

Ladybarn Lane, Manchester

Transport Note

VN212082/N01

Introduction and Proposals

1. Vectos has been commissioned by Coda Architecture on behalf of Dan Sudbury to support a proposed residential development. This transport note has been prepared as part of a planning application for three new dwellings on Ladybarn Lane in Manchester, at its southern end close to Mauldeth Road. The location plan is included as **Appendix A**. The site is the former Brewers Arms pub in Ladybarn and the site plan is shown as **Appendix B**.
2. The three new 3-bedroom dwellings will be constructed as a terrace unit on the footprint of the former pub. Rear gardens will be provided and there will be no parking provided within the curtilage of the site, with direct front door access via a small front garden/yard area onto Ladybarn Lane as shown in the 3D view included as **Appendix C**. No off-street vehicular parking will be provided with the proposals.

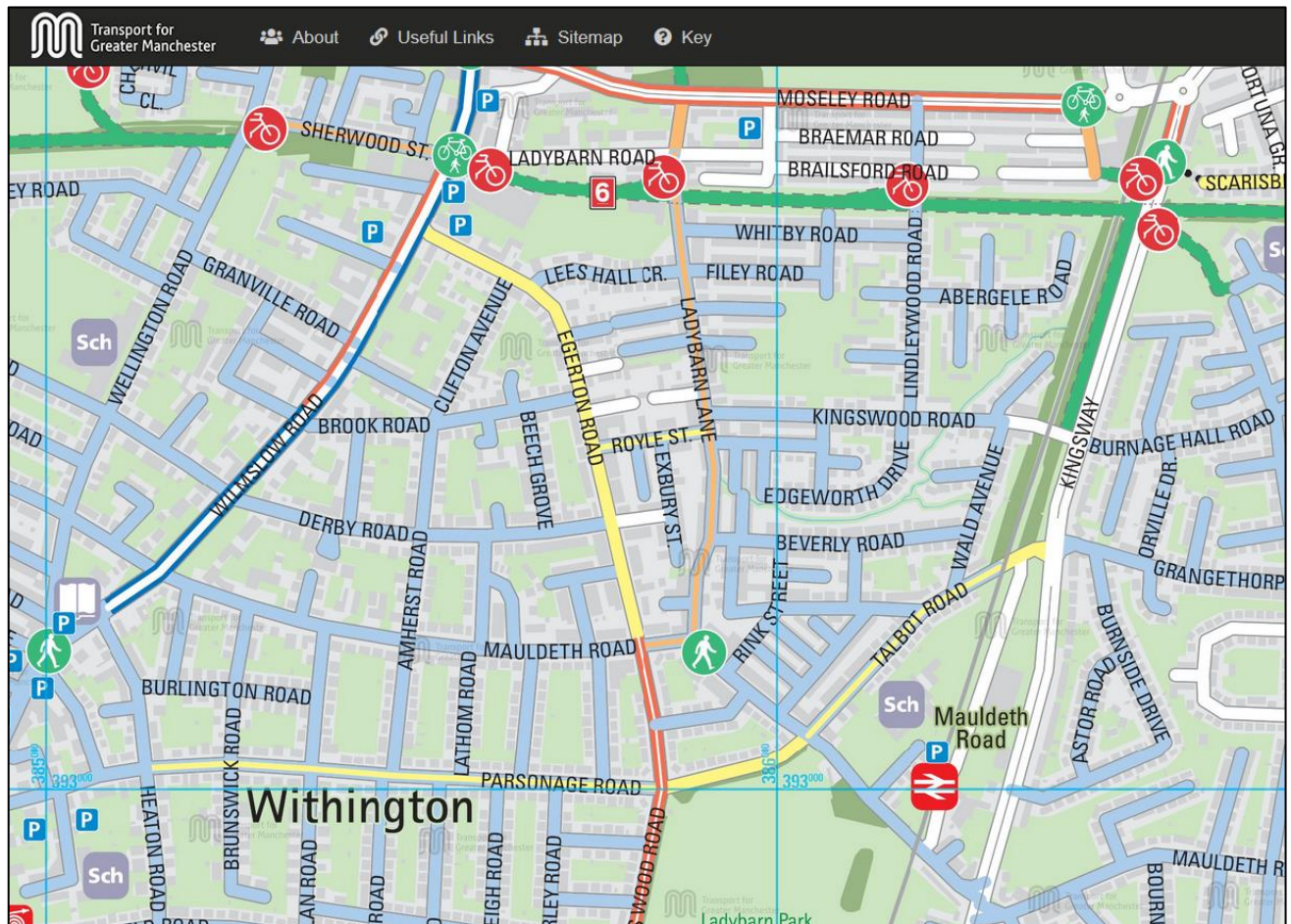
Existing Situation

3. The development site is located to the east of Ladybarn Lane within the Ladybarn area of Manchester. The site is exceptionally well located within a well established residential area which also functions as a local centre with shops and other facilities and offers easy access to a multitude of local facilities and community amenities. Ladybarn is a suburb of Manchester to the south of the city centre with good transport links to the city centre, Stockport, Crewe, Liverpool and Manchester Airport and more locally to adjacent suburban/local areas of Manchester such as Burnage, Withington and Fallowfield.
4. In terms of the local highway network, Ladybarn Lane is an unclassified residential road of around 800m length, which runs in a north to south alignment and connects the A6010 Moseley Road in the north to Mauldeth Road in the south. It is a single carriageway road provided with wide footways on both sides, and street lighting. The road is subject to a 20mph speed limit. At the site frontage and for most of Ladybarn Lane the carriageway width is around 6m. There is also a footpath link long the southern boundary of the site that connects the footways on Ladybarn Lane and Green Street.
5. The built-up form of the existing residential dwellings on Ladybarn Lane is reflected by a tight urban grain typified by compact dwellings fronting directly onto Ladybarn Lane. Most houses and flats along the lane do not have direct frontage vehicular access points, driveways or off-street parking areas. In this regard the proposals respect their local situation and the historic land use planning context.
6. Parking and waiting restrictions are in place on the majority of Ladybarn Lane and in the area immediately surrounding the proposed development in the form of single yellow lines. There is no waiting between 08.00am and 09.30am and again between 4.30pm and 6.30pm.
7. Ladybarn Lane meets Mauldeth Road at a large priority T-junction to the south of the application site in the heart of the main local centre – there is tactile paving and dropped kerbs provided throughout

for pedestrians crossing. A signalised pedestrian crossing of Mauldeth Road is also provided directly due east of the junction.

8. Cycle storage facilities in the form of a number of Sheffield stands are provided at the junction of Ladybarn Lane/Mauldeth Road. Both Mauldeth Road and Ladybarn Lane are designated as cycle friendly roads as shown in **Figure 1** – the extract from the Transport for Greater Manchester (TfGM) cycle map. National Cycle Network Route 6 is around 600m to the north with easy direct access from Ladybarn Lane.

Figure 1 – Local Cycling Facilities



Accessibility by Non-Car Modes of Transport

9. The site is well situated for access to public transport with the following bus stops within easy walking distance as shown in **Figure 2** (extract from TfGM South Manchester public transport map):
 - **Bus – Mauldeth Road Eastbound** (approximately 65m southwest of the site).
 - **Bus – Mauldeth Road westbound** (approximately 135m southeast of the site).
 - **Train – Mauldeth Road Station** (approximately 430m southeast of the site).

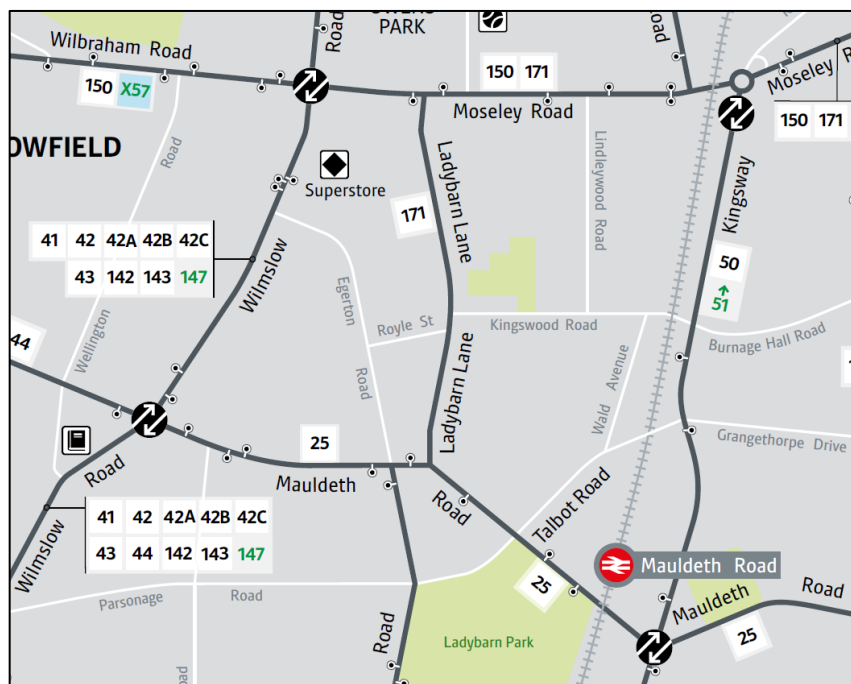
10. The above bus stops on Mauldeth Road are of a good standard and comprise of shelters, seating and timetable information.

