

Cambridge On-Street Residential Parking Study

Stage 2 Survey Results

November 2016

Cambridgeshire County Council



**GREATER
CAMBRIDGE
CITY DEAL**

Securing future prosperity

Report: Cambridge On-Street Residential Parking Study

06 January 2017

Explanatory Note

This report captures a snapshot of the volume and use of on-street parking spaces in residential areas within the City of Cambridge during April/May 2016.

The survey was commissioned by the Greater Cambridge City Deal in partnership with Cambridgeshire County Council and the Cambridge Joint Area Committee (CJAC), who have authority over on-street residential parking zones. The survey was managed by transport planning consultancy Mott MacDonald.

The on-street parking survey was undertaken by staff walking on streets in areas likely to be impacted by proposed future changes. The survey compared vehicles parked overnight with those parked during the morning and afternoon periods. Vehicles parked on-street overnight are most likely to be residents, whereas those parked on-street during the daytime period only are more likely to be commuters.

Related Publications

Two parking survey reports are being published today. These surveys capture the volume and pattern of use of on-street and workplace parking in Cambridge.

The Board Paper on City Access is also being published today. It contains the next steps for the package of measures to tackle congestion and improve access to Cambridge city centre. It will be considered by the City Deal Joint Assembly on 18 January and the City Deal Executive Board on 25 January.

In the Board Paper, there is an officer recommendation that the Board actively supports the Cambridge City Joint Area Committee (CJAC) to add to areas of the city with on-street parking controls. It is envisaged that more controls will be needed around workplaces to manage the risk of people parking on-street should a workplace parking levy be introduced, near the new North Cambridge rail station, and more generally as competition for spaces increases with a growing workforce.

There is also a recommendation that City Deal involvement in the expansion of on-street parking controls and the design of a workplace parking levy scheme be combined within the Parking Management Delivery Plan to be led and managed from within the City Access team.

Background

The cost and availability of parking has a pivotal influence on people's choice of travel mode. Continuing to manage parking use is an important part of a holistic package of measures required to sustainably deliver growth in and around Cambridge.

On-street Parking Controls (including Residents' Parking) were part of the package of 8 measures to tackle peak-time congestion shared with the public in summer/autumn 2016 when feedback was requested through the "Tackling Peak-time Congestion" survey. The package includes a range of measures which, together, would reduce congestion, encourage more people to travel by public transport, bike or on foot and improve the environment generally in central Cambridge. Work defining the package is being led by the new City Access team which forms part of the City Deal officer team.

It should be easy to get into, out of, and around Cambridge by public transport, bike and on foot. This is the transport vision set out by the Greater Cambridge City Deal, which is developing a number of projects to help achieve this, including the Chisholm Trail cycleway and improved bus facilities from Cambourne to Cambridge and along the A1307. The City Access project is central to this and aims to help more people get into and out of Cambridge by sustainable means and to boost economic growth without increasing congestion.

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| B | 23 August 2016 | Luis Diaz Gutierrez | Paul Parkhouse | Paresh Shingadia | First issue, incorporating client comments |
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1 Introduction

1.1 Study Background

Cambridgeshire County Council (CCC) commissioned Mott MacDonald in March 2016 to undertake a parking study to investigate parking pressures on a sample of residential streets in Cambridge which are not currently subject to parking controls. The results of this survey are presented in our 'Stage 1 Survey Results' report of April 2016.

Following completion of the Stage 1 survey, CCC commissioned Mott MacDonald to conduct the same survey but over a wider area. Most of the streets in this Stage 2 survey are not currently subject to parking controls, but some are within an existing Residential Parking Zone (RPZ) area.

The purpose of this report is to present the methodology and results of the Stage 2 survey.

1.2 Report Structure

The report is structured as follows:

- The survey methodology is described in Section 2
- The survey results for streets not currently subject to parking controls are presented in Section 3
- The survey results for streets currently subject to RPZ controls are presented in Section 4
- The survey findings are summarised in Section 5

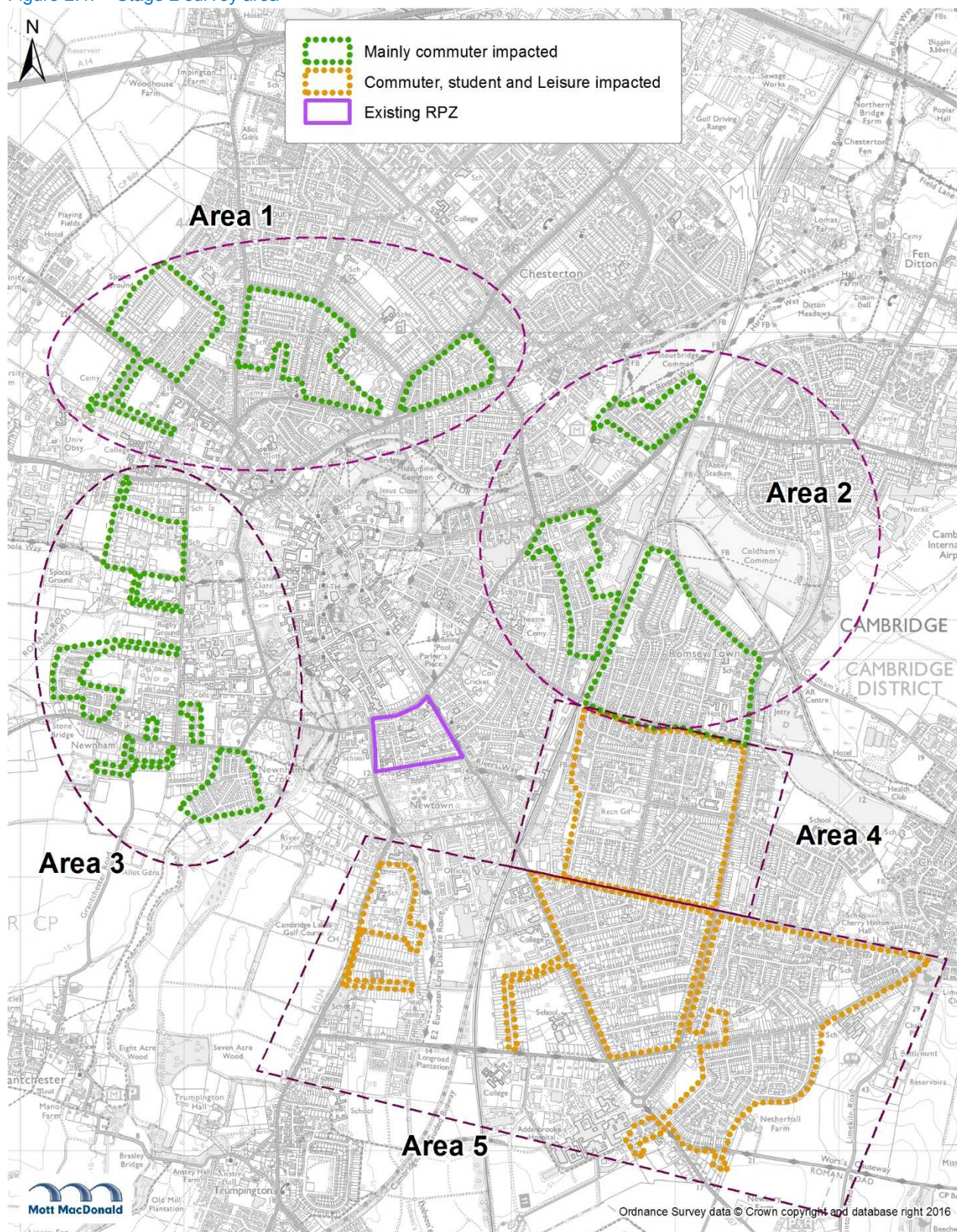
2 Study Methodology

2.1 Survey Areas

Figure 2.1 below shows the locations of the areas which CCC requested be included in the Stage 2 survey. These areas fall into one of three categories, as follows:

- Green zones – residential streets not currently subject to parking controls but which are likely to be primarily affected by daytime non-residential parking pressures. These zones have been grouped into three distinctive areas (Area 1 to 3) to facilitate interpretation of the results.
- Orange zones – residential streets not currently subject to parking controls but which are likely to be affected by both daytime and evening non-residential parking pressures. These zones have been grouped into two distinctive areas (Area 4 and 5) to facilitate interpretation of the results.
- Purple zone – residential streets which are currently subject to RPZ controls.

Figure 2.1: Stage 2 survey area



Source: CCC

2.2 Survey Specification

2.2.1 Currently Uncontrolled Areas (Green and Orange Zones)

The main purpose of the surveys for the currently uncontrolled residential streets is to identify:

1. The level of parking pressure exerted by residential parking during overnight hours
2. The level of parking pressure during weekday daytime hours (and evening hours in the orange zones) and the source of this pressure, i.e. residential or non-residential parking

In order to derive these two results, surveys were undertaken on a school term time weekday whereby the registration plates of all parked cars in each street were recorded at the following times:

Table 2.1: Green and orange zone parking survey beat specification

| Beat Period | Zone | Period Label | Beat purpose |
|---------------|----------------|---------------|--|
| 00:30 - 05:30 | Green & Orange | Early morning | To record all residential parking and parking pressure in street |
| 10:00 - 12:00 | Green & Orange | Mid-morning | To record parking pressure and source of pressure at mid-morning |
| 14:00 - 16:00 | Green & Orange | Mid-afternoon | To record parking pressure and source of pressure at mid-afternoon |
| 18:00 - 20:00 | Orange only | Early evening | To record parking pressure and source of pressure in evening |

In order to secure survey results before May Half Term, the surveys were undertaken on:

- Tuesday 17 and 24 May 2016 (green zones)
- Wednesday 18 May 2016 (orange zones)

The results include the streets assessed in the Stage 1 parking study.

2.2.2 Existing RPZ Area (Purple Zone)

The main purpose of the surveys for the existing RPZ area is to identify:

1. The level of parking pressure exerted by residential parking during overnight hours
2. The level of parking pressure in each bay type (Residential or Pay & Display) during weekday daytime and evening hours
3. The level of parking compliance in each bay type during bay operating periods

In order to derive these two results, surveys were undertaken on a school term time weekday whereby the registration plates of all parked cars in each street were recorded at the following times:

Table 2.2: Purple zone parking survey beat specification

| Beat Period | Period Label | Beat purpose |
|---------------|---------------|--|
| 00:30 - 05:30 | Early morning | To record all residential parking and parking pressure in street |
| 10:00 - 12:00 | Mid-morning | To record parking pressure and source of pressure at mid-morning |
| 14:00 - 16:00 | Mid-afternoon | To record parking pressure and source of pressure at mid-afternoon |
| 18:00 - 20:00 | Early evening | To record parking pressure and source of pressure in evening |

In addition, during the operating hours of each bay type, it was noted for each vehicle whether a valid parking permit or ticket was being displayed.

In order to secure survey results before May Half Term, the surveys were undertaken on:

- Wednesday 18 May 2016

2.3 Parking Capacity Calculation

In order to calculate parking pressures per street, it is necessary to calculate the theoretical parking capacity per street.

For the currently uncontrolled parking areas, we have measured the kerb length per street which is available for parking, taking into account:

- Carriageway width (determining whether parking is possible on one or two sides)
- Waiting/loading restrictions
- Driveways / accesses

To convert the available kerb length to a theoretical parking capacity, the length has been divided by 5 metres¹.

For the existing RPZ area, we measured the length of bay type and also divided by 5m to calculate theoretical parking capacity.

¹ As per the Lambeth Methodology: http://planning.croydon.gov.uk/DocOnline/47440_6.pdf

3 Survey Results – Uncontrolled Streets

3.1 Introduction

Survey results for the currently uncontrolled streets (green and orange zones in Figure 2.1) are summarised in this section.

3.2 Parking Pressures

For the green and orange zone areas, parking pressure results per survey period are shown in Figure 3.1 to Figure 3.4 below. For each street, these provide an indication of the proportion of theoretical parking capacity utilised at the time of each survey beat.

Green zone streets have been grouped into three areas (Area 1 to 3) to facilitate the interpretations of the results, while orange zone streets have been grouped into two areas (Area 4 and 5).

Table 3.1 and Table 3.2 provide a summary of the average occupancy levels by area for both green and orange street zones respectively. The results are coloured according to the scale shown in the figures below.

For reference, the exact parking capacities and utilisation levels for each street are attached in Appendix A for the green zone streets and in Appendix B for the orange zone streets.

It is worth noting that some streets presented a utilisation rate greater than 100% which reveals that a number of vehicles were parked in contravention during the survey. In these cases, utilisation exceeded theoretical capacity accounting for vehicles parked illegally.

Table 3.1: Green zone streets - summary results by area

| Area | Average Parking Pressure (%) | | |
|------|------------------------------|-------------|-------------|
| | 05:30 | 10:00–12:00 | 14:00–16:00 |
| 1 | 54% | 60% | 60% |
| 2 | 70% | 68% | 61% |
| 3 | 34% | 60% | 58% |

Table 3.2: Orange zone streets - summary results by area

| Area | Average Parking Pressure (%) | | | |
|------|------------------------------|-------------|-------------|-------------|
| | 05:30 | 10:00–12:00 | 14:00–16:00 | 18:00–20:00 |
| 4 | 48% | 53% | 49% | 49% |
| 5 | 31% | 53% | 48% | 33% |

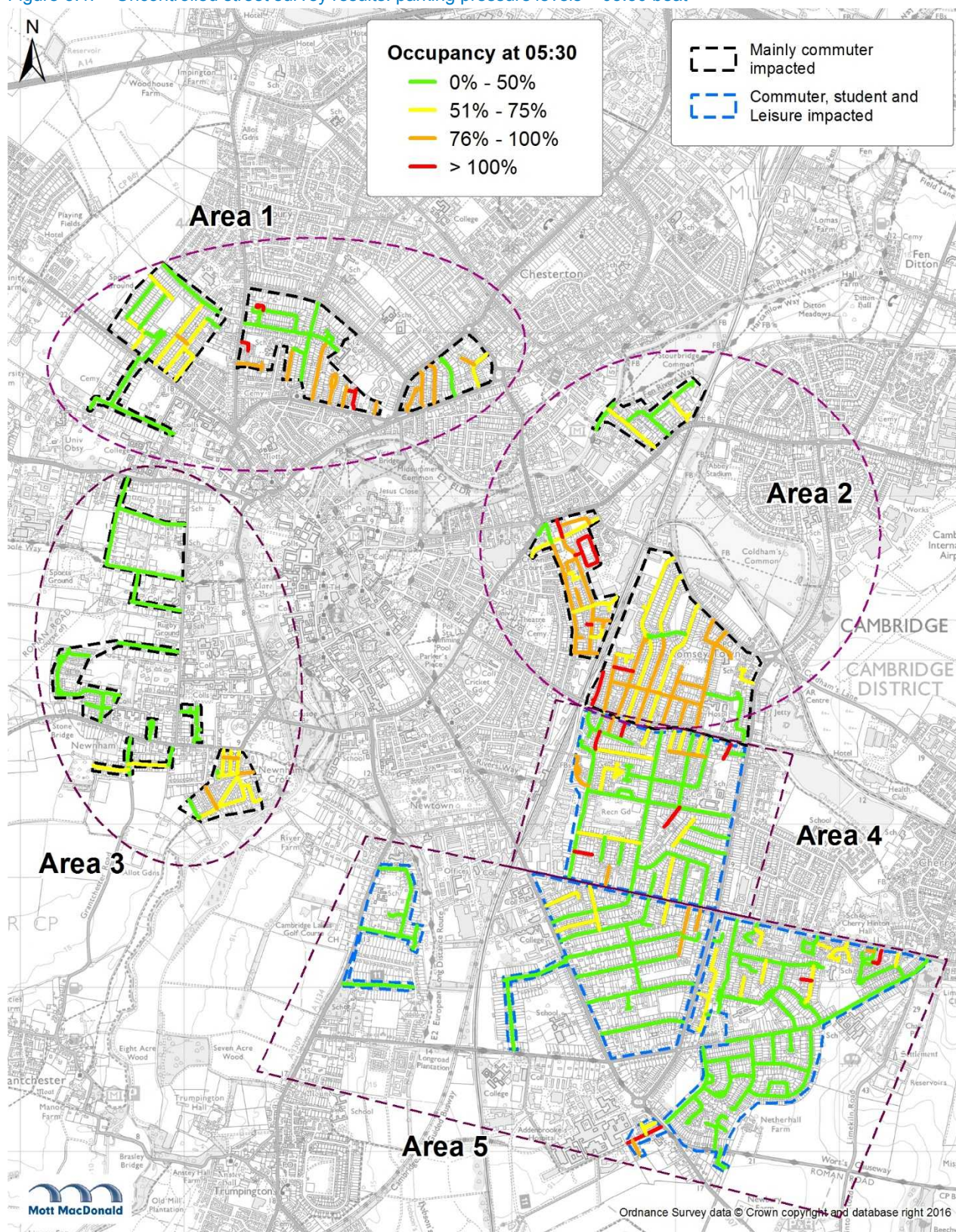
For the **green zone** streets, the results show that:

