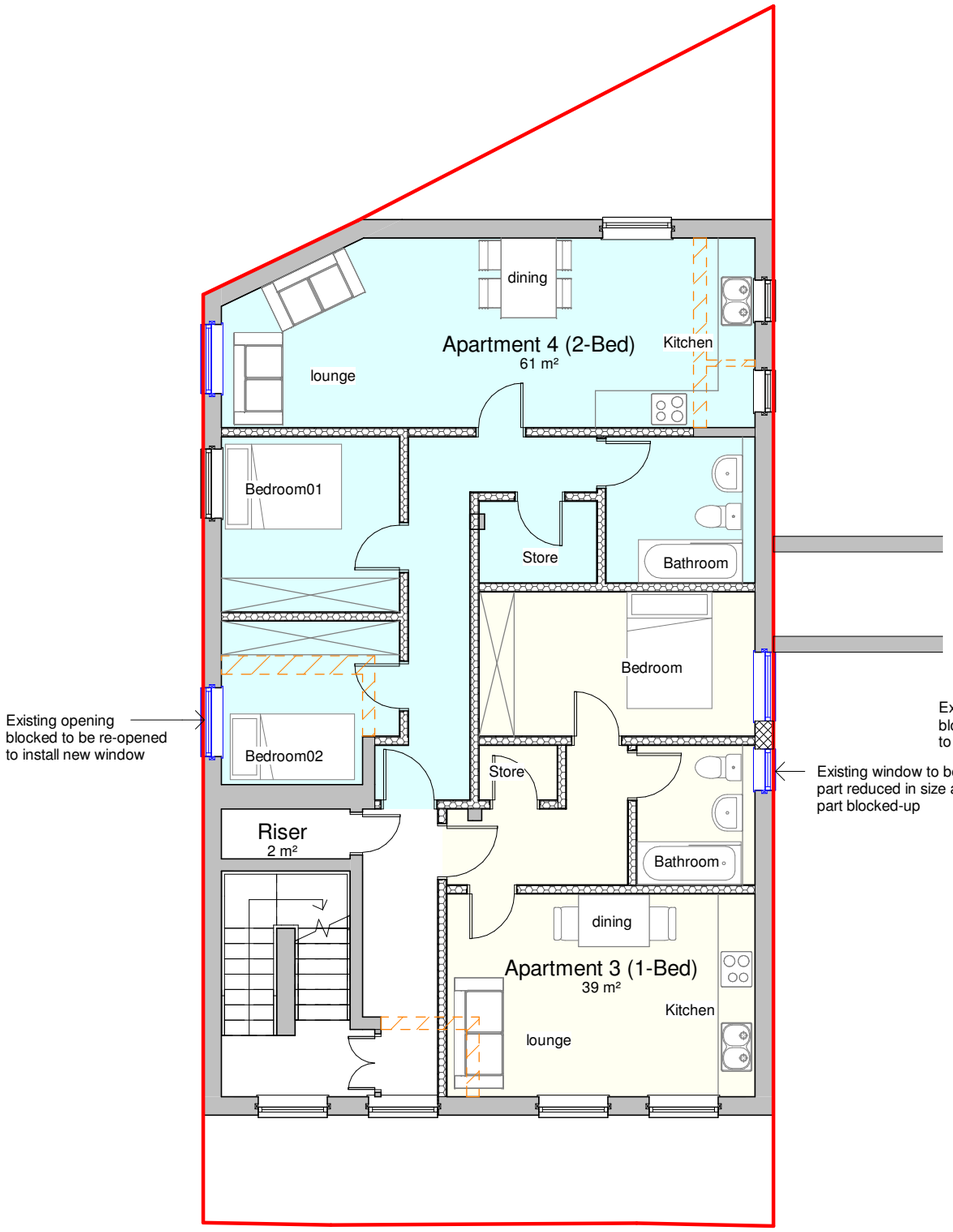
Proposed Floor Plans

Drawing Number: A1265(02)AP002

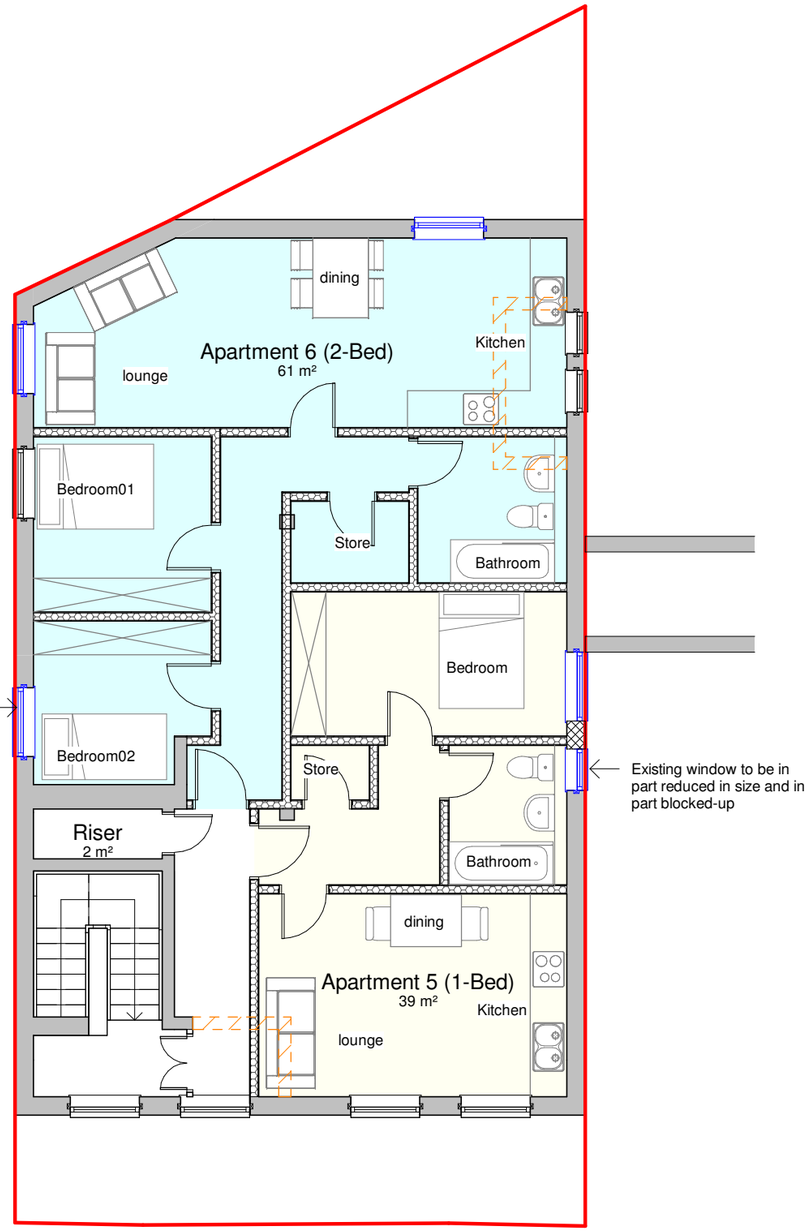
Revision: P2

Drawing Status

Preliminary



1 **Proposed Second Floor Plan**
1 : 100



2 **Proposed Third Floor Plan**
1 : 100

0 1 2 3 4m
1:100

RIBA Chartered Practice

General Notes

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LEGEND

- Site Boundary
- Proposed Window
- Demolished Existing Wall

1-Bed Apartment	(No.3)
2-Bed Apartment	(No.3)
Total Apartments	No.6

No.	Date	Dwn	Chk	App	Revision or reason for issue
P2	09/11/22	AK	SH		Amended Drawing
P1	18/10/22	SA	SH		Initial Issue

Client

create it studios Architects & Designers
Create It Studios (NW) Ltd
Universal Square
Devonshire Street North
Manchester M12 6JH
0161 974 6165
www.createitstudios.co.uk
info@createitstudios.co.uk

Project Title
7 Rainforth Street, Manchester M13 0RP

Scale / North Point
1 : 100

Drawing Title
Proposed Floor Plans

Drawing Number
A1265(02)AP003

Revision
P2

Drawing Status
Preliminary