Table 1 – Public Transport Services from Local Stops

Stop	Service	Destination	Frequency
Bus – Mauldeth Road Eastbound and Ladybarn Lane Northbound	25	Stockport	Every 30 minutes
	171	Newton Heath	Hourly
Bus – Mauldeth Road Westbound and Ladybarn Lane Southbound	25	The Trafford Centre	Every 30 mins
	171	East Didsbury	Hourly
Train – Mauldeth Road	Liverpool		Hourly with peak period strengthening
	Manchester Airport		Hourly with peak period strengthening
	Crewe		Hourly with peak period strengthening
	Blackpool North		Hourly with peak period strengthening

11. It can be seen from **Table 1** that there are buses every 30 minutes in either direction, providing access to Stretford, Heaton Moor and onwards to Stockport and The Trafford Centre, and connects residents to both local facilities and wider areas of Greater Manchester. Journey times are around 40 minutes to the Trafford Centre and 20 minutes to Stockport. There is an hourly service to Newton Heath and East Didsbury. As can be seen in **Figure 2**, a large number of bus services are available on Wilmslow Road, which is around a 10-minute walk due west of the site.

Figure 2 – Local Public Transport Facilities



12. The nearest rail station is Mauldeth Road, approximately 430m southeast of the site (around a 5–6-minute walk assuming an average walk time of 80m per minute). This station offers a half hourly service in each direction through the day with additional peak period services. Southbound trains head to Manchester Airport or Crewe, whilst northbound services travel to Liverpool or Blackpool North. Alternatively, a greater range of services and direct trains to other destinations is available from Manchester Piccadilly Station (6-minute train connection via northbound trains or to Crewe via a southbound train), which provides very good public transport accessibility.
13. A walking catchment of 500m is shown below as **Figure 3**. It can be seen that there are the following local facilities within easy walking distance:
 - A Co-op food store.
 - A large B&M store.
 - Various restaurants and takeaway food cafes.
 - Multiple convenience stores and minimarkets.
 - Barbers/salon.
 - Bookmakers.
 - An optician.
 - Medical Centre.
 - Nail bar/beauty salon.
 - Four places of worship.
 - A post office.
 - A public house/social club.
 - Bowling green/tennis courts.
 - Parks and playgrounds.
 - Mauldeth Road Primary School.

Figure 3 – Ladybarn Lane Walking Catchment



14. Just beyond the 500m catchment from the site are a secondary school and another primary school. Most local services are therefore within an easy walk distance. A typical 5km cycling distance catchment area includes most of South Manchester, Stockport and the southeast area of Manchester City Centre.

Proposals

15. The three new 3-bedroom dwellings will be constructed as a terrace unit on the footprint of the former pub site. Rear gardens will be provided and there will be no off-street vehicle parking within the curtilage of the site as part of the proposals, with direct front door access via a small front garden/yard area onto Ladybarn Lane as shown in the 3D view included as **Appendix C**. Space for cycle parking for the houses can be accommodated within the garden space for each dwelling providing the opportunity for cycle parking provision in line with the Manchester Residential Quality Guidance (March 2017).

Parking

16. The Manchester City Council (MCC) Core Strategy does not include parking standards for new residential developments. Instead, this guidance is contained within Manchester Residential Quality Guidance. This guidance document states that, *“there is no one size fits all approach to car parking and should be considered on a site by site basis....there is a need to balance the provision of sufficient parking with the need to encourage different, more sustainable modes of transport and working towards reducing the dependence on the car”*.
17. The guidance also goes onto suggest, *“Often the surrounding context may provide a steer as to the appropriate solution, but this is not always the case and solutions may need to offer an alternative approach”*. The guidance also refers to environmental considerations and the need to reduce carbon emissions.
18. Given the site location within the Ladybarn suburban area, a centre that fulfils the modern definition of a '15-minute community', it is logical to consider that not having vehicular parking is sensible and reflective of the wider area in particular the tight knit urban grain of Ladybarn Lane where many properties do not have vehicle (car) storage.
19. Indeed, the applicant considers that the properties will appeal to residents who may not own a car and who want to be in the heart of this community where car ownership is also typically low. By not providing car parking we also allow the residents of the development to have a rear garden area and the amenity and environmental enjoyment associated with that green area in what is a tight site.
20. Vectos has proposed and justified similar car-free developments in other parts of Manchester and Leeds recently.
21. To consider whether the lack of off-street private parking provided within the development has the potential to cause any parking overspill issues within the local area, we have considered what the extent of parking stress is via a residential parking survey. This survey followed the principles of the Lambeth Parking Survey Methodology employed in many London Boroughs, and adopted by other local authorities, when assessing car parking effects of new residential development.

22. The surveys were undertaken during the following time periods:
 - Tuesday 21st September 2021 at 05:00.
 - Wednesday 22nd September 2021 at 05:00.
23. The above times are off-peak periods that coincide with the time of day when the majority of residents are home, and therefore the highest level of residential parking demand is likely to be observed.
24. The Lambeth Parking Survey Methodology suggests that all parking within a 200m walking distance of the site is usually recorded. Given the relative density of the urban street layout in this part of Manchester and the need to produce a sensible set of survey results this walking distance was capped at 100m. A plan of the study area can be seen in **Appendix D**, along with the full parking survey results.
25. There is currently on-street parking capacity within the study area for up to 106 vehicles, based on a vehicle length of 5m. This includes locations where single yellow lines are in place; however, some sections of single yellow lines were deemed unacceptable for parking and excluded from the analysis if the highway was too narrow or not safe to park, for example if they were opposite vehicle crossovers.
26. A summary of the parking survey results from the survey are presented in **Table 2**.

Table 2 – Parking Stress in Local Streets

Location	Parking Type	Distance	Spaces No of Available Spaces	Spaces Occupied	Stress
Ladybarn Lane	Mainly single yellow line – with peak period parking restricted	275m	55	Tues: 3 Weds: 2	Tues: 5% Weds: 4%
Mauldeth Road	Shop frontages; parking bays and on street restrictions	270m	54	Tues: 9 Weds: 8	Tues: 17% Weds: 15%
Ellesmere Terrace	Northside parking only	35m	6	Tues: 5 Weds: 6	Tues: 83% Weds: 100%
Beverley Road	No restrictions	60m	12	Tues: 7 Weds: 9	Tues: 64% Weds: 82%
Lyth Street	No restrictions	90m	18	Tues: 11 Weds: 8	Tues: 61% Weds: 44%
Green Street	No restrictions	165m	33	Tues: 4 Weds: 4	Tues: 12% Weds: 12%
Rink Street	No restrictions	135m	25	Tues: 3 Weds: 3	Tues: 12% Weds: 12%

27. It can be seen from Table 2 that there is a huge availability of parking within the local streets particularly on Ladybarn Lane, Mauldeth Road, Green Street and Rink Street. Low levels of parking stress indicate capacity to accommodate a small level of additional on-street car parking associated with the proposed residential development if required.