- Overall, throughout the course of the day, parking in seven streets exceeds or are very close to exceed theoretical capacity in all surveyed periods.
- On average, Area 2 presents the highest occupancy levels across all surveyed periods, with the early morning period being the busiest with a 70% occupancy level. These results highlight the residential nature of this area.
- Resident parking pressure levels are high in approximately half of the streets at 05:30, including for streets to the east of Anglia Ruskin university campus (Area 2) and for streets in the areas north of Mill Road, Victoria Road and Chesterton Road, where capacities are as high as 100%. Streets where parking exceeds theoretical capacity include Francis Darwin Court, Greens Road, Abbey Street and St Matthew's Gardens.
- During the mid-morning period, occupancy increases in Areas 1 and 3 with the exception of streets within Area 2, where occupancy slightly decreases by 2%. Particular areas that show an increase in occupancy include that to the east of the Anglia Ruskin university campus (Area 2), where all streets except two exceed 75% occupancy, and a number exceed 100% capacity, while the occupancy of streets immediately surrounding Robinson College (Area 3) increase to above 75% from a maximum of 50% at 05:30. The majority of streets in the Newnham Croft area (South Area 3) also exceed 75% occupancy, as do a number of streets to the north of Victoria Road and Chesterton Road (Area 1).
- The mid-afternoon period shows similar results to the mid-morning period, with the exception of the area to the east of the Anglia Ruskin university campus (Area 2), which returns to levels similar to those seen at 05:30.

For the **orange zone** streets, the results show:

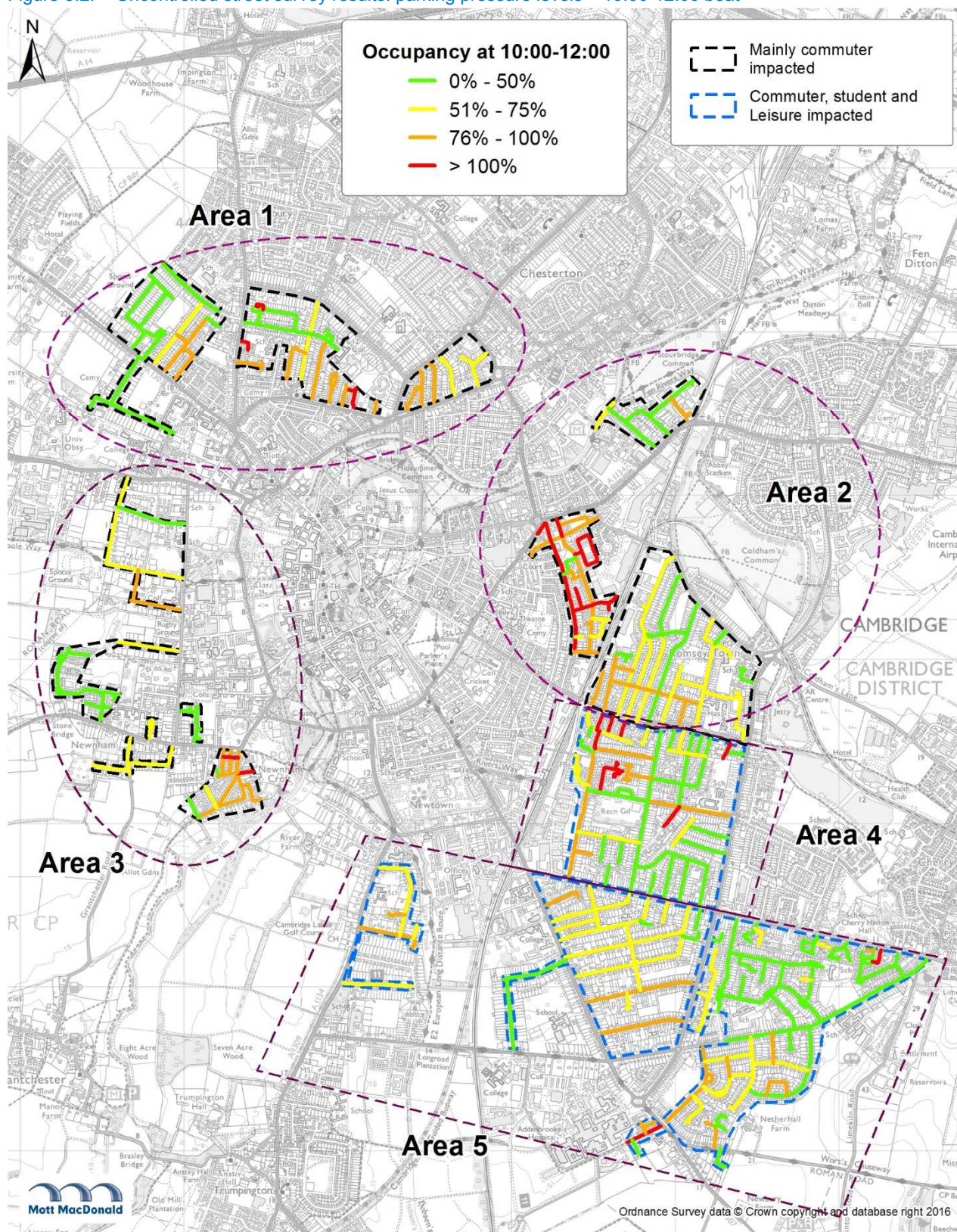
- Occupancy in orange zones are generally lower than in green areas.
- Overall, throughout the course of the day, parking in seven streets exceeds or are very close to exceed theoretical capacity in all surveyed periods.
- On average, Area 4 presents higher occupancy levels than Area 5 during the morning and evening periods, but it shows similar occupancy levels than Area 5 during the mid-morning and mid-afternoon periods.
- During the morning period, occupancy rates on the majority of streets are below 51%, with the exception of some short streets on the border of the orange zone, such as those immediately south of Mill Road, Montreal Road and Red Cross Lane, where occupancy exceeds capacity.
- By the mid-morning period, occupancy rates have generally increased, particularly on streets immediately to the east of the railway station. The greatest change in occupancy rate in this period is on streets within Area 5, which on average, experienced an increase of 22%. The increase is particularly acute on the area to the east of Homerton College, where occupancy increases in all but five streets, and in the region to the east of the Nightingale recreation ground, where over half the streets rise to an occupancy over 51%. All streets in the area to the south of the Nuffield Health hospital also experience an occupancy increase to over 51%.
- In the mid-afternoon period, most occupancy levels either remain the same as in the mid-morning period or decrease. Streets that reach a greater occupancy level in the mid-afternoon include Goldin Road (158%), Montreal Road (121%), Bosworth Road (129%) and Red Cross Lane (165%).
- By the evening period, most streets have returned to the levels of occupancy seen at 05:30.

Figure 3.1: Uncontrolled street survey results: parking pressure levels – 05:30 beat



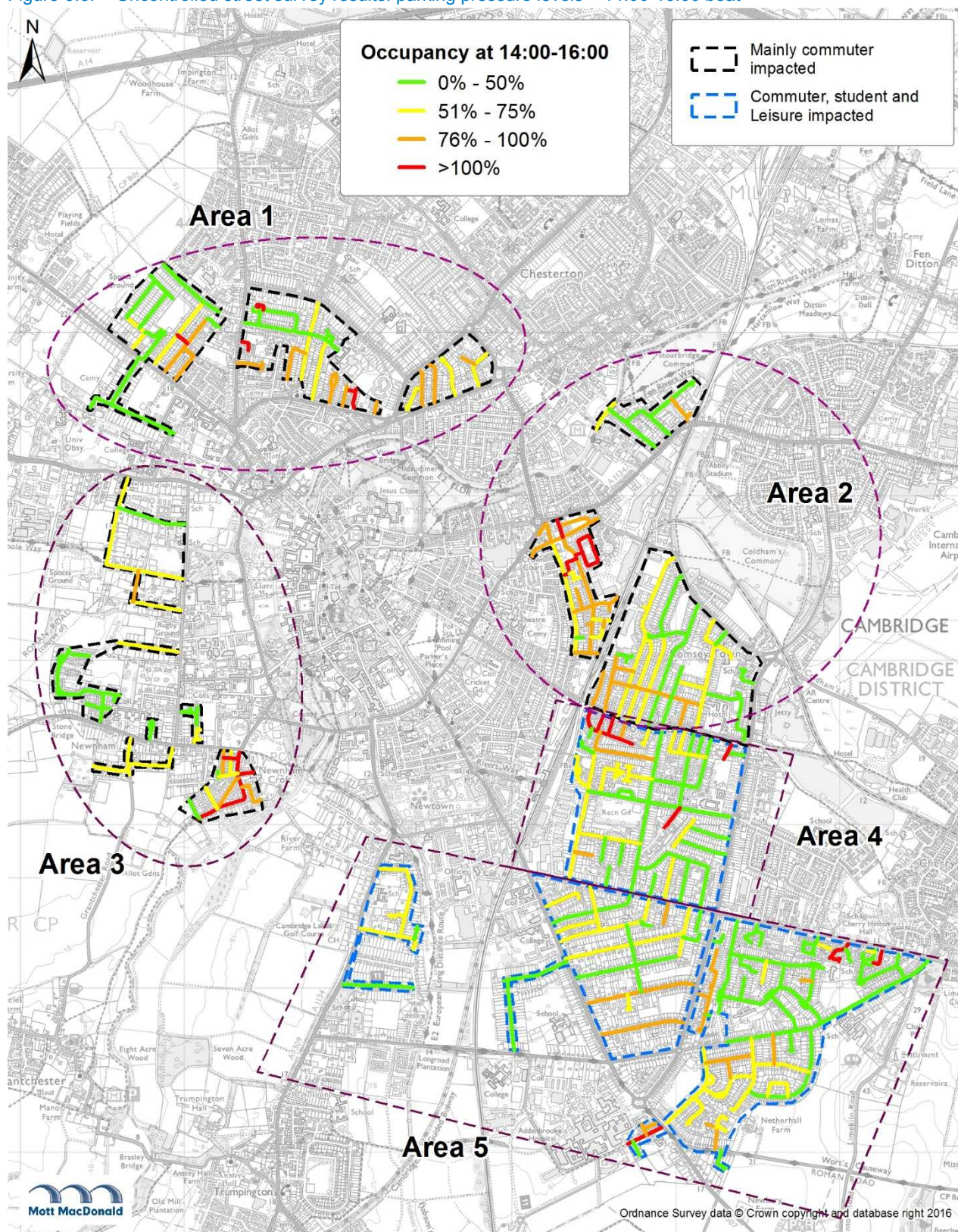
Source: Survey data

Figure 3.2: Uncontrolled street survey results: parking pressure levels – 10:00-12:00 beat



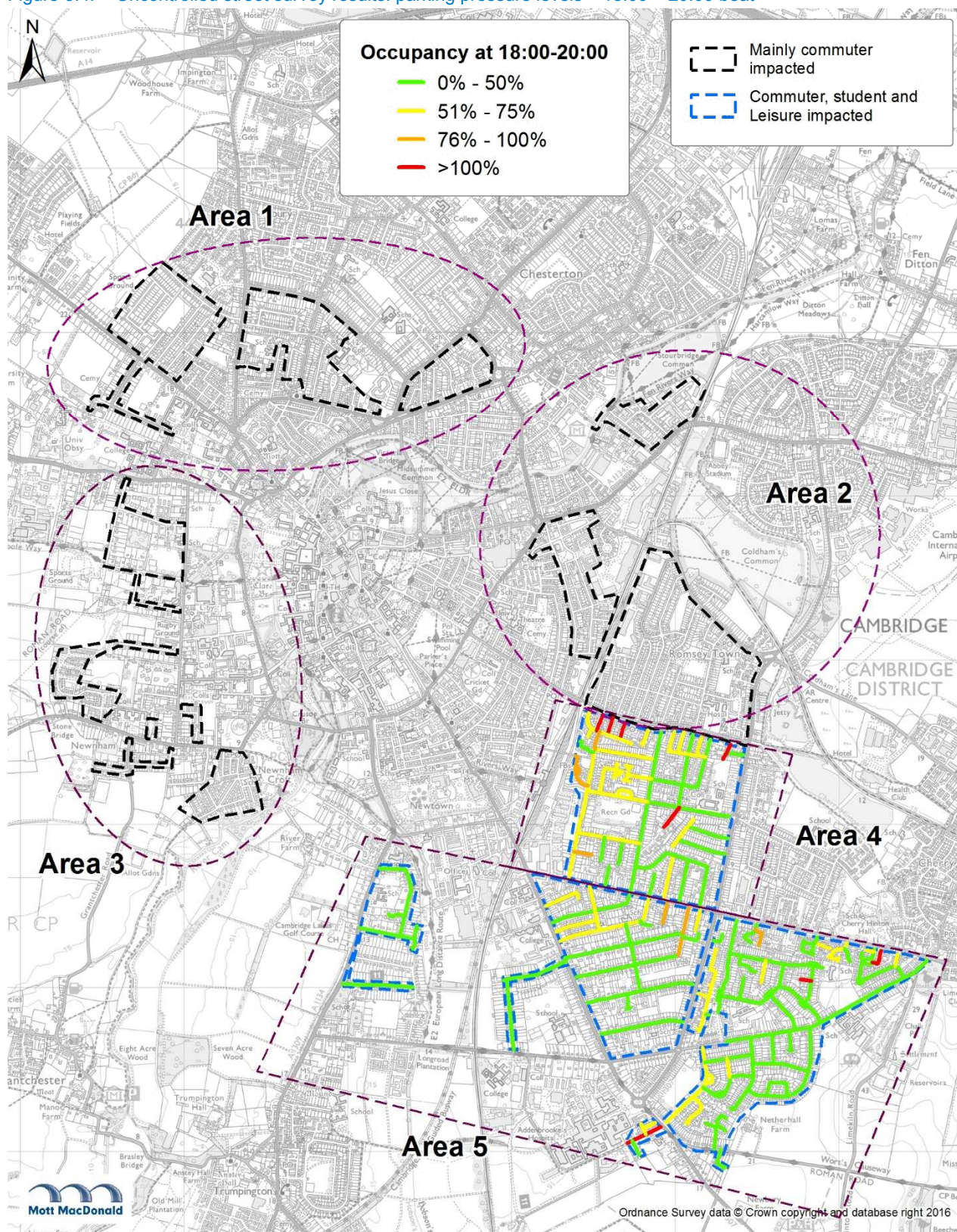
Source: Survey data

Figure 3.3: Uncontrolled street survey results: parking pressure levels – 14:00-16:00 beat



Source: Survey data

Figure 3.4: Uncontrolled street survey results: parking pressure levels – 18:00 – 20:00 beat



Source: Survey data

3.3 Non-Residential Parking Composition

For the green and orange zone areas, non-residential parking composition results per survey period are shown in Figure 3.5 to Figure 3.7 below. For each street, these provide an indication of the proportion of parking demand which is estimated to be non-residential at the time of each survey beat. Non-residential parking demand is assumed to be any vehicle which was not parked on the street during the 05:30 beat. Table 3.3 and Table 3.4 summarise the average non-residential parking demand by area.