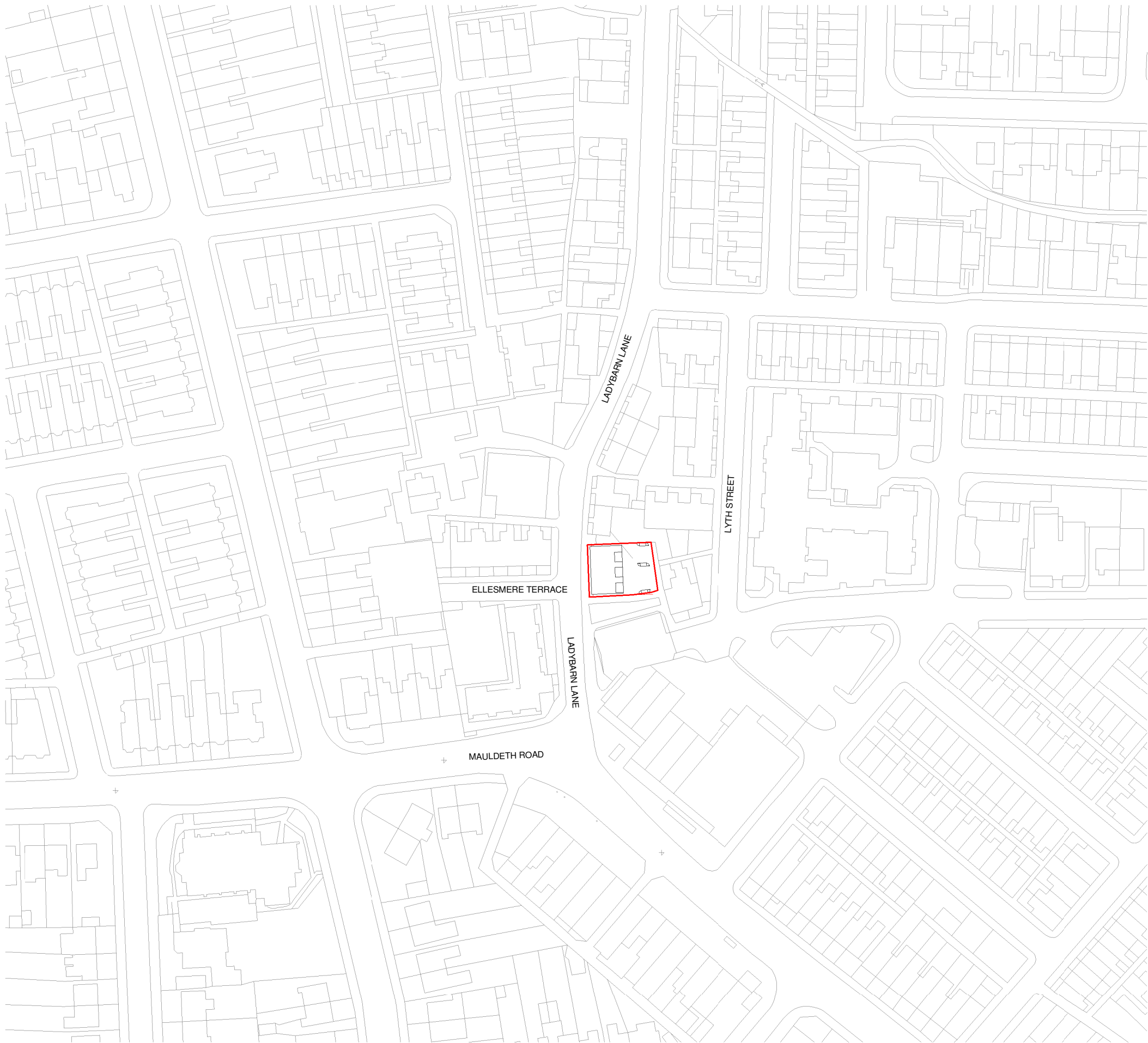
Refuse Collection and Servicing

28. On refuse collection day the residents of the houses would move their bins around to the front of the properties for standard kerbside refuse collection from Ladybarn Lane, in line with the existing collection arrangements for adjacent dwellings. It is assumed that this would be added to the existing MCC domestic waste collection rounds that serve Ladybarn Lane. These proposed arrangements adhere to guidance contained within the Manual for Streets guidance which refers to Schedule 1, Part H of the Building Regulations (2000). This states that residents should not be required to carry waste more than 30m (excluding any vertical distance) to the storage point and waste collection vehicles should be able to get to within 25m of the storage point.
29. Servicing of the properties can also take place from the frontage of Ladybarn Lane.

Conclusions

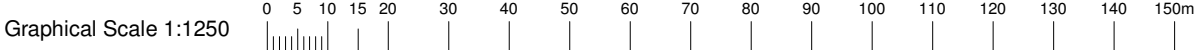
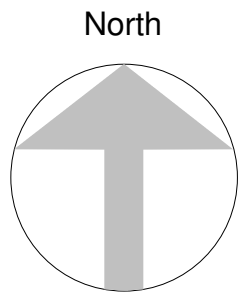
30. Vectos has been commissioned to prepare a Transport Note as part of a planning application for a residential development of three new 3-bed dwellings on the site of the former Brewers Arms public house on Ladybarn Lane in Manchester. The proposed development is 'car-free' and there will be no private off-street car parking included in the scheme.
31. This Transport Note has set out the existing transport conditions of the local area demonstrating that there is very good public transport accessibility to local and wider Greater Manchester destinations. There are many available amenities and facilities within a quick and easy walk distance with good cycling connections to a National Cycle Network Route, and bus stops and a train station are within an acceptable walking distance of the development site.
32. We have commissioned a parking survey to evaluate parking stress levels during the overnight situation.
33. On the basis of the information included within this Transport Note, the following conclusions can be drawn:
 - The site benefits from excellent accessibility in terms of sustainable transport modes.
 - The Ladybarn local centre being nearby means that this area can effectively function as a 15-minute community meaning that a lot of daily functions and tasks can be carried out locally and potentially without the need to drive.
 - The existing urban grain and density in the surrounding streets typically reflects a housing design that does not prioritise private off-street car parking – thus the local context is not car dominated.
 - Any occasional and small amount of car parking that may be associated with the proposed development can be easily accommodated within the surrounding streets that are shown to have large amounts of spare parking capacity available.
 - Space for cycle parking for the houses can be accommodated within the garden space for each dwelling.
 - The dwellings can be easily serviced from the frontage of Ladybarn Lane, which is an existing residential street.
34. It is therefore concluded that there are no substantive transport reasons why this proposed residential development should not be granted planning permission.

APPENDIX A – LOCATION PLANS



Proposed Site Location Plan

Scale: 1 : 1250



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AREA MEASUREMENT
The areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also effect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis. Figures relate to the likely areas of the building at the current stage of the design and are calculated using one of the following (as stated in the accompanying areas schedule) IPM S1, IPM S2, IPM S3, Gross External Area (GEA), Gross Internal Area (GIA) or Nett Internal Area (NIA) methods of measurement from the RICS Property Measurement 1st edition.

Revision	Date	Drawn	Checked
A FIRST ISSUE	21.08.13	AA	JH
B REVISED PLANS	21.11.08	AA	JH
C REVISED SCHEME	22.08.22	VK	JH

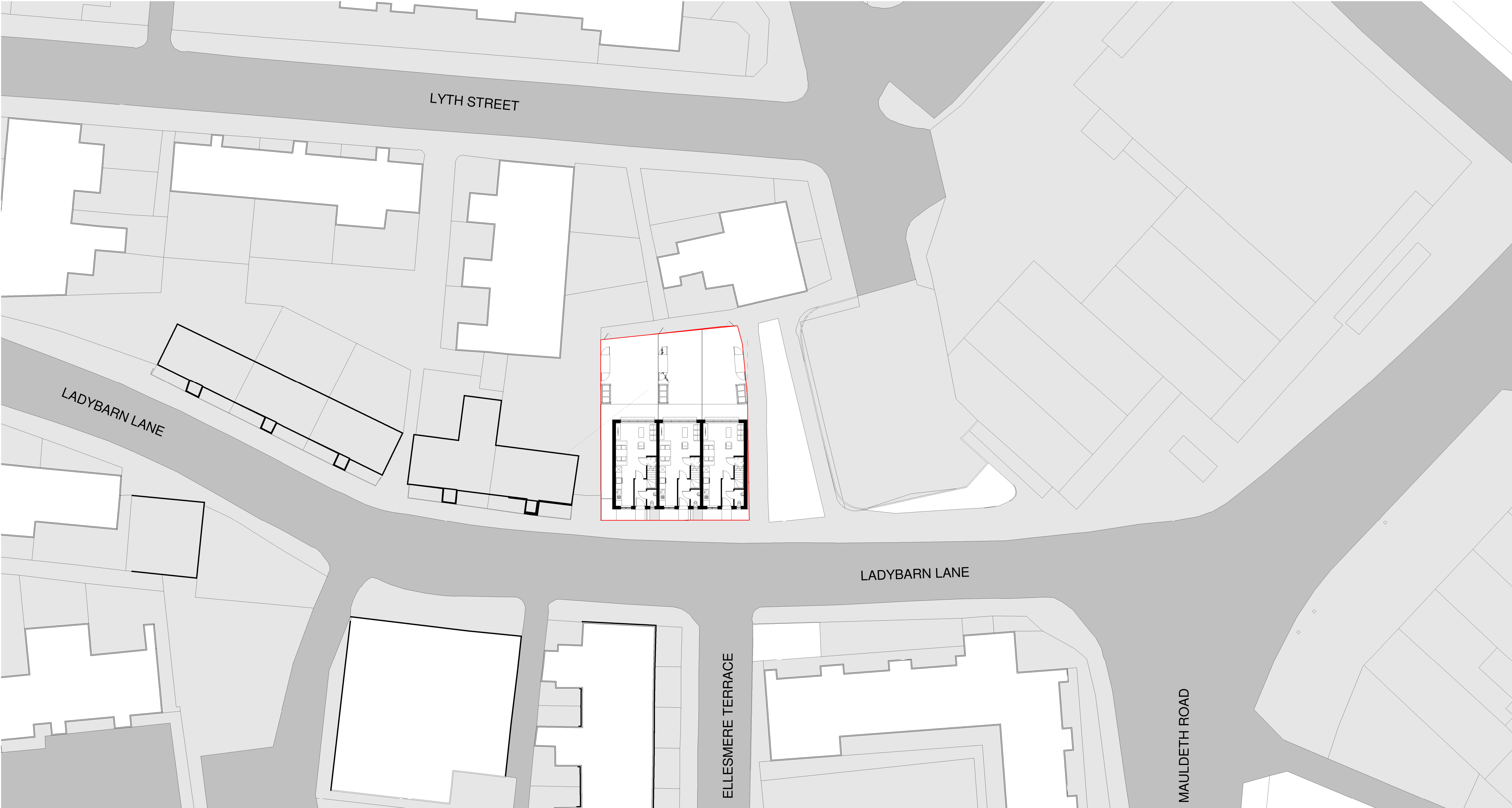
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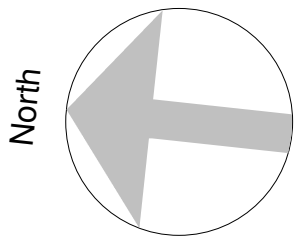
Drawn	Checked	Date	Scale @A1
AA	JH	08/10/21	1 : 1250

CLIENT	PROJECT	TITLE	DRAWING NO	PURPOSE FOR ISSUE
DS	LADYBARN	PROPOSED SITE LOCATION PLAN	3051 - PL - 0501	
			Project Plan Number Revision	



PROPOSED SITE PLAN

Scale: 1 : 200



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Revision	Date	Drawn	Checked
A FIRST ISSUE	21.08.13	AA	JH
B REVISED PLANS	21.11.08	AA	JH
C REVISED SCHEME	22.08.22	VK	JH