For reference, the exact non-residential parking composition levels for each street are attached in Appendix A for the green zone streets and in Appendix B for the orange zone streets.

Table 3.3: Green zone streets - summary results by area

| Area | Average Non-Residential Parking Composition (%) | | |
|------|---|-------------|-------------|
| | 05:30 | 10:00–12:00 | 14:00–16:00 |
| 1 | 0% | 46% | 49% |
| 2 | 0% | 37% | 38% |
| 3 | 0% | 61% | 64% |

Table 3.4: Orange zone streets - summary results by area

| Area | Average Non-Residential Parking Composition (%) | | | |
|------|---|-------------|-------------|-------------|
| | 05:30 | 10:00–12:00 | 14:00–16:00 | 18:00–20:00 |
| 4 | 0% | 50% | 50% | 50% |
| 5 | 0% | 69% | 67% | 44% |

For the **green zone** streets, the results show that:

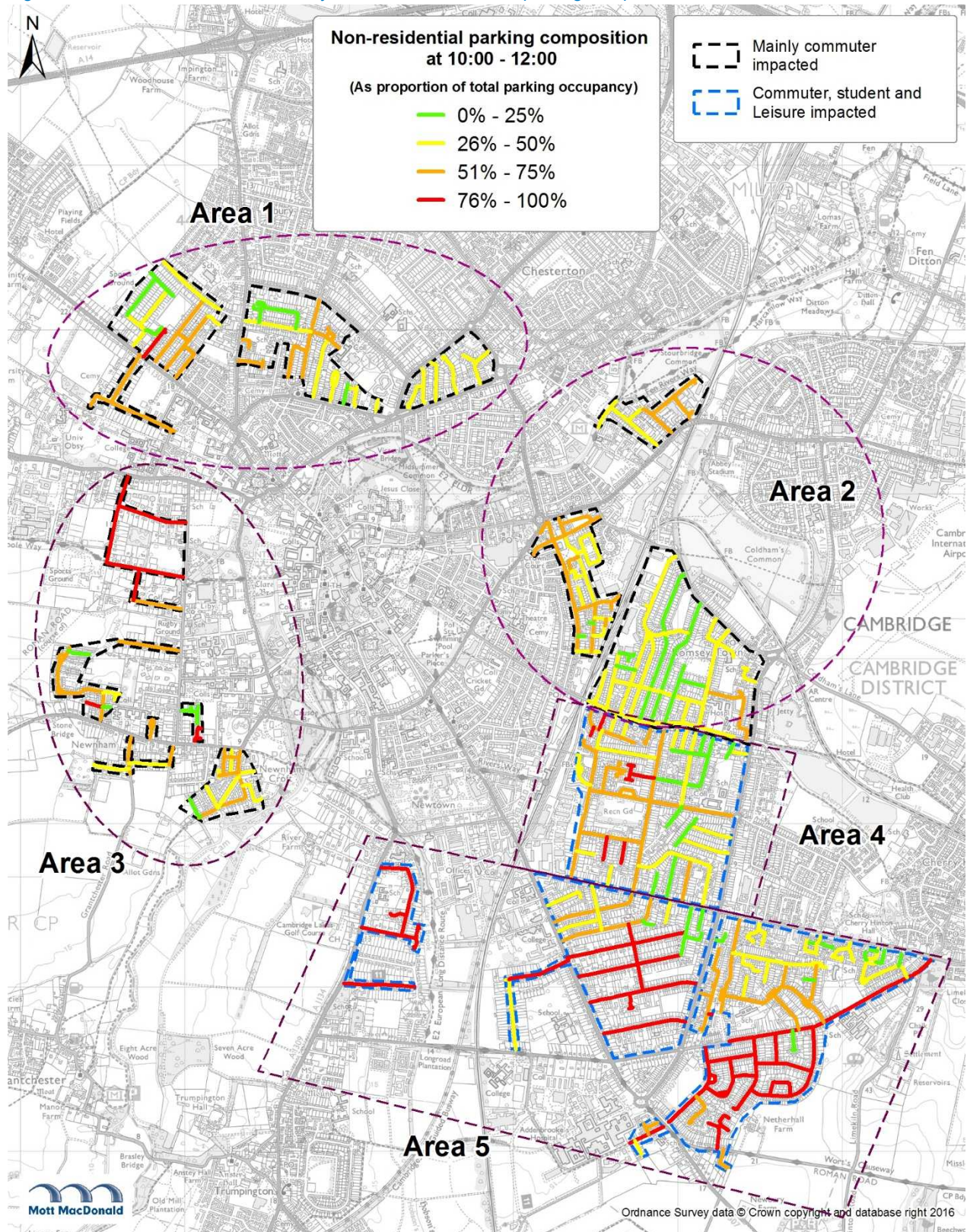
- On average, Area 3 shows the highest proportion of non-residential parking composition and Area 2 the lowest. The non-residential rates for the three areas remain roughly the same for both the mid-morning and the mid-afternoon periods.
- Of the seven streets that are over-capacity in all survey periods, four streets show that over 50% of this occupancy is attributed to non-residential parking in the mid-morning and mid-afternoon periods (Rackham Close, Abbey Street, St Matthew's Gardens and Newnham Croft Street).
- During the period 10:00–12:00, many streets have non-residential proportions of 50% or higher. Extreme cases of this include streets surrounding Robinson College (Area 3) where occupancy is over 50% in the mid-morning period and proportions of non-residents are in the range of 76% to 100%. Of all the streets that show occupancies greater than 100% in this period, all except four streets (in the area to the east of the Anglia Ruskin university campus) show that 51% to 75% is caused by non-residents. In the area to the east of Newnham Croft where occupancy exceeds 75% of the capacity, over 50% of this demand is generated by non-residents in about half of these streets.
- In the mid-afternoon period, the streets surrounding Robinson College (Area 3) maintain a non-resident composition of over 75%. The area to the east of Anglia Ruskin university campus (Area 2) shows a reduced non-resident composition, but some streets show increases, such as Storey's Way, Sturton Street and Occupancy Road.

For the **orange zone** streets, the results show that:

- On average, Area 5 shows a higher proportion of non-residential parking composition than Area 4 during the mid-morning and mid-afternoon periods, but a lower composition during the evening period.
- Non-residential composition remains constant at 50% in Area 4 for all the surveyed periods.

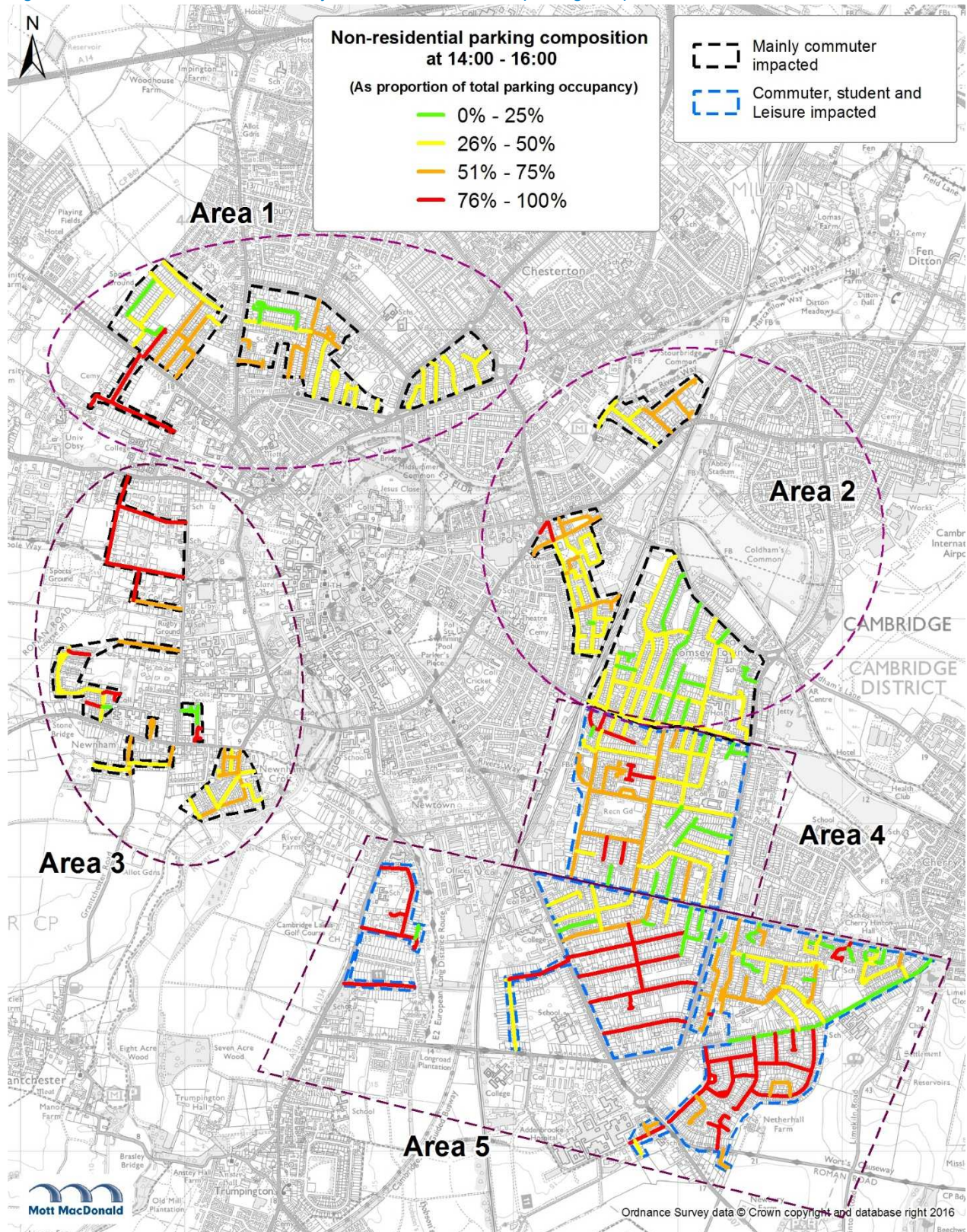
- Of the seven streets that are over-capacity in all survey periods, only one, Red Cross Lane, show that over 50% of this occupancy is attributed to non-residential parking in the daytime and evening periods.
- In the mid-morning period, Area 5 shows that the majority of streets are up to 100% occupied by non-residents. Area 4 on the other hand, shows that most of the streets are between 26% and 75% occupied by non-residents.
- By the mid-afternoon period, the proportion of non-residential parking remains the same or decreases compared with the mid-morning period. Streets that show an increased proportion of non-resident parking are Bosworth Road, Argyle Street and Bullen Close (all of which show a greater overall occupancy in the same period), as well as Glenacre Close.
- During the evening period, Area 5 decreases its proportion of non-residential vehicles by 23%. However, streets south of Queen Edith's Way (south of Area 4) still account for the majority of non-residential occupancy. Composition levels elsewhere within the orange zone streets are generally lower than during the day, but are still above 50% in many of the streets.

Figure 3.5: Uncontrolled street survey results: non-residential parking composition levels – 10:00-12:00 beat



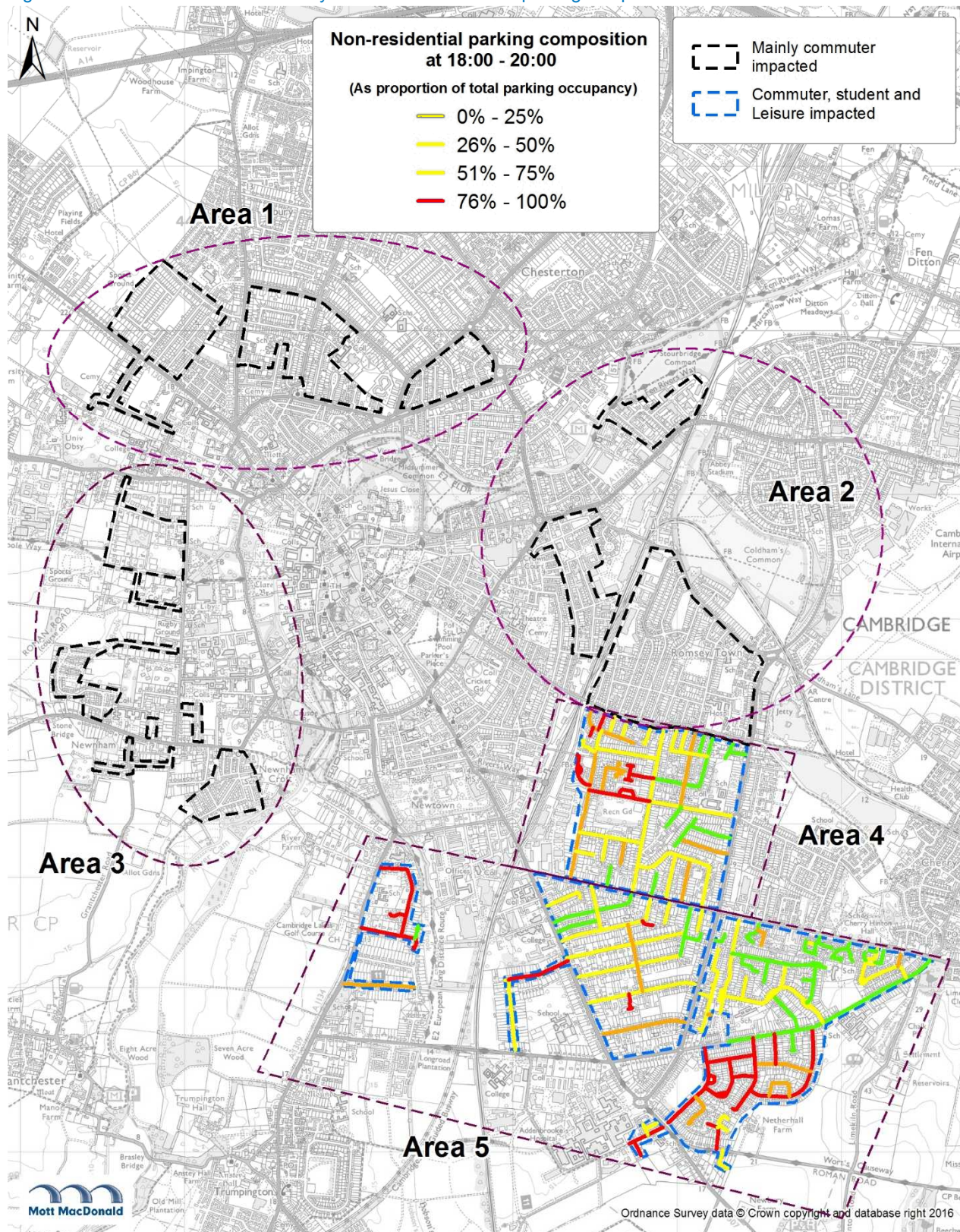
Source: Survey data

Figure 3.6: Uncontrolled street survey results: non-residential parking composition levels – 14:00-16:00 beat



Source: Survey data

Figure 3.7: Uncontrolled street survey results: non-residential parking composition levels – 18:00 – 20:00 beat



Source: Survey data

4 Survey Results – RPZ Streets

4.1 Introduction

Survey results for the existing RPZ controlled streets (the purple zone in Figure 2.1) are summarised in this section.