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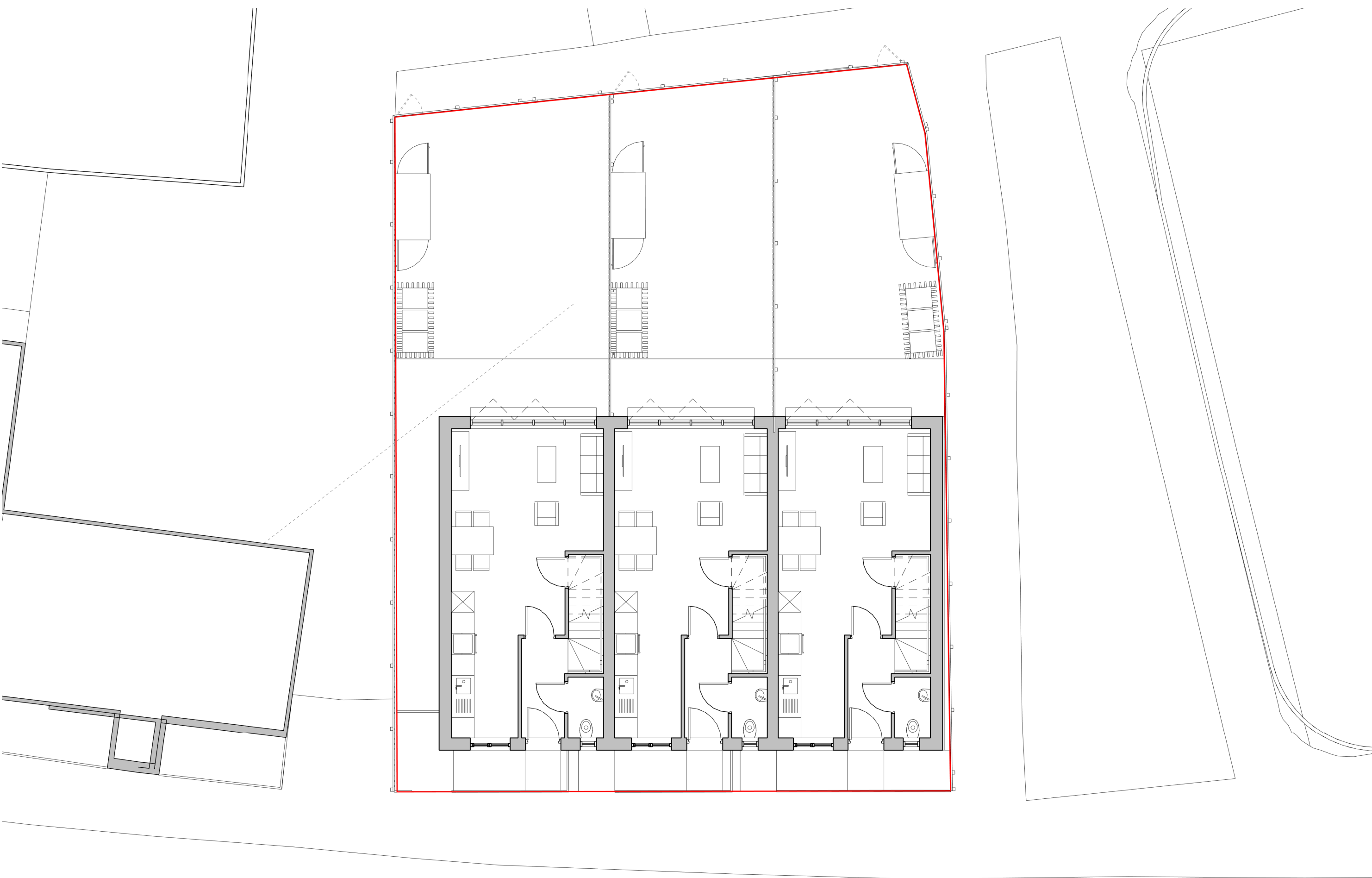


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AA	JH	11/04/20	1 : 200

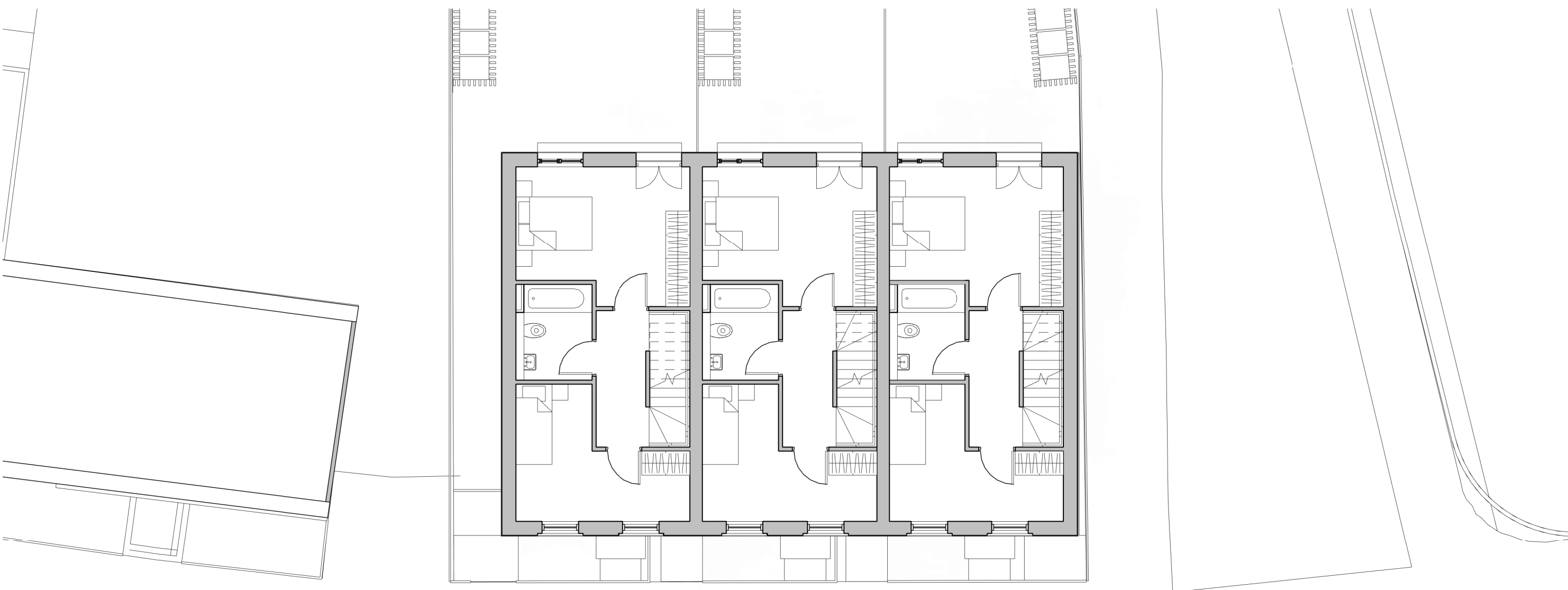
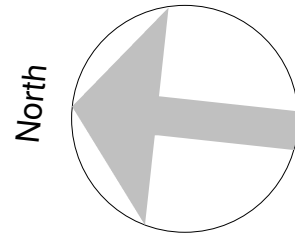
CLIENT
DS
PROJECT
LADYBARN
Title
PROPOSED SITE PLAN
Drawing No
3051 - PL - 0500 - C
Purpose for issue

APPENDIX B – SITE PLANS



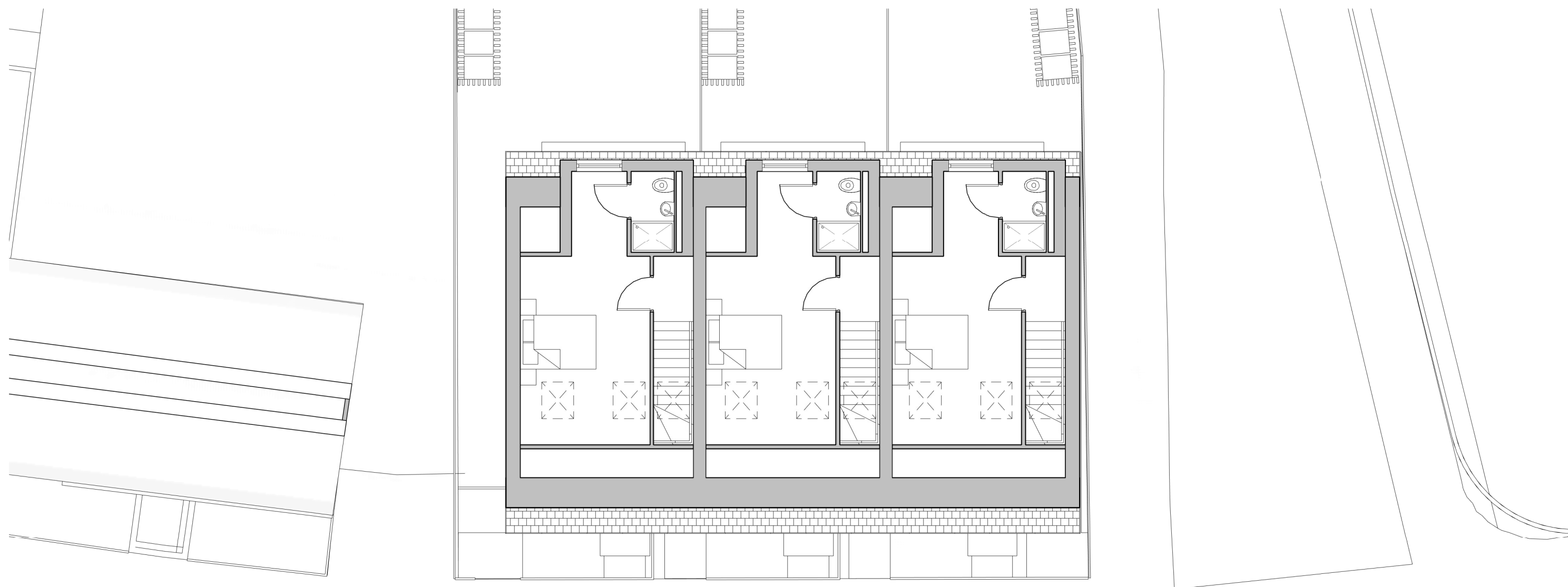
00 - PROPOSED GROUND FLOOR

Scale: 1 : 100



01 - PROPOSED FIRST FLOOR

Scale: 1 : 100



02 - PROPOSED SECOND FLOOR

Scale: 1 : 100

Graphical Scale 1:100



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Revision	Date	Drawn	Checked
A FIRST ISSUE	21.08.13	AA	JH
B REVISED PLANS	21.11.08	AA	JH
C REVISED SCHEME	22.08.22	VK	JH