4.2 Parking Pressures

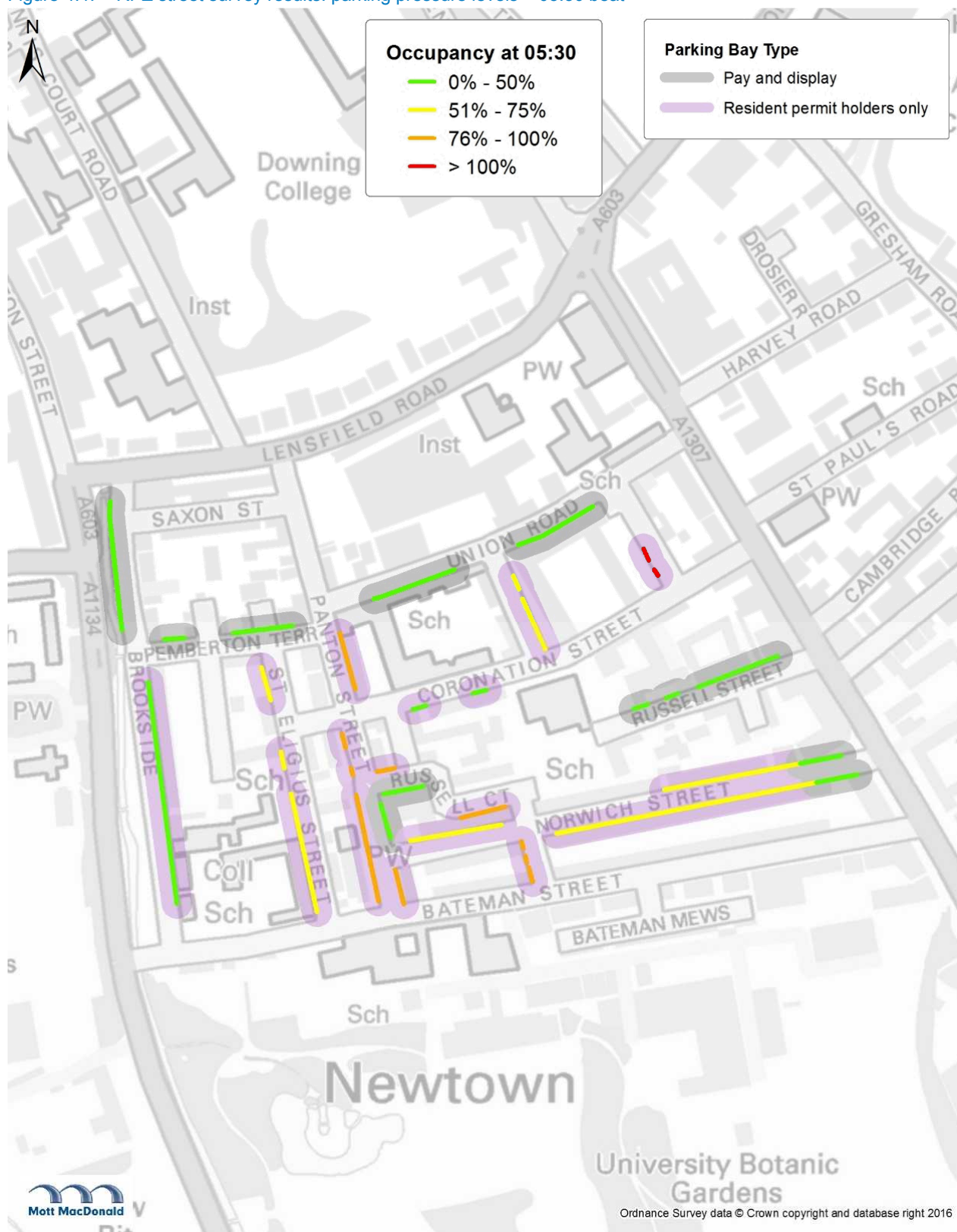
For the purple area streets, parking pressure results per survey period are shown in Figure 4.1 to Figure 4.4 below. For each street, these provide an indication of the proportion of theoretical parking bay capacity utilised at the time of each survey beat.

For reference, the exact parking capacities and utilisation levels for each street are attached in Appendix C.

The results show that:

- On average, parking pressure levels in the area remained around half of the theoretical capacity across all the surveyed periods. Average occupancy rates ranged from 49% at the early morning period to 57% at the mid-morning period, but far from overall capacity in all cases.
- Of all the resident permit bays, Brookside shows the lowest usage throughout the day. Highest usage is situated on George IV Street, where the survey records that the bays remain over-capacity throughout the day. Brookside also shows the lowest occupancy level throughout the day for pay and display bays. Pemberton Terrace has the highest levels of usage for pay and display bays across the day (a peak of 89% occupancy).
- In the early morning period, of all the streets that have resident permit bays, over half have an occupancy level of above 50%. By contrast, all pay and display bays were less than 51% occupied at 05:30.
- In the mid-morning period, the number of residential permit bays with occupancy greater than 50% increases, with the exception of Brookside (23%), St Eligius Street (38%) and Francis Passage (50%). Most of the pay and display areas are more than 51% occupied between 10:00 and 12:00, but Brookside, Panton Street and Russell Street remain below the 50% occupancy level.
- Between 14:00 and 16:00, the occupancy of resident permit bays remains above 50% capacity, with the exception of Brookside which maintains an occupancy level of below 51% throughout the day. Bays on Coronation Street and George IV Street are over-capacity. Occupancy levels at all pay and display areas, apart from those on Pemberton Street and Panton Street, fall below 51%. Brookside and Russell Court have no vehicles parked in these bays during this period.
- In the evening period, occupancy levels return to similar levels as recorded in the early morning period, except with more resident bay parking on Coronation Street and Russell Court (both over-capacity) and more pay and display bay parking on Pemberton Terrace, Panton Street and Russell Court.

Figure 4.1: RPZ street survey results: parking pressure levels – 05:30 beat



Source: Survey data

Occupancy at 10:00-12:00

- 0% - 50%
- 51% - 75%
- 76% - 100%
- > 100%

Parking Bay Type

- Pay and display
- Resident permit holders only

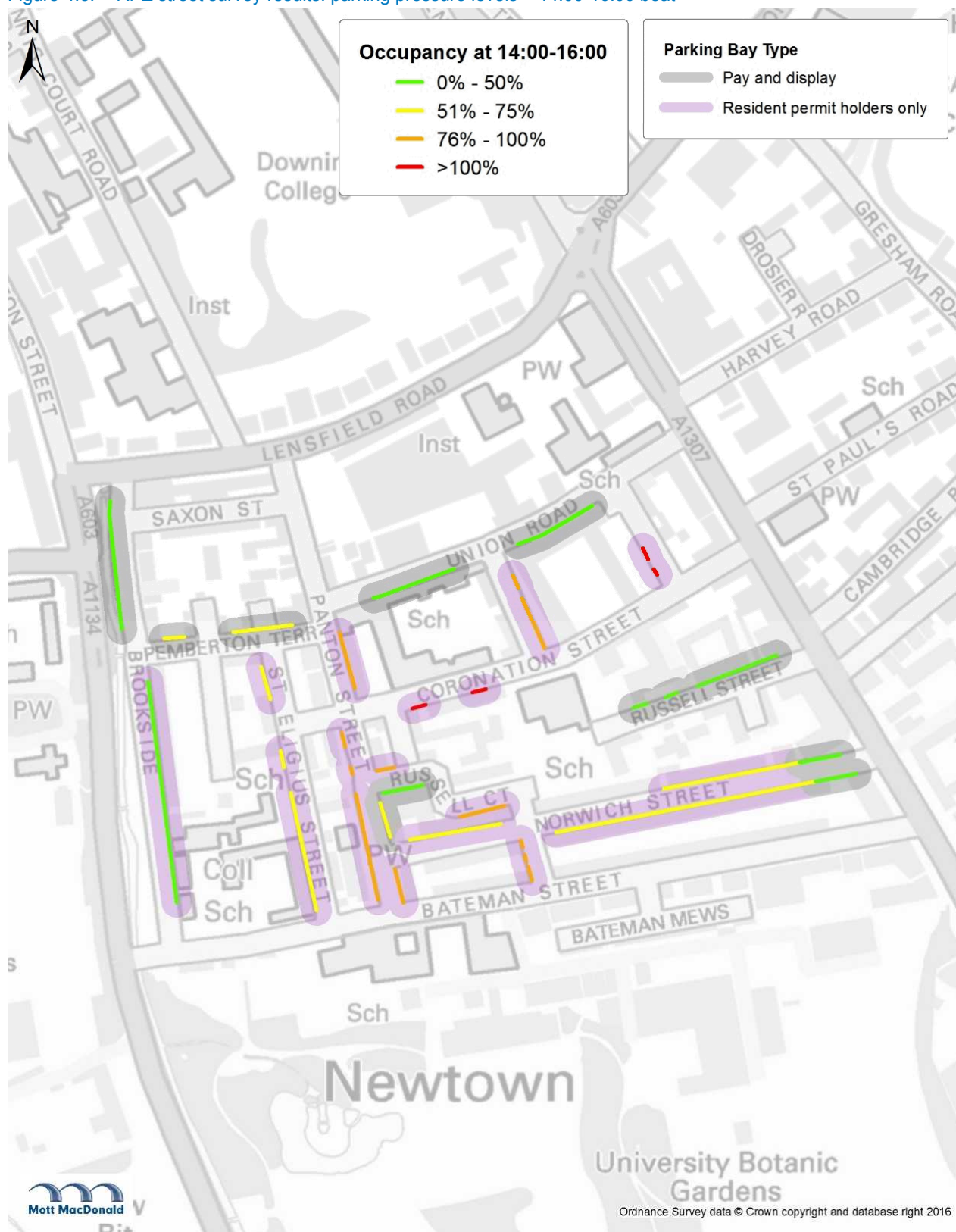
Newtown

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Figure 4.3: RPZ street survey results: parking pressure levels – 14:00-16:00 beat



Source: Survey data

Occupancy at 18:00-20:00

- 0% - 50%
- 51% - 75%
- 76% - 100%
- >100%

Parking Bay Type

- Pay and display
- Resident permit holders only

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4.3 Non-Compliant Parking Composition

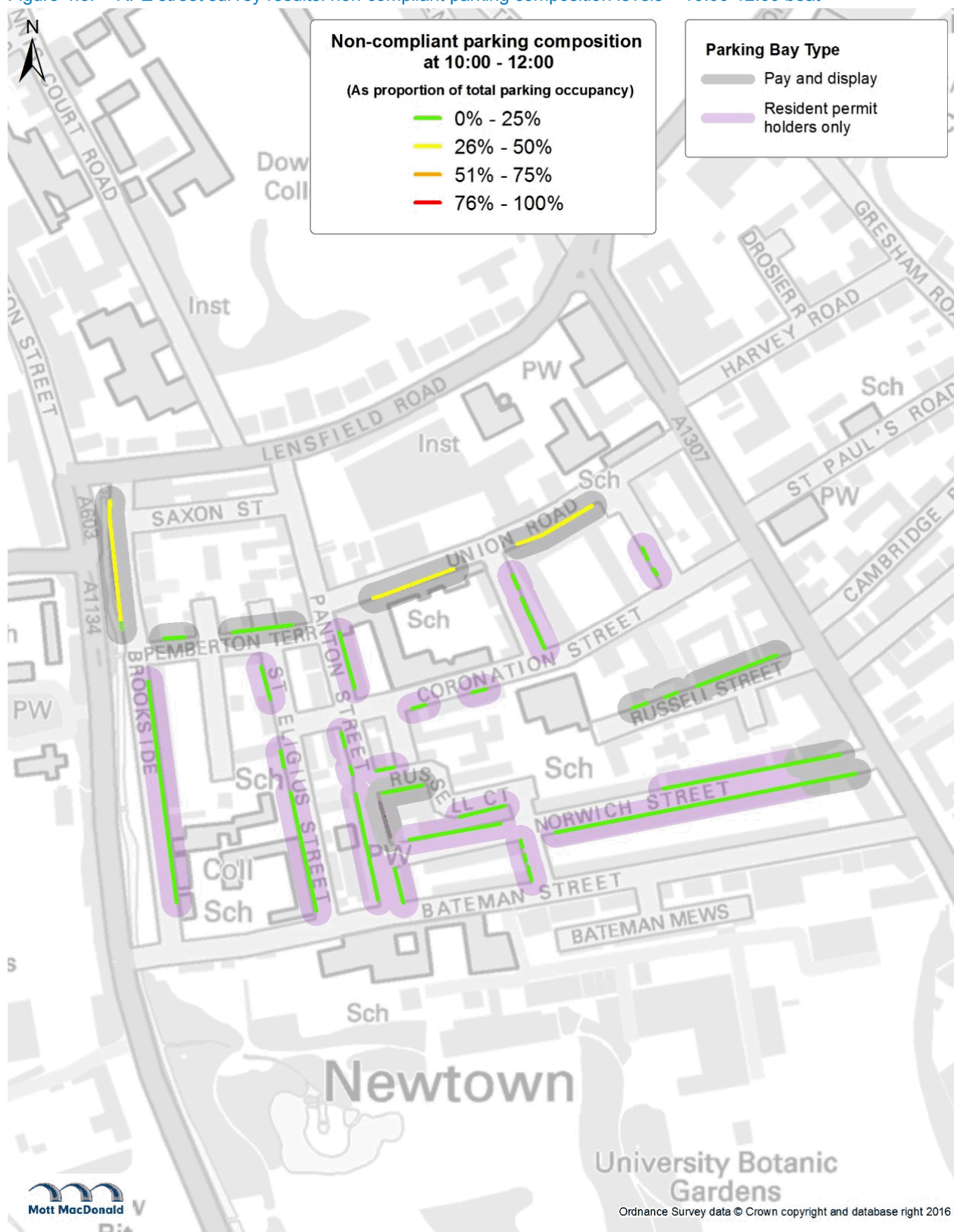
For the purple area streets, non-compliant parking composition results per survey period are shown in Figure 4.5 to Figure 4.7 below. For each street, these provide an indication of the proportion of parking demand which was recorded to be non-compliant at the time of each survey beat. Non-compliant parking demand is assumed to be any vehicle which was parked without a valid permit or ticket during the operational hours of the associated parking bay.

For reference, the exact non-compliant parking composition levels for each street are attached in Appendix C.

The results show that:

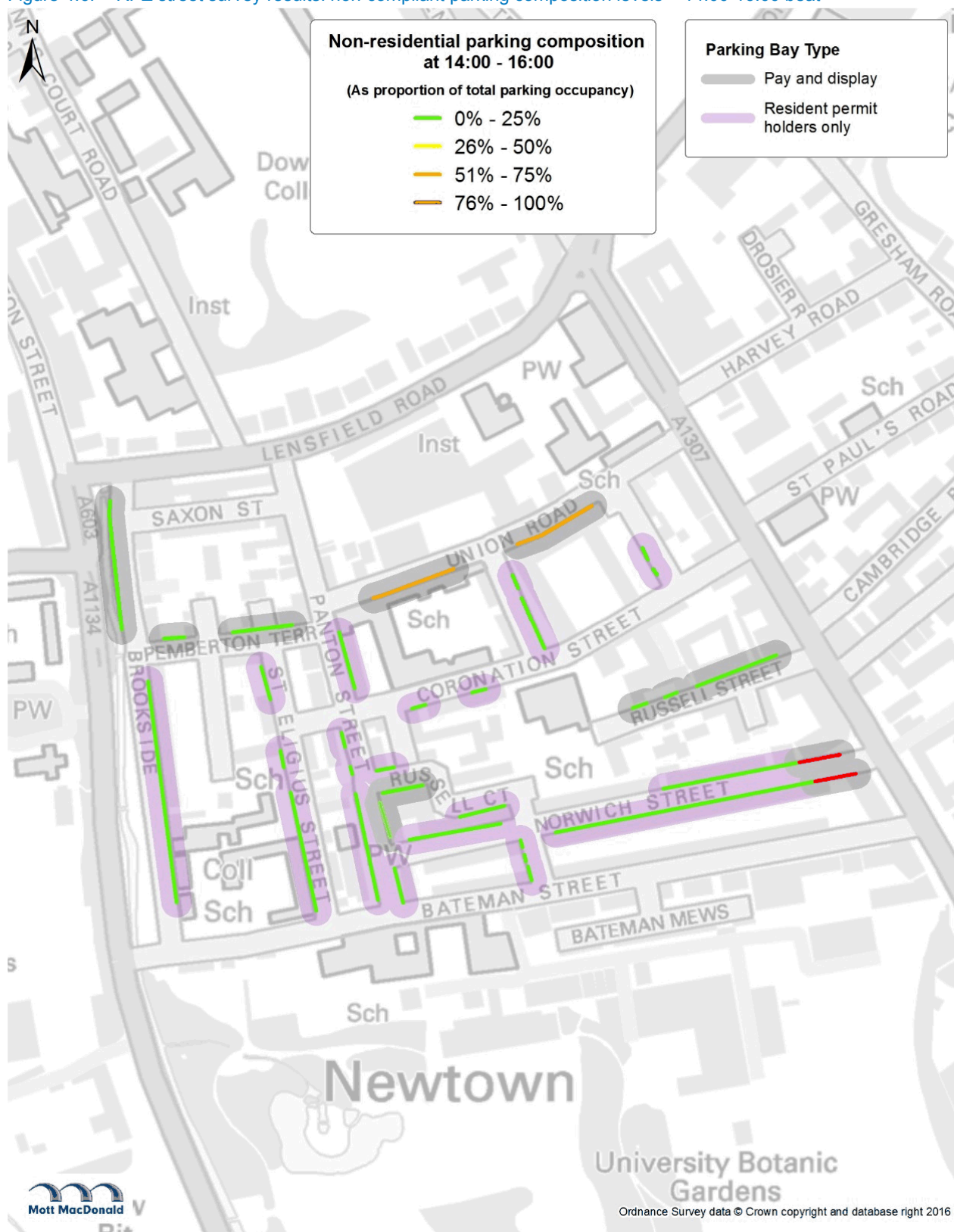
- In the morning period, no non-compliant parking was recorded as the parking bays were not yet operational.
- On average, non-compliant parking was generally low in all periods. The greatest overall proportion of non-compliant parking was recorded during the mid-morning period (11%) and the lowest during the evening period (3%) when most bays are no longer operational.
- In the mid-morning period, low levels of non-compliant parking were recorded at residential parking bays on Norwich Street (4%), St Eligius Street (11%) and Brookside (14%). For pay and display bays, non-compliant parking was recorded on six streets, with Panton Street (100%) and Union Road (38%) showing the highest proportions.
- Between 14:00 and 16:00, low levels of non-compliant parking were recorded at resident permit bays on Panton Street (4%) and St Eligus Street (8%). For pay and display bays, non-compliant parking was recorded on five streets, with Norwich Street (100%) and Union Road (75%) showing the highest proportions.
- In the evening period, Coronation Street has the highest proportion of non-compliant parking for residential permit bays (50%), while low levels were observed at Panton Street (4%) and Norwich Street (2%). At pay and display bays, there is no non-compliant parking as these bays are not operational in the evening.

Figure 4.5: RPZ street survey results: non-compliant parking composition levels – 10:00-12:00 beat



Source: Survey data

Figure 4.6: RPZ street survey results: non-compliant parking composition levels – 14:00-16:00 beat



Source: Survey data

Non-compliant parking composition at 18:00 - 20:00
(As proportion of total parking occupancy)

- 0% - 25%
- 26% - 50%
- 51% - 75%
- 76% - 100%

Parking Bay Type

- Pay and display
- Resident permit holders only

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5 Survey Summary

5.1 Survey Background

Cambridgeshire County Council (CCC) commissioned Mott MacDonald in March 2016 to undertake a parking study to investigate parking pressures on a sample of residential streets in Cambridge which are not currently subject to parking controls. The results of this survey are presented in our 'Stage 1 Survey Results' report of April 2016.

Following completion of the Stage 1 survey, CCC commissioned Mott MacDonald to conduct the same survey but over a wider area, which is shown in Figure 2.1 above. This figure shows that the survey area is divided into three parking type categories, as follows:

- Green zones – residential streets not currently subject to parking controls but which are likely to be primarily affected by daytime non-residential parking pressures
- Orange zones – residential streets not currently subject to parking controls but which are likely to be affected by both daytime and evening non-residential parking pressures
- Purple zone – residential streets which are currently subject to RPZ controls

In addition, the streets in the green and orange zones are grouped into areas to facilitate interpretation, as also shown in Figure 2.1 above.

5.2 Survey Purpose and Methodology

The main purpose of the surveys is to identify:

1. The level of parking pressure exerted by residential parking during overnight hours
2. The level of parking pressure during weekday daytime hours and the source of this pressure, i.e. residential or non-residential parking
3. For the existing RPZ area only (purple zone), the level of parking compliance in each bay type during bay operating periods

In order to derive these results, surveys were undertaken on a school term time weekday whereby the registration plates (and permit/ticket details, where relevant) of all parked cars in each street were recorded at the following times:

- Early morning (05:30)
- Mid-morning (10:00-12:00)
- Mid-afternoon (14:00-16:00)
- Early evening (18:00-20:00 – orange and purple zones only)

5.3 Survey Results Summary

5.3.1 Uncontrolled Streets – Green Zone

Full survey results for green zone streets are attached in Appendix A.

The results show that, on average, Area 2 presents the highest occupancy levels across all surveyed periods, with the morning period being the busiest, with an average occupancy of 70%. These results are also confirmed by the low proportion of non-residential vehicles parked in the area during daytime and so they highlight the residential nature of Area 2.

Resident parking pressure levels are high in approximately half of the streets of Area 1 at 05:30 while, in Area 3, this proportion drops to 34%. By the mid-morning period, occupancy has increased in Areas 1 and 3, but levels in Area 2 show a slight decrease. The mid-afternoon period shows similar results to the mid-morning. In terms of overall parking pressure per street, the survey results show that parking in seven streets exceeds theoretical capacity, or is very close to exceeding capacity, in all surveyed periods.

In terms of the proportion of parking pressure which is generated by non-resident parking during the day, the survey results show that of the seven streets that are at or over-capacity in all survey periods, four streets show that over 50% of this occupancy is attributed to non-residential parking in the mid-morning and mid-afternoon periods. During the mid-morning and mid-afternoon periods, many streets in Area 1 and 3 have non-residential proportions of over 50%.

5.3.2 Uncontrolled Streets – Orange Zone

Full survey results for orange zone streets are attached in Appendix B.

Occupancy in orange zones are generally lower than in green areas. The results show that, on average, Area 4 experiences greater occupancy rates than Area 5 during the morning and evening periods, but similar rates as Area 5 during the mid-morning and mid-afternoon periods.

In terms of overall parking pressure per street, the survey results show that parking in seven streets exceeds theoretical capacity in all surveyed periods. For Area 4, occupancy levels remain around 50% throughout the course of the day while, for Area 5, occupancy is much lower in the early morning and evening periods.

In terms of the proportion of parking pressure which is generated by non-resident parking during the day, the survey results show that of the seven streets that are over-capacity in all survey periods, only one street shows that over 50% of this occupancy is attributed to non-residential parking.

Area 5 shows a higher proportion of non-residential parking composition than Area 4 during the mid-morning and mid-afternoon periods, but a lower composition during the evening period.

5.3.3 Existing RPZ – Purple Zone

Full survey results for purple zone streets are attached in Appendix C.

In terms of overall parking pressure per street, the survey results show that, of all the resident permit bays, Brookside shows the lowest occupancy levels throughout the day and George IV Street the highest. In the case of pay and display bays, Brookside shows the lowest and Pemberton Terrace shows the highest for occupancy levels. In the early morning period, whilst most of the resident permit bays show occupancy levels greater than 50%, all pay and display bays were less than 50% occupied. Most resident permit bays remain over 50% occupied throughout the survey periods. Most pay and display bays reach in excess of 50% occupancy in the mid-morning period but fall below 50% by the mid-afternoon. In the evening period, occupancy levels return to similar levels as recorded in the early morning period. On average, parking

pressure levels in the area remained around half of the theoretical capacity across all the surveyed periods. Average occupancy rates ranged from 49% at the early morning period to 57% at the mid-morning period, but far from overall capacity in all cases.

In terms of the proportion of parking pressure which is generated by non-compliant parking during the day, the survey results show that in the mid-morning period, non-compliant parking was recorded on six streets for pay and display bays, and on five streets in the mid-afternoon period. There are only low levels of non-compliant parking in resident permit bays throughout the day. In the evening period, only three streets experienced non-compliant resident bay parking.

Appendices

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Appendix A. Green Zone Street Results

A.1 Parking Pressure Survey Results

The following table presents the survey results for green zone streets in terms of:

- Theoretical parking capacity of each street (measured in spaces)
- Recorded occupancy of each street per beat period (measured in cars parked)
- Corresponding parking pressure level of each street per period (shown as proportion of capacity)

Table A.1: Green zone survey results – parking pressures per beat period

| Area | Street | Capacity | Parking Occupancy (Cars) | | | Parking Pressure (%) | | |
|------|--------------------------|----------|--------------------------|---------------|---------------|----------------------|-------------|-------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 05:30 | 10:00-12:00 | 14:00-16:00 |
| 1 | Akeman Street | 98 | 32 | 22 | 23 | 33% | 22% | 23% |
| 1 | Bateson Road | 44 | 14 | 15 | 13 | 32% | 34% | 30% |
| 1 | Chesterton Hall Crescent | 90 | 41 | 57 | 61 | 46% | 63% | 68% |
| 1 | Chestnut Grove | 16 | 14 | 10 | 15 | 88% | 63% | 94% |
| 1 | Corona Road | 25 | 22 | 22 | 24 | 88% | 88% | 96% |
| 1 | Darwin Drive | 120 | 56 | 33 | 40 | 47% | 28% | 33% |
| 1 | Eachard Street | 48 | 18 | 19 | 21 | 38% | 40% | 44% |
| 1 | Francis Darwin Court | 9 | 16 | 10 | 11 | 178% | 111% | 122% |
| 1 | Gardens Walk | 53 | 43 | 43 | 38 | 81% | 81% | 72% |
| 1 | George Street | 45 | 40 | 41 | 39 | 89% | 91% | 87% |
| 1 | Greens Road | 19 | 22 | 23 | 20 | 116% | 121% | 105% |
| 1 | Hale Avenue | 23 | 10 | 19 | 19 | 43% | 83% | 83% |
| 1 | Halifax Road | 87 | 60 | 72 | 68 | 69% | 83% | 78% |
| 1 | Harvey Goodwin Avenue | 66 | 51 | 61 | 62 | 77% | 92% | 94% |
| 1 | Hawthorn Way | 66 | 36 | 44 | 49 | 55% | 67% | 74% |
| 1 | Herbert Street | 66 | 52 | 54 | 55 | 79% | 82% | 83% |
| 1 | Hoadly Road | 15 | 9 | 6 | 7 | 60% | 40% | 47% |
| 1 | Linden Close | 34 | 31 | 32 | 32 | 91% | 94% | 94% |
| 1 | Marion Close | 30 | 0 | 3 | 2 | 0% | 10% | 7% |
| 1 | Nursery Walk | 10 | 2 | 3 | 4 | 20% | 30% | 40% |
| 1 | Oxford Road | 165 | 110 | 101 | 108 | 67% | 61% | 65% |
| 1 | Primrose Street | 21 | 18 | 20 | 21 | 86% | 95% | 100% |
| 1 | Rackham Close | 5 | 12 | 21 | 15 | 240% | 420% | 300% |
| 1 | Richmond Road | 136 | 99 | 118 | 108 | 73% | 87% | 79% |
| 1 | Sherlock Close | 20 | 9 | 6 | 5 | 45% | 30% | 25% |
| 1 | Sherlock Road | 44 | 27 | 21 | 26 | 61% | 48% | 59% |
| 1 | Springfield Road | 16 | 14 | 13 | 12 | 88% | 81% | 75% |
| 1 | Stoveys Way | 177 | 33 | 75 | 78 | 19% | 42% | 44% |
| 1 | Strettham Avenue | 143 | 63 | 91 | 80 | 44% | 64% | 56% |