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AA	JH	11/04/20	1 : 100

CLIENT

DS

PROJECT
LADYBARN

Title

PROPOSED PLANS

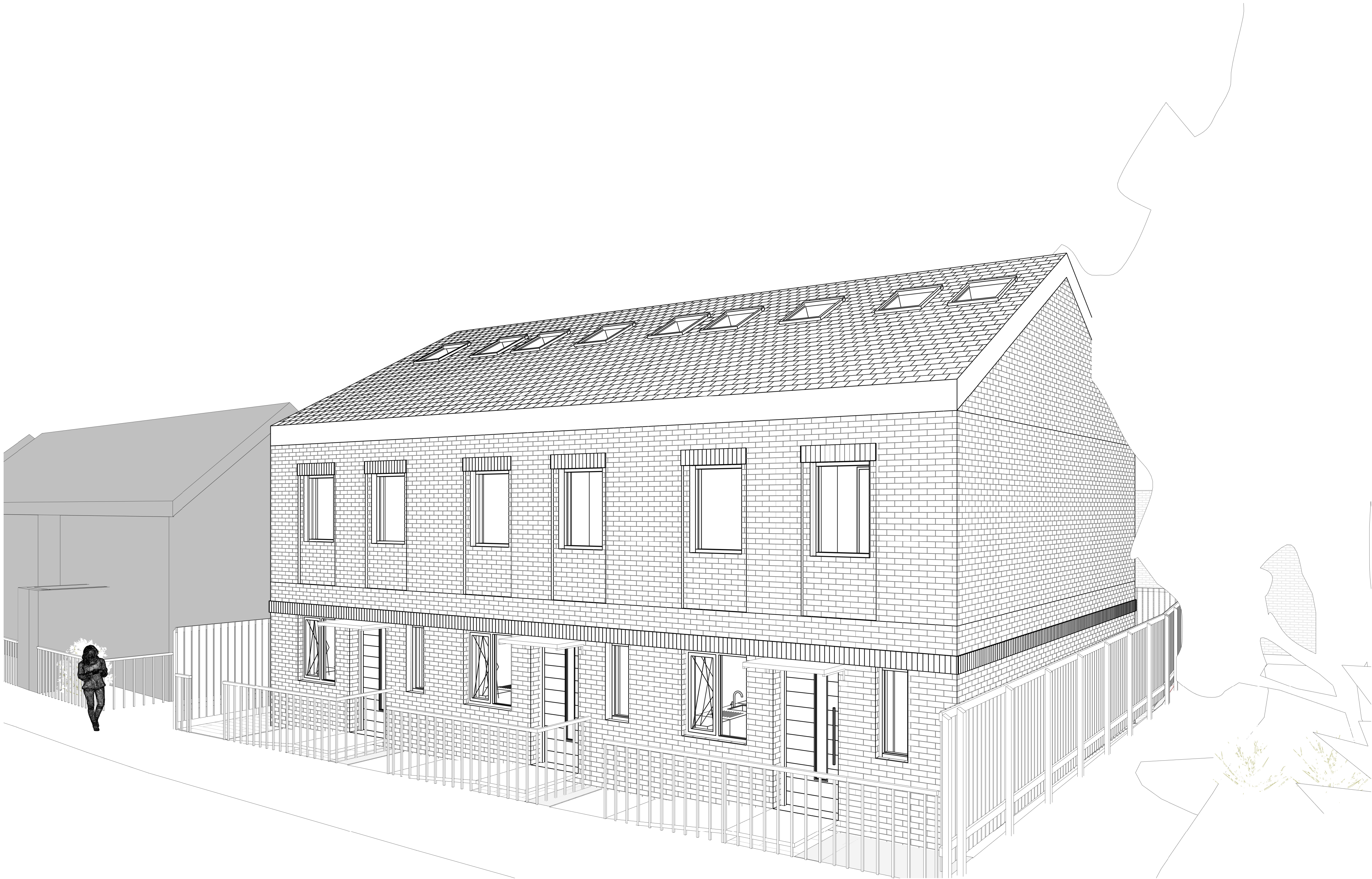
Drawing No

3051 - PL - 0600 - C

Project Plan Number Revision

Purpose for issue

APPENDIX C – 3D PROJECTION OF DEVELOPMENT



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Revision	Date	Drawn	Checked
A	AMENDMENTS MADE FROM PLANNING APPLICATION COMMENTS	21.12.03	AA JH
B	ROOF MASSING LOWERED	21.12.09	AA JH
C	REVISED SCHEME	22.08.22	VK JH

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AA	JH	12/03/21	

CLIENT
DS
PROJECT
LADYBARN
Title
CONTEXTUAL 3D SCENE

Drawing No
3051 - PL - 3406 - C
Project Plan Number Revision
Purpose for issue

APPENDIX D – PARKING SURVEY DATA



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Job Title: Ladybarn Lane, Didsbury, Manchester

Job Number: TTS-1293-Sept

Client: Vectos

Survey Date: Tuesday 21st & Wednesday 22nd September 2021

Survey Period: 05:00

Survey Type: Parking Surveys

Comments & Weather: Dry and fine



SITE / LOCATION:	Didsbury Parking Surveys	JOB NO:	TTS-1293	DWG NO:	TTS-1293-001	DRAWN:	SES
SURVEY DATE:	Tuesday 21st & Wednesday 22nd September 2021	DWG TITLE:	Location Plan				
SURVEY TIMES:	2 x days - 0500am	JOB TITLE:	Didsbury, Manchester				

Ladybarn Lane Parking Beat



Key:

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

Total Traffic Surveys Ltd



Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Ladybarn Lane

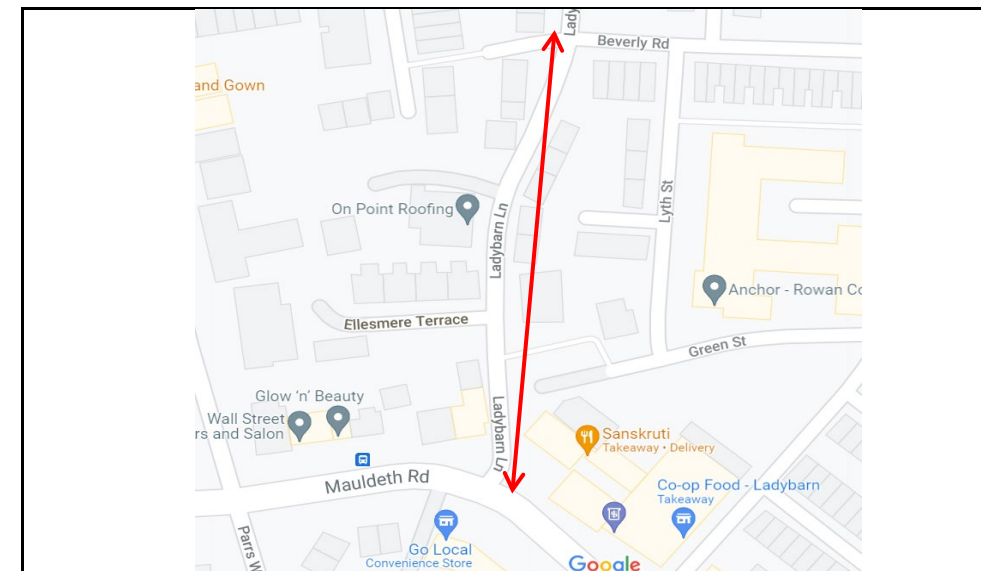
Parking Restrictions:

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

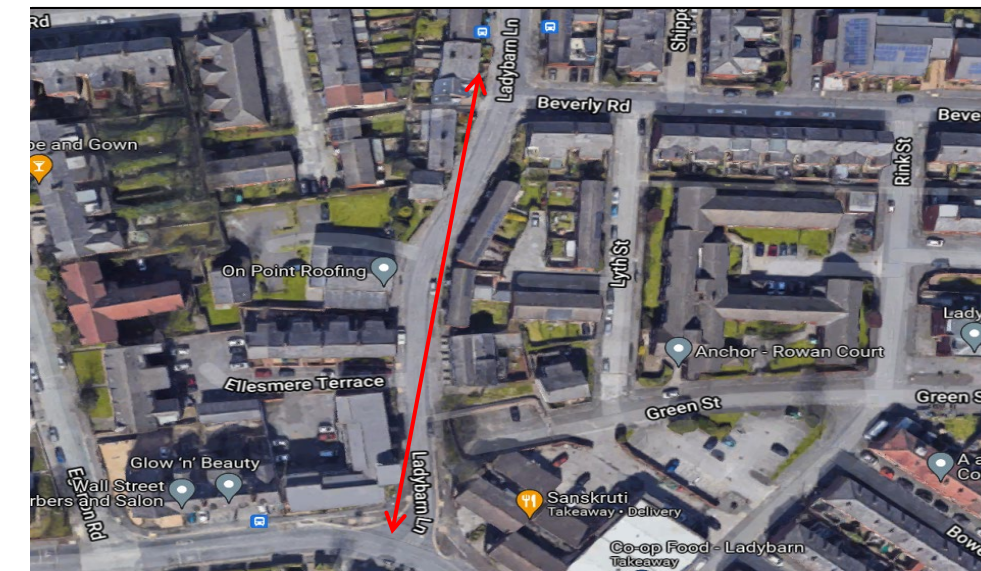
Notes (reasons for any overstress and details of 'Other' parking types):

Mainly single yellow restrictions

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas											
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Number of Spaces	0	0	0	0	0	0	0	0	0	0	0	0	3	46	6	0	0	0	0	0				
										Total Legal Spaces			0			Total Illegal Spaces							55	

Parking Inventory (M)

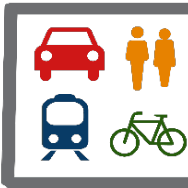
	Legal Parking Areas												Illegal Parking Areas							
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (Fway)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop
Metres	0	0	0	0	0	0	0	0	0	0	0	0	15	230	30	0	0	0	0	0
											Total Legal Space	0						Total Illegal Space		275

Parking Beat Data

[illegible]

Restrictions

Total Traffic Surveys Ltd



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Mauldeth Rd

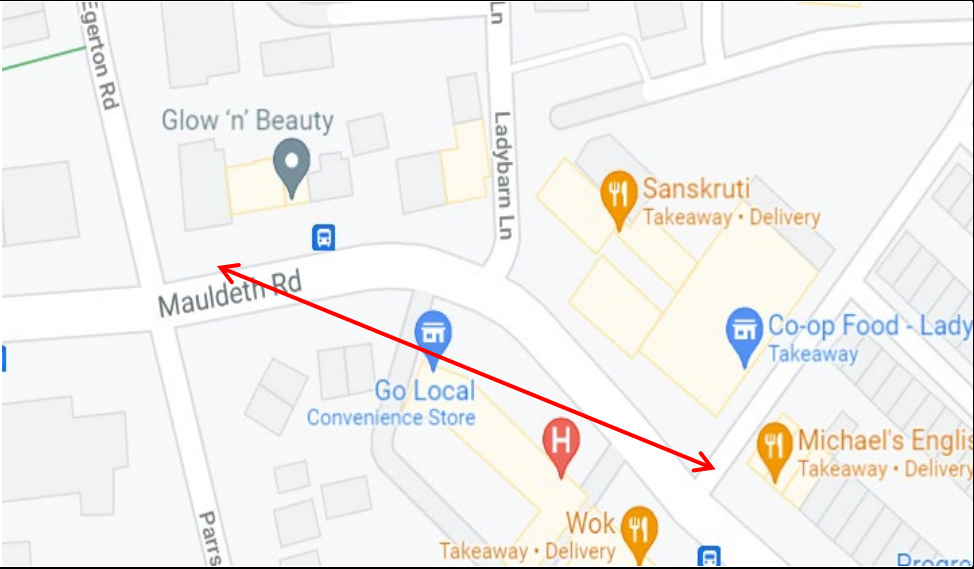
Parking Restrictions:

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

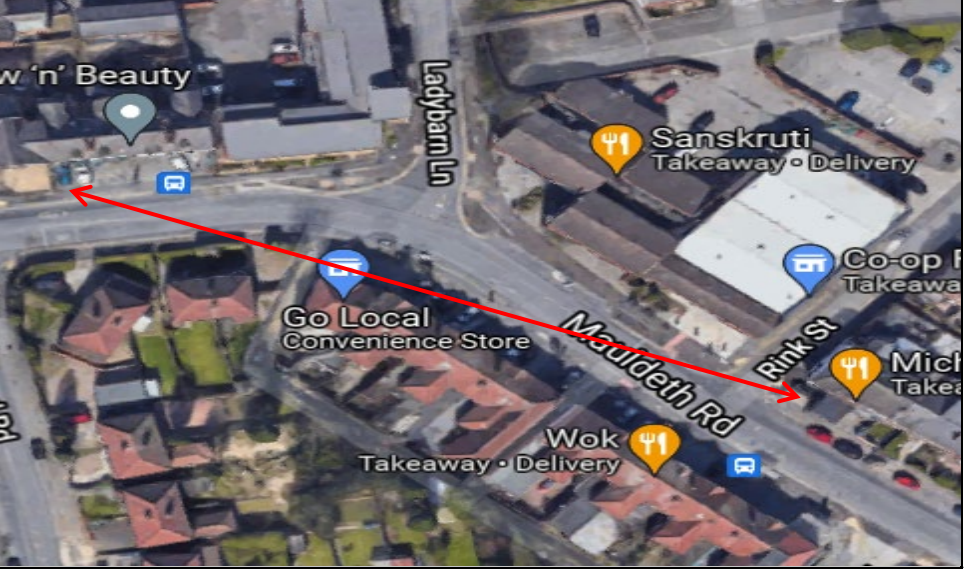
Notes (reasons for any overstress and details of 'Other' parking types):

Shops frontages used for parking shown in red

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas										
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop			
Number of Spaces	0	3	0	0	0	1	0	0	0	0	0	20	4	20	22	0	0	6	0	2			
Total Legal Spaces												24		Total Illegal Spaces								54	

Restrictions

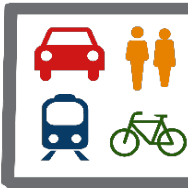
Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas														
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop							
Metres	0	15	0	0	0	5	0	0	0	0	0	40	20	100	110	0	0	30	0	10							
Total Legal Space												60		Total Illegal Space												270	

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Tuesday	0	1	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	9	38%	9	17%
Wednesday	0	1	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8	33%	8	15%

Total Traffic Surveys Ltd



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Ellesmere Terrace

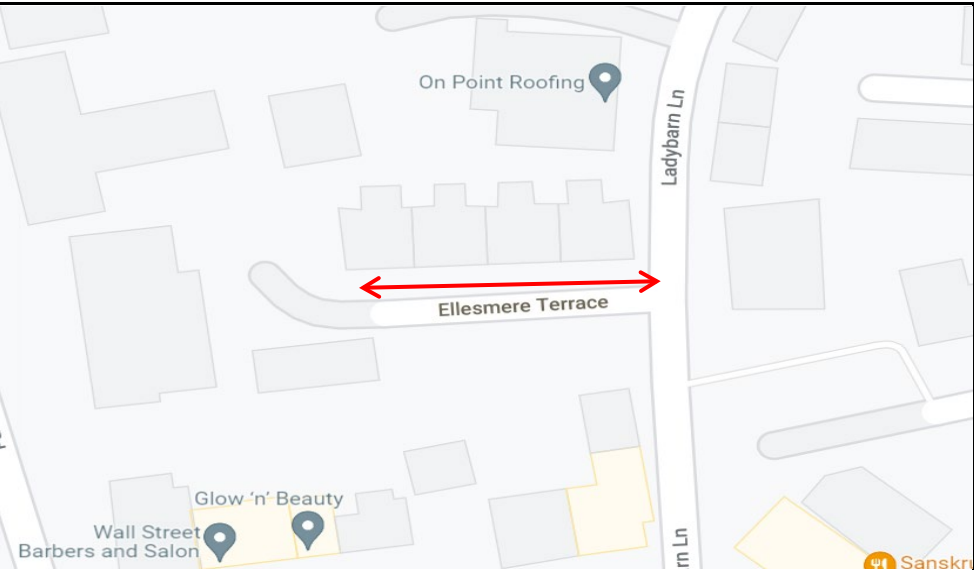
Parking Restrictions:

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

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

Parking on Northside only (Narrow)

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas									
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop		
Number of Spaces	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Legal Spaces												6		Total Illegal Spaces							0	

Restrictions

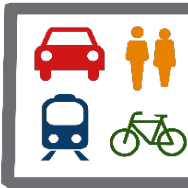
Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas														
Parking Type Metres	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop							
	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
	Total Legal Space												35		Total Illegal Space												0

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas											
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Tuesday	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	83%	5	0%
Wednesday	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	100%	6	0%

Total Traffic Surveys Ltd



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Beverley Rd

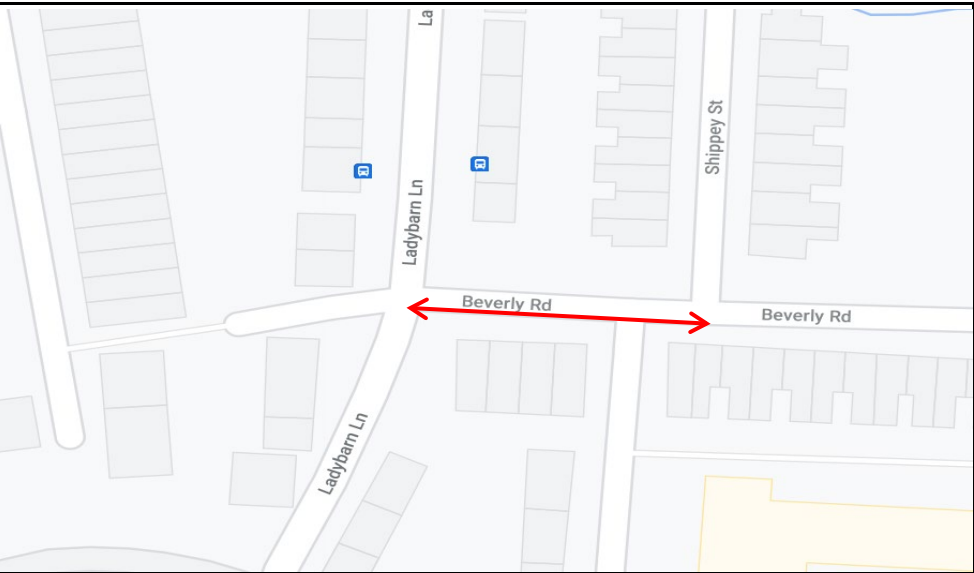
Parking Restrictions:

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

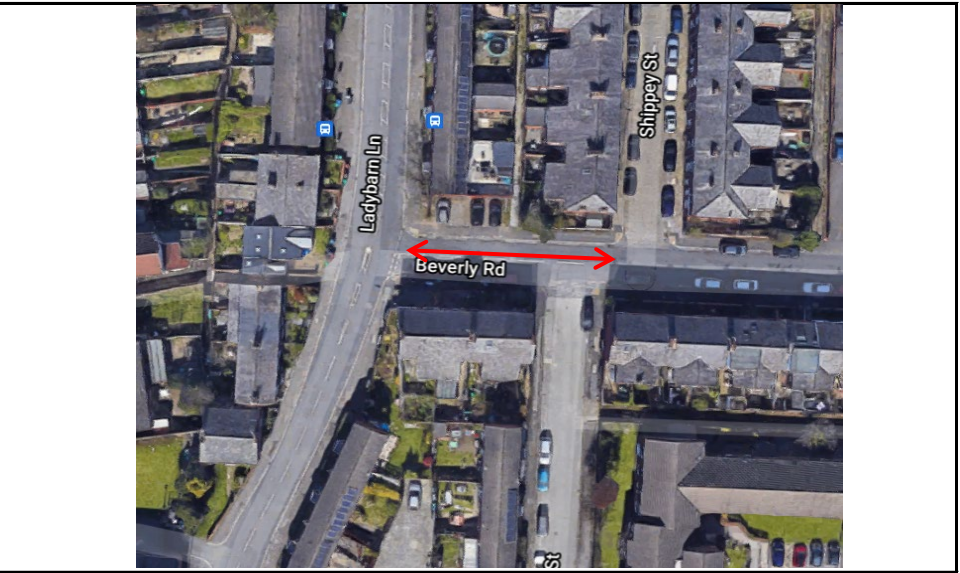
Notes (reasons for any overstress and details of 'Other' parking types):

No restrictions

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas								
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	
Number of Spaces	7	4	0	0	0	0	0	0	0		0	0	1	0	0	0	0	0	0	0	
Total Legal Spaces												11		Total Illegal Spaces							1

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas									
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop		
Metres	35	20	0	0	0	0	0	0	0		0		5	0	0	0	0	0	0			
Total Legal Space												55		Total Illegal Space							5	

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas											
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Tuesday	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	64%	7	64%
Wednesday	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	82%	9	82%

Total Traffic Surveys Ltd



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Lyth Street

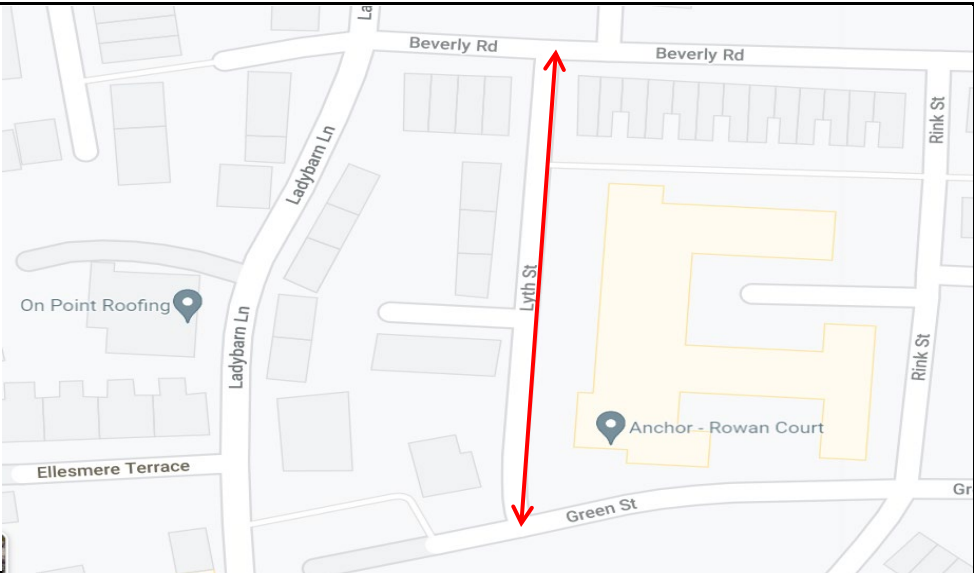
Parking Restrictions:

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

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

Unrestricted parking

Aerial View:



Street Views:



Parking Inventory

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

Restrictions

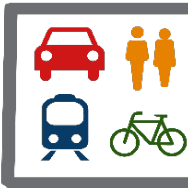
Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas									
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop		
Metres	90	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0		
Total Legal Space												90		Total Illegal Space							5	

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas											
	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop	Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Time																								
Tuesday	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	61%	11	61%
Wednesday	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	44%	8	44%

Total Traffic Surveys Ltd



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Green St

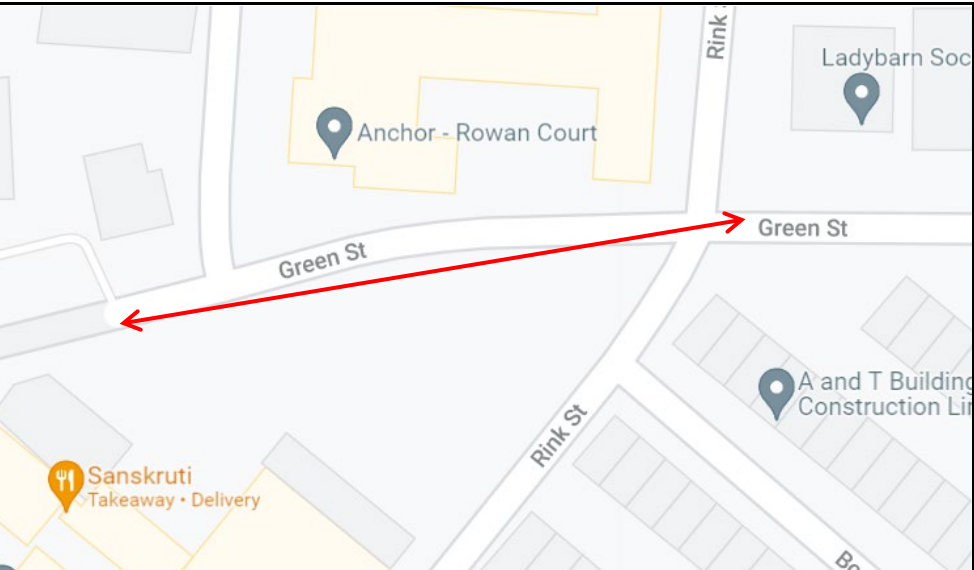
Parking Restrictions:

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

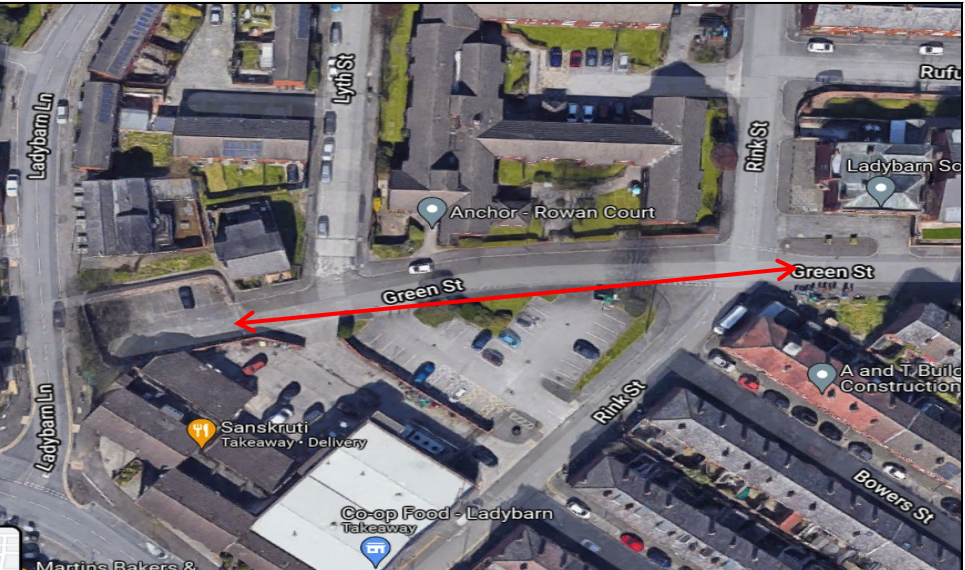
Notes (reasons for any overstress and details of 'Other' parking types):

No restrictions

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas									
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop		
Number of Spaces	33	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0		
Total Legal Spaces												33		Total Illegal Spaces							3	

Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas									
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop		
	Metres	165	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	0	0		
Total Legal Space												165		Total Illegal Space							15	

Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Tuesday	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12%	4	12%
Wednesday	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	12%	4	12%

Total Traffic Surveys Ltd



TOTAL TRAFFIC
SURVEYS LTD
DATA COLLECTION

Client: Vectos
Project Number: TTS-1293-Sept
Date of Survey: Tuesday 26th & Weds 27th January 2021
Survey Type: Parking Surveys
Road Name: Rink St