| Area | Street | Capacity | Parking Occupancy (Cars) | | | Parking Pressure (%) | | |
|------|----------------------|----------|--------------------------|---------------|---------------|----------------------|-------------|-------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 05:30 | 10:00-12:00 | 14:00-16:00 |
| 1 | Victoria Park | 106 | 82 | 95 | 88 | 77% | 90% | 83% |
| 1 | Wentworth Road | 15 | 14 | 15 | 20 | 93% | 100% | 133% |
| 1 | Windsor Road | 141 | 19 | 21 | 22 | 13% | 15% | 16% |
| 1 | Woodlark Road | 52 | 22 | 18 | 19 | 42% | 35% | 37% |
| | Area 1 Average | 2,005 | 1,091 | 1,204 | 1,205 | 54% | 60% | 60% |
| 2 | Abbey Street | 15 | 9 | 13 | 13 | 225% | 325% | 375% |
| 2 | Abbey Walk | 11 | 9 | 13 | 15 | 82% | 18% | 136% |
| 2 | Ainsworth Court | 5 | 6 | 5 | 5 | 120% | 100% | 100% |
| 2 | Ainsworth Place | 19 | 10 | 10 | 12 | 53% | 53% | 63% |
| 2 | Ainsworth Street | 70 | 60 | 69 | 53 | 86% | 99% | 76% |
| 2 | Belgrave Road | 40 | 37 | 35 | 31 | 93% | 88% | 78% |
| 2 | Brampton Road | 128 | 80 | 57 | 55 | 63% | 45% | 43% |
| 2 | Bury Court | 4 | 4 | 3 | 4 | 100% | 75% | 100% |
| 2 | Catharine Street | 141 | 104 | 90 | 86 | 74% | 64% | 61% |
| 2 | Cavendish Place | 17 | 11 | 7 | 8 | 65% | 41% | 47% |
| 2 | Cavendish Road | 101 | 84 | 81 | 85 | 83% | 80% | 84% |
| 2 | Cromwell Road | 71 | 49 | 40 | 39 | 69% | 56% | 55% |
| 2 | Fairfax Road | 54 | 16 | 16 | 10 | 30% | 30% | 19% |
| 2 | Fairsford Place | 20 | 15 | 17 | 14 | 75% | 85% | 70% |
| 2 | Garlic Row | 71 | 26 | 34 | 33 | 37% | 48% | 46% |
| 2 | Great Eastern Street | 39 | 45 | 34 | 37 | 115% | 87% | 95% |
| 2 | Harvest Way | 22 | 17 | 17 | 17 | 77% | 77% | 77% |
| 2 | Hemingford Road | 107 | 89 | 74 | 50 | 83% | 69% | 47% |
| 2 | Hooper Street | 21 | 16 | 18 | 17 | 76% | 86% | 81% |
| 2 | Kerridge Close | 6 | 5 | 4 | 3 | 83% | 67% | 50% |
| 2 | Mercers Row | 50 | 8 | 25 | 23 | 16% | 50% | 46% |
| 2 | New Street | 74 | 41 | 57 | 59 | 55% | 77% | 80% |
| 2 | Occupation Road | 52 | 20 | 54 | 49 | 38% | 104% | 94% |
| 2 | Oyster Row | 33 | 16 | 10 | 9 | 48% | 30% | 27% |
| 2 | Riverside | 60 | 30 | 33 | 33 | 50% | 55% | 55% |
| 2 | Romsey Road | 55 | 46 | 35 | 31 | 84% | 64% | 56% |
| 2 | Ross Street | 233 | 158 | 113 | 97 | 68% | 48% | 42% |
| 2 | Sedgwick Street | 113 | 87 | 81 | 79 | 77% | 72% | 70% |
| 2 | Seymour Street | 85 | 33 | 52 | 24 | 39% | 61% | 28% |
| 2 | Sleaford Street | 55 | 41 | 56 | 54 | 75% | 102% | 98% |
| 2 | St Mathews Gardens | 9 | 15 | 18 | 10 | 167% | 200% | 111% |
| 2 | St Phillips Road | 89 | 72 | 68 | 69 | 81% | 76% | 78% |
| 2 | Stanley Road | 110 | 72 | 55 | 54 | 65% | 50% | 49% |
| 2 | Stone Street | 27 | 21 | 20 | 17 | 78% | 74% | 63% |
| 2 | Sturton Street | 86 | 65 | 91 | 52 | 76% | 106% | 60% |
| 2 | Swanns Road | 31 | 16 | 31 | 31 | 52% | 100% | 100% |
| 2 | Thoday Street | 159 | 125 | 102 | 100 | 79% | 64% | 63% |

| Area | Street | Capacity | Parking Occupancy (Cars) | | | Parking Pressure (%) | | |
|------|----------------------|----------|--------------------------|---------------|---------------|----------------------|--------------|--------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 05:30 | 10:00- 12:00 | 14:00- 16:00 |
| 2 | Vinery Road | 118 | 102 | 71 | 76 | 86% | 60% | 64% |
| 2 | Vinery Way | 19 | 15 | 7 | 0 | 79% | 37% | 0% |
| 2 | Wetenhall Road | 30 | 32 | 28 | 27 | 107% | 93% | 90% |
| 2 | Wycliffe Road | 18 | 12 | 2 | 4 | 67% | 11% | 22% |
| 2 | York Street | 69 | 62 | 66 | 67 | 90% | 96% | 97% |
| 2 | York Terrace | 21 | 20 | 22 | 17 | 95% | 105% | 81% |
| | Area 2 Average | 2,558 | 1,801 | 1,734 | 1,569 | 70% | 68% | 61% |
| 3 | Adams Road | 167 | 26 | 91 | 94 | 16% | 54% | 56% |
| 3 | Barton Close | 38 | 6 | 20 | 17 | 16% | 53% | 45% |
| 3 | Champneys Walk | 12 | 5 | 5 | 5 | 42% | 42% | 42% |
| 3 | Chedworth Street | 14 | 11 | 15 | 15 | 79% | 107% | 107% |
| 3 | Clarkson Road | 61 | 3 | 3 | 3 | 5% | 5% | 5% |
| 3 | Cranmer Road | 128 | 30 | 92 | 78 | 23% | 72% | 61% |
| 3 | Dane Road | 23 | 0 | 0 | 1 | 0% | 0% | 4% |
| 3 | Derby Street | 39 | 28 | 33 | 23 | 72% | 85% | 59% |
| 3 | Eltisley Avenue | 74 | 49 | 58 | 61 | 66% | 78% | 82% |
| 3 | Fulbrooke Road | 69 | 41 | 40 | 41 | 59% | 58% | 59% |
| 3 | Gough Way | 129 | 4 | 10 | 6 | 3% | 8% | 5% |
| 3 | Granchester Road | 47 | 15 | 33 | 27 | 32% | 70% | 57% |
| 3 | Grantchester Street | 80 | 51 | 80 | 81 | 64% | 100% | 101% |
| 3 | Harwick Street | 36 | 24 | 31 | 28 | 67% | 86% | 78% |
| 3 | Herschel Road | 104 | 36 | 83 | 77 | 35% | 80% | 74% |
| 3 | Kings Road | 27 | 11 | 17 | 15 | 41% | 63% | 56% |
| 3 | Marlowe Road | 49 | 39 | 35 | 32 | 80% | 71% | 65% |
| 3 | Merton Street | 16 | 12 | 13 | 12 | 75% | 81% | 75% |
| 3 | Newnham Croft Street | 4 | 4 | 7 | 9 | 100% | 175% | 225% |
| 3 | Owlstone Road | 49 | 36 | 46 | 39 | 73% | 94% | 80% |
| 3 | Pearce Close | 6 | 3 | 3 | 3 | 50% | 50% | 50% |
| 3 | Selwyn Road | 54 | 35 | 36 | 34 | 65% | 67% | 63% |
| 3 | South Green Road | 41 | 17 | 15 | 17 | 41% | 37% | 41% |
| 3 | Spens Avenue | 16 | 2 | 2 | 3 | 13% | 13% | 19% |
| 3 | St Marks Court | 12 | 2 | 5 | 9 | 17% | 42% | 75% |
| 3 | Stukeley Court | 15 | 2 | 4 | 2 | 13% | 27% | 13% |
| 3 | Sylvester Road | 63 | 10 | 52 | 49 | 16% | 83% | 78% |
| 3 | The Cenacle | 10 | 4 | 2 | 4 | 40% | 20% | 40% |
| 3 | Wilberforce Road | 155 | 15 | 96 | 103 | 10% | 62% | 66% |
| | Area 3 Average | 1,538 | 521 | 927 | 888 | 34% | 60% | 58% |

A.2 Non-Residential Parking Composition Survey Results

The following table presents the survey results for green zone streets in terms of:

- Theoretical parking capacity of each street (measured in spaces)
- Recorded non-residential parking occupancy of each street per beat period (measured in cars parked)
- Corresponding non-residential parking composition (shown as proportion of total parking occupancy)

Table A.2: Green zone survey results – non-residential parking composition per beat period

| Area | Street | Capacity | Non-Residential Parking Occupancy (Cars) | | | Non-Residential Parking Composition (%) | | |
|----------------|--------------------------|----------|--|---------------|---------------|---|-------------|-------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 05:30 | 10:00-12:00 | 14:00-16:00 |
| 1 | Akeman Street | 98 | 0 | 6 | 8 | 0% | 27% | 35% |
| 1 | Bateson Road | 44 | 0 | 8 | 8 | 0% | 53% | 62% |
| 1 | Chesterton Hall Crescent | 90 | 0 | 26 | 30 | 0% | 46% | 49% |
| 1 | Chestnut Grove | 16 | 0 | 3 | 6 | 0% | 30% | 40% |
| 1 | Corona Road | 25 | 0 | 7 | 9 | 0% | 32% | 38% |
| 1 | Darwin Drive | 120 | 0 | 5 | 7 | 0% | 15% | 18% |
| 1 | Eachard Street | 48 | 0 | 5 | 8 | 0% | 26% | 38% |
| 1 | Francis Darwin Court | 9 | 0 | 0 | 0 | 0% | 0% | 0% |
| 1 | Gardens Walk | 53 | 0 | 21 | 16 | 0% | 49% | 42% |
| 1 | George Street | 45 | 0 | 13 | 11 | 0% | 32% | 28% |
| 1 | Greens Road | 19 | 0 | 7 | 7 | 0% | 30% | 35% |
| 1 | Hale Avenue | 23 | 0 | 11 | 11 | 0% | 58% | 58% |
| 1 | Halifax Road | 87 | 0 | 38 | 35 | 0% | 53% | 51% |
| 1 | Harvey Goodwin Avenue | 66 | 0 | 34 | 36 | 0% | 56% | 58% |
| 1 | Hawthorn Way | 66 | 0 | 19 | 24 | 0% | 43% | 49% |
| 1 | Herbert Street | 66 | 0 | 20 | 24 | 0% | 37% | 44% |
| 1 | Hoadly Road | 15 | 0 | 1 | 2 | 0% | 17% | 29% |
| 1 | Linden Close | 34 | 0 | 19 | 20 | 0% | 59% | 63% |
| 1 | Marion Close | 30 | 0 | 3 | 2 | 0% | 100% | 100% |
| 1 | Nursery Walk | 10 | 0 | 1 | 2 | 0% | 33% | 50% |
| 1 | Oxford Road | 165 | 0 | 52 | 62 | 0% | 51% | 57% |
| 1 | Primrose Street | 21 | 0 | 5 | 8 | 0% | 25% | 38% |
| 1 | Rackham Close | 5 | 0 | 15 | 11 | 0% | 71% | 73% |
| 1 | Richmond Road | 136 | 0 | 68 | 62 | 0% | 58% | 57% |
| 1 | Sherlock Close | 20 | 0 | 1 | 0 | 0% | 17% | 0% |
| 1 | Sherlock Road | 44 | 0 | 7 | 12 | 0% | 33% | 46% |
| 1 | Springfield Road | 16 | 0 | 6 | 5 | 0% | 46% | 42% |
| 1 | Stoveys Way | 177 | 0 | 54 | 59 | 0% | 72% | 76% |
| 1 | Strettham Avenue | 143 | 0 | 49 | 44 | 0% | 54% | 55% |
| 1 | Victoria Park | 106 | 0 | 33 | 31 | 0% | 35% | 35% |
| 1 | Wentworth Road | 15 | 0 | 9 | 15 | 0% | 60% | 75% |
| 1 | Windsor Road | 141 | 0 | 8 | 10 | 0% | 38% | 45% |
| 1 | Woodlark Road | 52 | 0 | 3 | 4 | 0% | 17% | 21% |
| Area 1 Average | | 2,005 | 0 | 557 | 589 | 0% | 46% | 49% |

| Area | Street | Capacity | Non-Residential Parking Occupancy (Cars) | | | Non-Residential Parking Composition (%) | | |
|------|----------------------|----------|--|---------------|---------------|---|--------------|--------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 05:30 | 10:00- 12:00 | 14:00- 16:00 |
| 2 | Abbey Street | 15 | 0 | 7 | 9 | 0% | 54% | 60% |
| 2 | Abbey Walk | 11 | 0 | 7 | 9 | 0% | 54% | 60% |
| 2 | Ainsworth Court | 5 | 0 | 0 | 0 | 0% | 0% | 0% |
| 2 | Ainsworth Place | 19 | 0 | 3 | 4 | 0% | 30% | 33% |
| 2 | Ainsworth Street | 70 | 0 | 35 | 23 | 0% | 51% | 43% |
| 2 | Belgrave Road | 40 | 0 | 12 | 7 | 0% | 34% | 23% |
| 2 | Brampton Road | 128 | 0 | 9 | 8 | 0% | 16% | 15% |
| 2 | Bury Court | 4 | 0 | 2 | 2 | 0% | 67% | 50% |
| 2 | Catharine Street | 141 | 0 | 34 | 34 | 0% | 38% | 40% |
| 2 | Cavendish Place | 17 | 0 | 1 | 2 | 0% | 14% | 25% |
| 2 | Cavendish Road | 101 | 0 | 23 | 34 | 0% | 28% | 40% |
| 2 | Cromwell Road | 71 | 0 | 13 | 12 | 0% | 33% | 31% |
| 2 | Fairfax Road | 54 | 0 | 6 | 4 | 0% | 38% | 40% |
| 2 | Fairsford Place | 20 | 0 | 7 | 4 | 0% | 41% | 29% |
| 2 | Garlic Row | 71 | 0 | 19 | 17 | 0% | 56% | 52% |
| 2 | Great Eastern Street | 39 | 0 | 12 | 16 | 0% | 35% | 43% |
| 2 | Harvest Way | 22 | 0 | 9 | 11 | 0% | 53% | 65% |
| 2 | Hemingford Road | 107 | 0 | 18 | 2 | 0% | 24% | 4% |
| 2 | Hooper Street | 21 | 0 | 5 | 5 | 0% | 28% | 29% |
| 2 | Kerridge Close | 6 | 0 | 1 | 1 | 0% | 25% | 33% |
| 2 | Mercers Row | 50 | 0 | 18 | 16 | 0% | 72% | 70% |
| 2 | New Street | 74 | 0 | 36 | 40 | 0% | 63% | 68% |
| 2 | Occupation Road | 52 | 0 | 40 | 39 | 0% | 74% | 80% |
| 2 | Oyster Row | 33 | 0 | 3 | 4 | 0% | 30% | 44% |
| 2 | Riverside | 60 | 0 | 12 | 13 | 0% | 36% | 39% |
| 2 | Romsey Road | 55 | 0 | 4 | 3 | 0% | 11% | 10% |
| 2 | Ross Street | 233 | 0 | 17 | 19 | 0% | 15% | 20% |
| 2 | Sedgwick Street | 113 | 0 | 24 | 28 | 0% | 30% | 35% |
| 2 | Seymour Street | 85 | 0 | 32 | 8 | 0% | 62% | 33% |
| 2 | Sleaford Street | 55 | 0 | 31 | 33 | 0% | 55% | 61% |
| 2 | St Mathews Gardens | 9 | 0 | 9 | 5 | 0% | 50% | 50% |
| 2 | St Phillips Road | 89 | 0 | 24 | 28 | 0% | 35% | 41% |
| 2 | Stanley Road | 110 | 0 | 16 | 18 | 0% | 29% | 33% |
| 2 | Stone Street | 27 | 0 | 8 | 6 | 0% | 40% | 35% |
| 2 | Sturton Street | 86 | 0 | 50 | 25 | 0% | 55% | 48% |
| 2 | Swanns Road | 31 | 0 | 17 | 19 | 0% | 55% | 61% |
| 2 | Thoday Street | 159 | 0 | 22 | 29 | 0% | 22% | 29% |
| 2 | Vinery Road | 118 | 0 | 19 | 22 | 0% | 27% | 29% |
| 2 | Vinery Way | 19 | 0 | 3 | 0 | 0% | 43% | 0% |
| 2 | Wetenhall Road | 30 | 0 | 3 | 6 | 0% | 11% | 22% |
| 2 | Wycliffe Road | 18 | 0 | 1 | 1 | 0% | 50% | 25% |
| 2 | York Street | 69 | 0 | 20 | 27 | 0% | 30% | 40% |