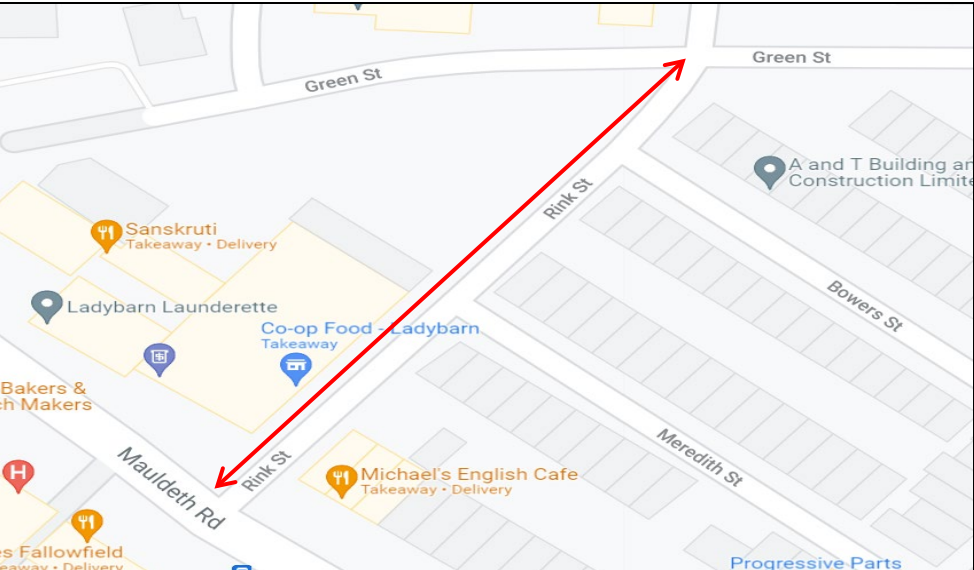
Parking Restrictions:

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

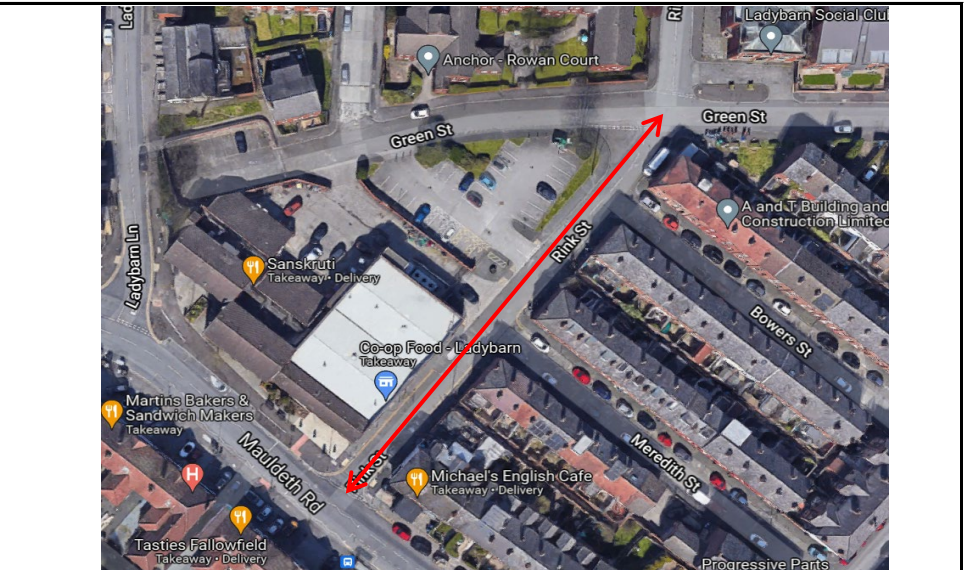
Notes (reasons for any overstress and details of 'Other' parking types):

1 x loading bay, 1 x Disabled space, 1/2 double yellow, rest unrestricted

Aerial View:



Street Views:



Parking Inventory

	Legal Parking Areas												Illegal Parking Areas										
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop			
Number of Spaces	21	0	0	0	0	1	3	0	0	0	0	0	0	0	19	0	0	0	0	0			
Total Legal Spaces												25		Total Illegal Spaces								19	

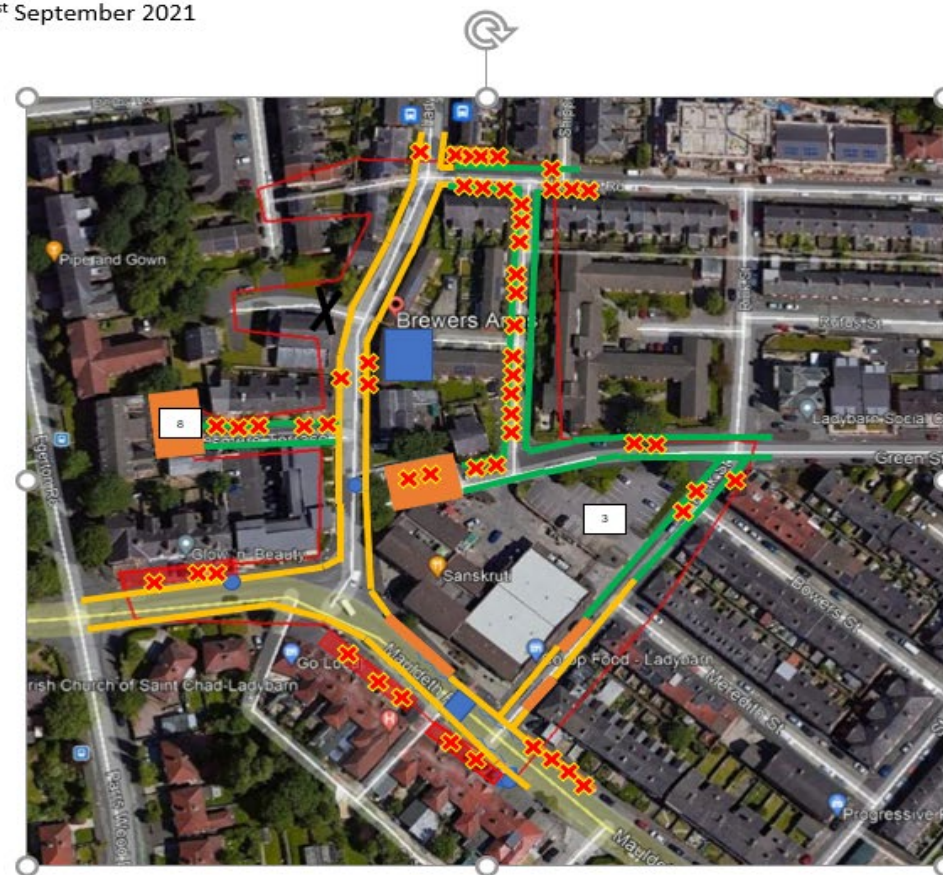
Restrictions

Parking Inventory (M)

	Legal Parking Areas												Illegal Parking Areas										
Parking Type	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club	Single Yellow Line	Other (F'way	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop			
Metres	105	10	0	0	0	5	15	0	0		0	0	5	0	95	0	0	0	0	0			
Total Legal Space												135		Total Illegal Space								100	

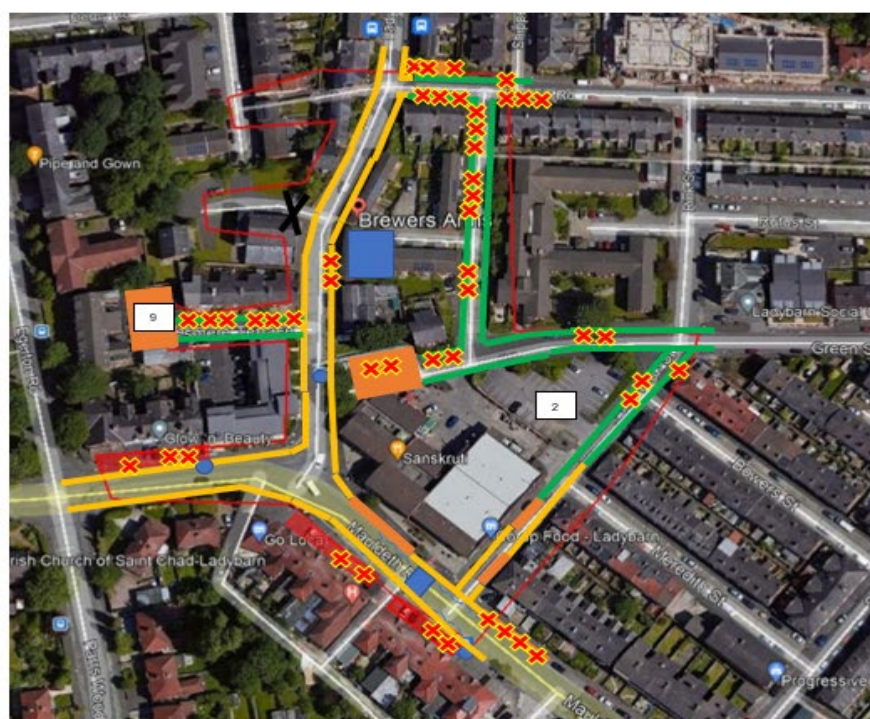
Parking Beat Data

	Legal Parking Areas												Illegal Parking Areas								Legally Parked Vehicles	Legal Parking Stress	Total Parked Vehicles	Total Parking Stress
Time	Un-restricted	Parking Bays	Permit Holder Bays	Pay and Display Bays	Shared User Bays	Disabled Bays	Loading Bays	M/C Bays	Doctor Bays	Car Club Bays	Single Yellow Line	Other (F'way)	Driveway / Drop Kerb	Single Yellow Line	Double Yellow Line	Single Red Line	Double Red Line	Keep Clear / Zig-zag	Cycle Lane / Bus Lane	Bus Stop				
Tuesday	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12%	3	12%
Wednesday	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	12%	3	12%



Key:

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



Key:

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