| Area | Street | Capacity | Non-Residential Parking Occupancy (Cars) | | | Non-Residential Parking Composition (%) | | |
|------|----------------------|----------|--|---------------|---------------|---|-------------|-------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 05:30 | 10:00-12:00 | 14:00-16:00 |
| 2 | York Terrace | 21 | 0 | 7 | 5 | 0% | 32% | 29% |
| | Area 2 Average | 2,558 | 0 | 639 | 598 | 0% | 37% | 38% |
| 3 | Adams Road | 167 | 0 | 74 | 77 | 0% | 81% | 82% |
| 3 | Barton Close | 38 | 0 | 15 | 12 | 0% | 75% | 71% |
| 3 | Champneys Walk | 12 | 0 | 1 | 1 | 0% | 20% | 20% |
| 3 | Chedworth Street | 14 | 0 | 5 | 7 | 0% | 33% | 47% |
| 3 | Clarkson Road | 61 | 0 | 3 | 3 | 0% | 100% | 100% |
| 3 | Cranmer Road | 128 | 0 | 64 | 50 | 0% | 70% | 64% |
| 3 | Dane Road | 23 | 0 | 0 | 1 | 0% | 0% | 100% |
| 3 | Derby Street | 39 | 0 | 14 | 11 | 0% | 42% | 48% |
| 3 | Eltisley Avenue | 74 | 0 | 23 | 28 | 0% | 40% | 46% |
| 3 | Fulbrooke Road | 69 | 0 | 11 | 17 | 0% | 28% | 41% |
| 3 | Gough Way | 129 | 0 | 7 | 3 | 0% | 70% | 50% |
| 3 | Granchester Road | 47 | 0 | 22 | 18 | 0% | 67% | 67% |
| 3 | Grantchester Street | 80 | 0 | 48 | 49 | 0% | 60% | 60% |
| 3 | Harwick Street | 36 | 0 | 16 | 16 | 0% | 52% | 57% |
| 3 | Herschel Road | 104 | 0 | 51 | 46 | 0% | 61% | 60% |
| 3 | Kings Road | 27 | 0 | 11 | 8 | 0% | 65% | 53% |
| 3 | Marlowe Road | 49 | 0 | 13 | 13 | 0% | 37% | 41% |
| 3 | Merton Street | 16 | 0 | 7 | 8 | 0% | 54% | 67% |
| 3 | Newnham Croft Street | 4 | 0 | 4 | 6 | 0% | 57% | 67% |
| 3 | Owlstone Road | 49 | 0 | 20 | 19 | 0% | 43% | 49% |
| 3 | Pearce Close | 6 | 0 | 0 | 0 | 0% | 0% | 0% |
| 3 | Selwyn Road | 54 | 0 | 12 | 12 | 0% | 33% | 35% |
| 3 | South Green Road | 41 | 0 | 3 | 7 | 0% | 20% | 41% |
| 3 | Spens Avenue | 16 | 0 | 1 | 3 | 0% | 50% | 100% |
| 3 | St Marks Court | 12 | 0 | 4 | 8 | 0% | 80% | 89% |
| 3 | Stukeley Court | 15 | 0 | 4 | 2 | 0% | 100% | 100% |
| 3 | Sylvester Road | 63 | 0 | 49 | 46 | 0% | 94% | 94% |
| 3 | The Cenacle | 10 | 0 | 1 | 2 | 0% | 50% | 50% |
| 3 | Wilberforce Road | 155 | 0 | 87 | 94 | 0% | 91% | 91% |
| | Area 3 Average | 1,538 | 0 | 570 | 567 | 0% | 61% | 64% |

Appendix B. Orange Zone Street Figures

B.1 Parking Pressure Survey Results

The following table presents the survey results for orange zone streets in terms of:

- Theoretical parking capacity of each street (measured in spaces)
- Recorded occupancy of each street per beat period (measured in cars parked)
- Corresponding parking pressure level of each street per period (shown as proportion of capacity)

Table B.1: Orange zone survey results – parking pressures per beat period

| Area | Street | Capacity | Parking Occupancy (Cars) | | | | Parking Pressure (%) | | | |
|------|-----------------|----------|--------------------------|----------------|----------------|----------------|----------------------|----------------|----------------|----------------|
| | | | 05:30 | 10:00 12:00 | 14:00 16:00 | 18:00 20:00 | 05:30 | 10:00 12:00 | 14:00 16:00 | 18:00 20:00 |
| 4 | Argyle Street | 88 | 39 | 65 | 92 | 58 | 44% | 74% | 105% | 66% |
| 4 | Bancroft Close | 21 | 2 | 7 | 6 | 2 | 10% | 33% | 29% | 10% |
| 4 | Brackyn Road | 30 | 9 | 25 | 19 | 16 | 30% | 83% | 63% | 53% |
| 4 | Charles Street | 18 | 21 | 21 | 18 | 16 | 117% | 117% | 100% | 89% |
| 4 | Cockburn Street | 29 | 29 | 30 | 32 | 32 | 100% | 103% | 110% | 110% |
| 4 | Coleridge Road | 170 | 61 | 73 | 60 | 43 | 36% | 43% | 35% | 25% |
| 4 | Coniston Road | 19 | 7 | 6 | 4 | 5 | 37% | 32% | 21% | 26% |
| 4 | Corrie Road | 42 | 24 | 44 | 23 | 23 | 57% | 105% | 55% | 55% |
| 4 | Cowper Road | 93 | 68 | 43 | 52 | 55 | 73% | 46% | 56% | 59% |
| 4 | Cyprus Road | 50 | 36 | 26 | 26 | 31 | 72% | 52% | 52% | 62% |
| 4 | David Street | 16 | 0 | 2 | 0 | 1 | 0% | 13% | 0% | 63% |
| 4 | Davy Street | 119 | 29 | 43 | 19 | 60 | 24% | 36% | 16% | 50% |
| 4 | Derby Road | 19 | 18 | 7 | 0 | 0 | 95% | 37% | 0% | 0% |
| 4 | Fanshawe Road | 69 | 44 | 47 | 41 | 42 | 64% | 68% | 59% | 61% |
| 4 | Flamsteed Road | 17 | 21 | 16 | 17 | 17 | 124% | 94% | 100% | 100% |
| 4 | Gisbourne Road | 21 | 13 | 13 | 12 | 11 | 62% | 62% | 57% | 52% |
| 4 | Golding Road | 19 | 50 | 32 | 30 | 25 | 263% | 168% | 158% | 132% |
| 4 | Greville Road | 42 | 25 | 34 | 32 | 27 | 60% | 81% | 76% | 64% |
| 4 | Hobart Road | 150 | 74 | 58 | 60 | 72 | 49% | 39% | 40% | 48% |
| 4 | Hope Street | 15 | 16 | 16 | 14 | 17 | 107% | 107% | 93% | 113% |
| 4 | Langham Road | 44 | 12 | 9 | 10 | 8 | 27% | 20% | 23% | 18% |
| 4 | Litchfield Road | 168 | 28 | 28 | 26 | 37 | 17% | 17% | 15% | 22% |
| 4 | Madras Road | 44 | 31 | 19 | 19 | 26 | 70% | 43% | 43% | 59% |
| 4 | Malta Road | 36 | 22 | 16 | 22 | 20 | 61% | 44% | 61% | 56% |
| 4 | Marmora Road | 51 | 41 | 30 | 34 | 36 | 80% | 59% | 67% | 71% |
| 4 | Montreal Road | 19 | 29 | 22 | 23 | 22 | 153% | 116% | 121% | 116% |
| 4 | Natal Road | 19 | 9 | 7 | 8 | 6 | 47% | 37% | 42% | 32% |
| 4 | Neville Road | 82 | 6 | 14 | 15 | 19 | 7% | 17% | 18% | 23% |
| 4 | Perne Avenue | 46 | 8 | 10 | 13 | 11 | 17% | 22% | 28% | 24% |

| Area | Street | Capacity | Parking Occupancy (Cars) | | | | Parking Pressure (%) | | | |
|----------------|---------------------|----------|--------------------------|---------------------|---------------------|---------------------|----------------------|---------------------|---------------------|---------------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 |
| 4 | Radegund Road | 44 | 15 | 37 | 22 | 15 | 34% | 84% | 50% | 34% |
| 4 | Romsey Terrace | 15 | 11 | 8 | 8 | 8 | 73% | 53% | 53% | 53% |
| 4 | Rustat Avenue | 62 | 57 | 45 | 34 | 54 | 92% | 73% | 55% | 87% |
| 4 | Rustat Road | 155 | 73 | 129 | 106 | 89 | 47% | 83% | 68% | 57% |
| 4 | Sterne Close | 22 | 4 | 8 | 7 | 4 | 18% | 36% | 32% | 18% |
| 4 | Stockwell Street | 26 | 2 | 31 | 28 | 30 | 8% | 119% | 108% | 115% |
| 4 | Suez Road | 120 | 36 | 45 | 50 | 44 | 30% | 38% | 42% | 37% |
| 4 | William Smith Close | 26 | 9 | 12 | 11 | 11 | 35% | 46% | 42% | 42% |
| Area 4 Average | | 2,026 | 979 | 1,078 | 993 | 993 | 48% | 53% | 49% | 49% |
| 5 | Almoner's Avenue | 65 | 7 | 45 | 41 | 16 | 11% | 69% | 63% | 25% |
| 5 | Alwyne Road | 20 | 2 | 8 | 6 | 3 | 10% | 40% | 30% | 15% |
| 5 | Baldock Way | 74 | 9 | 40 | 26 | 10 | 12% | 54% | 35% | 14% |
| 5 | Baycliffe Close | 14 | 9 | 8 | 8 | 8 | 64% | 57% | 57% | 57% |
| 5 | Beaumont Crescent | 23 | 8 | 18 | 14 | 10 | 35% | 78% | 61% | 43% |
| 5 | Beaumont Road | 158 | 22 | 28 | 27 | 17 | 14% | 18% | 17% | 11% |
| 5 | Bentley Road | 51 | 1 | 45 | 35 | 17 | 2% | 88% | 69% | 33% |
| 5 | Blenheim Close | 7 | 2 | 0 | 0 | 1 | 29% | 0% | 0% | 14% |
| 5 | Blinco Grove | 145 | 72 | 93 | 93 | 89 | 50% | 64% | 64% | 61% |
| 5 | Bosworth Road | 24 | 15 | 12 | 31 | 13 | 63% | 50% | 129% | 54% |
| 5 | Bowers Croft | 14 | 2 | 7 | 8 | 2 | 14% | 50% | 57% | 14% |
| 5 | Bullen Close | 13 | 7 | 8 | 5 | 10 | 54% | 62% | 38% | 77% |
| 5 | Carrick Close | 8 | 5 | 3 | 3 | 3 | 63% | 38% | 38% | 38% |
| 5 | Cavendish Avenue | 186 | 36 | 101 | 99 | 45 | 19% | 54% | 53% | 24% |
| 5 | Chalk Grove | 18 | 2 | 14 | 15 | 4 | 11% | 78% | 83% | 22% |
| 5 | Courtland Avenue | 16 | 4 | 3 | 3 | 3 | 25% | 19% | 19% | 19% |
| 5 | Diamond Close | 8 | 0 | 6 | 0 | 0 | 0% | 75% | 0% | 0% |
| 5 | Field Way | 53 | 3 | 46 | 41 | 6 | 6% | 87% | 77% | 11% |
| 5 | Glebe Road | 159 | 54 | 134 | 137 | 57 | 34% | 84% | 86% | 36% |
| 5 | Glenacre Close | 10 | 6 | 3 | 3 | 6 | 60% | 30% | 30% | 60% |
| 5 | Glenmere Close | 50 | 22 | 18 | 18 | 16 | 44% | 36% | 36% | 32% |
| 5 | Godwin Close | 14 | 9 | 7 | 6 | 7 | 64% | 50% | 43% | 50% |
| 5 | Godwin Way | 69 | 21 | 26 | 32 | 23 | 30% | 38% | 46% | 33% |
| 5 | Greenlands | 10 | 8 | 2 | 2 | 3 | 80% | 20% | 20% | 30% |
| 5 | Greystoke Court | 12 | 10 | 10 | 9 | 7 | 83% | 83% | 75% | 58% |
| 5 | Greystoke Road | 65 | 30 | 19 | 19 | 23 | 46% | 29% | 29% | 35% |
| 5 | Gunhild Close | 15 | 10 | 7 | 8 | 10 | 67% | 47% | 53% | 67% |
| 5 | Gunhild Court | 18 | 9 | 3 | 5 | 9 | 50% | 17% | 28% | 50% |
| 5 | Gunhild Way | 87 | 31 | 29 | 33 | 24 | 36% | 33% | 38% | 28% |
| 5 | Hartington Grove | 158 | 75 | 115 | 68 | 73 | 47% | 73% | 43% | 46% |
| 5 | Heron's Close | 13 | 0 | 0 | 1 | 0 | 0% | 0% | 8% | 0% |
| 5 | Hills Avenue | 178 | 37 | 111 | 80 | 36 | 21% | 62% | 45% | 20% |
| 5 | Hinton Avenue | 68 | 61 | 43 | 35 | 53 | 90% | 63% | 51% | 78% |

| | | | Parking Occupancy (Cars) | | | | Parking Pressure (%) | | | | |
|----------------|----------------------|----------|--------------------------|---------------|---------------|---------------|----------------------|---------------|---------------|---------------|-----|
| | | | | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 | | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 | |
| Area | Street | Capacity | 05:30 | 12:00 | 16:00 | 20:00 | 05:30 | 12:00 | 16:00 | 20:00 | |
| 5 | Holbrook Road | 127 | 40 | 117 | 103 | 54 | 31% | 92% | 81% | 43% | |
| 5 | Hulatt Road | 91 | 54 | 65 | 71 | 49 | 59% | 71% | 78% | 54% | |
| 5 | Kinnaid Way | 35 | 1 | 26 | 27 | 8 | 3% | 74% | 77% | 23% | |
| 5 | Lilac Court | 24 | 20 | 8 | 8 | 15 | 83% | 33% | 33% | 63% | |
| 5 | Luard Road | 73 | 3 | 28 | 27 | 10 | 4% | 38% | 37% | 14% | |
| 5 | Magnolia Way | 5 | 0 | 0 | 0 | 1 | 0% | 0% | 0% | 20% | |
| 5 | Mander Way | 7 | 2 | 1 | 1 | 1 | 29% | 14% | 14% | 14% | |
| 5 | Manners Way | 13 | 0 | 11 | 11 | 8 | 0% | 85% | 85% | 62% | |
| 5 | Marshall Road | 89 | 61 | 56 | 48 | 52 | 69% | 63% | 54% | 58% | |
| 5 | Missleton Court | 19 | 7 | 3 | 4 | 2 | 37% | 16% | 21% | 11% | |
| 5 | Netherhall Way | 76 | 17 | 48 | 47 | 21 | 22% | 63% | 62% | 28% | |
| 5 | Newton Road | 77 | 3 | 42 | 41 | 24 | 4% | 55% | 53% | 31% | |
| 5 | Nightingale Avenue | 77 | 34 | 65 | 57 | 47 | 44% | 84% | 74% | 61% | |
| 5 | Porson Road | 69 | 6 | 39 | 34 | 10 | 9% | 57% | 49% | 14% | |
| 5 | Queen Ediths Way | 295 | 0 | 1 | 0 | 0 | 0% | 0% | 0% | 0% | |
| 5 | Queen Emma Place | 16 | 2 | 10 | 7 | 4 | 13% | 63% | 44% | 25% | |
| 5 | Rathmore Close | 70 | 50 | 62 | 50 | 47 | 71% | 89% | 71% | 67% | |
| 5 | Rayleigh Close | 15 | 0 | 15 | 8 | 3 | 0% | 100% | 53% | 20% | |
| 5 | Red Cross Lane | 20 | 23 | 33 | 33 | 35 | 115% | 165% | 165% | 175% | |
| 5 | Rock Road | 56 | 33 | 37 | 34 | 29 | 59% | 66% | 61% | 52% | |
| 5 | Rotherwick Way | 21 | 9 | 14 | 14 | 11 | 43% | 67% | 67% | 52% | |
| 5 | Rothleigh Close | 15 | 7 | 1 | 1 | 4 | 47% | 7% | 7% | 27% | |
| 5 | Sedley Taylor Road | 119 | 26 | 36 | 37 | 31 | 22% | 30% | 31% | 26% | |
| 5 | Spalding Way | 42 | 17 | 19 | 11 | 14 | 40% | 45% | 26% | 33% | |
| 5 | St Margaret's Square | 15 | 11 | 11 | 13 | 14 | 73% | 73% | 87% | 93% | |
| 5 | Stansgate Avenue | 13 | 8 | 10 | 11 | 8 | 62% | 77% | 85% | 62% | |
| 5 | Strangeways Road | 32 | 5 | 9 | 6 | 5 | 16% | 28% | 19% | 16% | |
| 5 | Templemore Close | 12 | 0 | 8 | 9 | 3 | 0% | 67% | 75% | 25% | |
| 5 | Tillyard Way | 26 | 14 | 12 | 13 | 8 | 54% | 46% | 50% | 31% | |
| 5 | Topcliffe Way | 61 | 9 | 39 | 34 | 19 | 15% | 64% | 56% | 31% | |
| 5 | Ventrees Close | 7 | 9 | 4 | 7 | 8 | 129% | 57% | 100% | 114% | |
| 5 | Ventrees Farm Court | 18 | 36 | 24 | 20 | 32 | 200% | 133% | 111% | 178% | |
| 5 | Wulfstan Way | 144 | 24 | 42 | 29 | 22 | 17% | 29% | 20% | 15% | |
| Area 5 Average | | | 3,602 | 1,120 | 1,908 | 1,727 | 1,203 | 31% | 53% | 48% | 33% |

B.2 Non-Residential Parking Composition Survey Results

The following table presents the survey results for orange zone streets in terms of:

- Theoretical parking capacity of each street (measured in spaces)
- Recorded non-residential parking occupancy of each street per beat period (measured in cars parked)
- Corresponding non-residential parking composition (shown as proportion of total parking occupancy)

Table B.2: Orange zone survey results – non-residential parking composition per beat period

| Area | Street | Capacity | Non-Residential Parking Occupancy (Cars) | | | | Non-Residential Parking Composition (%) | | | |
|------|-----------------|----------|--|-------|-------|-------|---|-------|-------|-------|
| | | | 05:30 | 10:00 | 14:00 | 18:00 | 05:30 | 10:00 | 14:00 | 18:00 |
| | | | | 12:00 | 16:00 | 20:00 | | 12:00 | 16:00 | 20:00 |
| 4 | Argyle Street | 88 | 0 | 42 | 77 | 41 | 0% | 65% | 84% | 71% |
| 4 | Bancroft Close | 21 | 0 | 6 | 5 | 1 | 0% | 86% | 83% | 50% |
| 4 | Brackyn Road | 30 | 0 | 24 | 18 | 14 | 0% | 96% | 95% | 88% |
| 4 | Charles Street | 18 | 0 | 9 | 8 | 6 | 0% | 43% | 44% | 38% |
| 4 | Cockburn Street | 29 | 0 | 11 | 13 | 11 | 0% | 37% | 41% | 34% |
| 4 | Coleridge Road | 170 | 0 | 42 | 35 | 21 | 0% | 58% | 58% | 49% |
| 4 | Coniston Road | 19 | 0 | 1 | 0 | 0 | 0% | 17% | 0% | 0% |
| 4 | Corrie Road | 42 | 0 | 30 | 13 | 13 | 0% | 68% | 57% | 57% |
| 4 | Cowper Road | 93 | 0 | 7 | 10 | 15 | 0% | 16% | 19% | 27% |
| 4 | Cyprus Road | 50 | 0 | 10 | 11 | 8 | 0% | 38% | 42% | 26% |
| 4 | David Street | 16 | 0 | 2 | 0 | 1 | 0% | 100% | 0% | 100% |
| 4 | Davy Street | 119 | 0 | 32 | 10 | 52 | 0% | 74% | 53% | 87% |
| 4 | Derby Road | 19 | 0 | 2 | 0 | 0 | 0% | 29% | 0% | 0% |
| 4 | Fanshawe Road | 69 | 0 | 28 | 24 | 21 | 0% | 60% | 59% | 50% |
| 4 | Flamsteed Road | 17 | 0 | 5 | 6 | 8 | 0% | 31% | 35% | 47% |
| 4 | Gisbourne Road | 21 | 0 | 3 | 3 | 1 | 0% | 23% | 25% | 9% |
| 4 | Golding Road | 19 | 0 | 0 | 4 | 1 | 0% | 0% | 13% | 4% |
| 4 | Greville Road | 42 | 0 | 16 | 16 | 11 | 0% | 47% | 50% | 41% |
| 4 | Hobart Road | 150 | 0 | 12 | 16 | 18 | 0% | 21% | 27% | 25% |
| 4 | Hope Street | 15 | 0 | 6 | 4 | 5 | 0% | 38% | 29% | 29% |
| 4 | Langham Road | 44 | 0 | 3 | 2 | 1 | 0% | 33% | 20% | 13% |
| 4 | Litchfield Road | 168 | 0 | 11 | 8 | 18 | 0% | 39% | 31% | 49% |
| 4 | Madras Road | 44 | 0 | 4 | 3 | 5 | 0% | 21% | 16% | 19% |
| 4 | Malta Road | 36 | 0 | 6 | 12 | 10 | 0% | 38% | 55% | 50% |
| 4 | Marmora Road | 51 | 0 | 7 | 10 | 12 | 0% | 23% | 29% | 33% |
| 4 | Montreal Road | 19 | 0 | 2 | 5 | 2 | 0% | 9% | 22% | 9% |
| 4 | Natal Road | 19 | 0 | 2 | 0 | 0 | 0% | 29% | 0% | 0% |
| 4 | Neville Road | 82 | 0 | 8 | 9 | 13 | 0% | 57% | 60% | 68% |
| 4 | Perne Avenue | 46 | 0 | 3 | 6 | 6 | 0% | 30% | 46% | 55% |
| 4 | Radegund Road | 44 | 0 | 27 | 11 | 6 | 0% | 73% | 50% | 40% |

| Area | Street | Capacity | Non-Residential Parking Occupancy (Cars) | | | | Non-Residential Parking Composition (%) | | | |
|------|---------------------|----------|--|---------------------|---------------------|---------------------|---|---------------------|---------------------|---------------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 |
| 4 | Romsey Terrace | 15 | 0 | 6 | 4 | 4 | 0% | 75% | 50% | 50% |
| 4 | Rustat Avenue | 62 | 0 | 20 | 19 | 42 | 0% | 44% | 56% | 78% |
| 4 | Rustat Road | 155 | 0 | 85 | 73 | 60 | 0% | 66% | 69% | 67% |
| 4 | Sterne Close | 22 | 0 | 7 | 7 | 3 | 0% | 88% | 100% | 75% |
| 4 | Stockwell Street | 26 | 0 | 31 | 28 | 30 | 0% | 100% | 100% | 100% |
| 4 | Suez Road | 120 | 0 | 21 | 24 | 27 | 0% | 47% | 48% | 61% |
| 4 | William Smith Close | 26 | 0 | 7 | 5 | 5 | 0% | 58% | 45% | 45% |
| | Area 4 Average | 2,026 | 0 | 538 | 499 | 492 | 0% | 50% | 50% | 50% |
| 5 | Almoner's Avenue | 65 | 0 | 41 | 37 | 14 | 0% | 91% | 90% | 88% |
| 5 | Alwyne Road | 20 | 0 | 6 | 4 | 1 | 0% | 75% | 67% | 33% |
| 5 | Baldock Way | 74 | 0 | 34 | 21 | 6 | 0% | 85% | 81% | 60% |
| 5 | Baycliffe Close | 14 | 0 | 2 | 2 | 2 | 0% | 25% | 25% | 25% |
| 5 | Beaumont Crescent | 23 | 0 | 14 | 10 | 7 | 0% | 78% | 71% | 70% |
| 5 | Beaumont Road | 158 | 0 | 24 | 23 | 14 | 0% | 86% | 85% | 82% |
| 5 | Bentley Road | 51 | 0 | 45 | 35 | 17 | 0% | 100% | 100% | 100% |
| 5 | Blenheim Close | 7 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| 5 | Blinco Grove | 145 | 0 | 47 | 47 | 30 | 0% | 51% | 51% | 34% |
| 5 | Bosworth Road | 24 | 0 | 4 | 25 | 3 | 0% | 33% | 81% | 23% |
| 5 | Bowers Croft | 14 | 0 | 6 | 7 | 1 | 0% | 86% | 88% | 50% |
| 5 | Bullen Close | 13 | 0 | 4 | 3 | 7 | 0% | 50% | 60% | 70% |
| 5 | Carrick Close | 8 | 0 | 1 | 0 | 0 | 0% | 33% | 0% | 0% |
| 5 | Cavendish Avenue | 186 | 0 | 77 | 75 | 17 | 0% | 76% | 76% | 38% |
| 5 | Chalk Grove | 18 | 0 | 13 | 15 | 4 | 0% | 93% | 100% | 100% |
| 5 | Courtland Avenue | 16 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| 5 | Diamond Close | 8 | 0 | 6 | 0 | 0 | 0% | 100% | 0% | 0% |
| 5 | Field Way | 53 | 0 | 45 | 40 | 5 | 0% | 98% | 98% | 83% |
| 5 | Glebe Road | 159 | 0 | 106 | 116 | 23 | 0% | 79% | 85% | 40% |
| 5 | Glenacre Close | 10 | 0 | 0 | 2 | 4 | 0% | 0% | 67% | 67% |
| 5 | Glenmere Close | 50 | 0 | 5 | 5 | 3 | 0% | 28% | 28% | 19% |
| 5 | Godwin Close | 14 | 0 | 3 | 4 | 3 | 0% | 43% | 67% | 43% |
| 5 | Godwin Way | 69 | 0 | 19 | 21 | 10 | 0% | 73% | 66% | 43% |
| 5 | Greenlands | 10 | 0 | 1 | 1 | 3 | 0% | 50% | 50% | 100% |
| 5 | Greystoke Court | 12 | 0 | 1 | 2 | 1 | 0% | 10% | 22% | 14% |
| 5 | Greystoke Road | 65 | 0 | 6 | 7 | 7 | 0% | 32% | 37% | 30% |
| 5 | Gunhild Close | 15 | 0 | 2 | 3 | 2 | 0% | 29% | 38% | 20% |
| 5 | Gunhild Court | 18 | 0 | 1 | 1 | 1 | 0% | 33% | 20% | 11% |
| 5 | Gunhild Way | 87 | 0 | 10 | 12 | 6 | 0% | 34% | 36% | 25% |
| 5 | Hartington Grove | 158 | 0 | 60 | 18 | 16 | 0% | 52% | 26% | 22% |
| 5 | Heron's Close | 13 | 0 | 0 | 1 | 0 | 0% | 0% | 100% | 0% |
| 5 | Hills Avenue | 178 | 0 | 93 | 68 | 16 | 0% | 84% | 85% | 44% |

| Area | Street | Capacity | Non-Residential Parking Occupancy (Cars) | | | | Non-Residential Parking Composition (%) | | | |
|----------------|----------------------|----------|--|---------------------|---------------------|---------------------|---|---------------------|---------------------|---------------------|
| | | | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 | 05:30 | 10:00 - 12:00 | 14:00 - 16:00 | 18:00 - 20:00 |
| 5 | Hinton Avenue | 68 | 0 | 5 | 4 | 8 | 0% | 12% | 11% | 15% |
| 5 | Holbrook Road | 127 | 0 | 98 | 84 | 28 | 0% | 84% | 82% | 52% |
| 5 | Hulatt Road | 91 | 0 | 42 | 42 | 16 | 0% | 65% | 59% | 33% |
| 5 | Kinnaid Way | 35 | 0 | 26 | 27 | 8 | 0% | 100% | 100% | 100% |
| 5 | Lilac Court | 24 | 0 | 2 | 2 | 4 | 0% | 25% | 25% | 27% |
| 5 | Luard Road | 73 | 0 | 26 | 26 | 8 | 0% | 93% | 96% | 80% |
| 5 | Magnolia Way | 5 | 0 | 0 | 0 | 1 | 0% | 0% | 0% | 100% |
| 5 | Mander Way | 7 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| 5 | Manners Way | 13 | 0 | 11 | 11 | 8 | 0% | 100% | 100% | 100% |
| 5 | Marshall Road | 89 | 0 | 16 | 8 | 7 | 0% | 29% | 17% | 13% |
| 5 | Missleton Court | 19 | 0 | 1 | 1 | 0 | 0% | 33% | 25% | 0% |
| 5 | Netherhall Way | 76 | 0 | 41 | 40 | 15 | 0% | 85% | 85% | 71% |
| 5 | Newton Road | 77 | 0 | 40 | 38 | 22 | 0% | 95% | 93% | 92% |
| 5 | Nightingale Avenue | 77 | 0 | 50 | 46 | 36 | 0% | 77% | 81% | 77% |
| 5 | Porson Road | 69 | 0 | 36 | 32 | 7 | 0% | 92% | 94% | 70% |
| 5 | Queen Ediths Way | 295 | 0 | 1 | 0 | 0 | 0% | 100% | 0% | 0% |
| 5 | Queen Emma Place | 16 | 0 | 9 | 6 | 3 | 0% | 90% | 86% | 75% |
| 5 | Rathmore Close | 70 | 0 | 30 | 16 | 14 | 0% | 48% | 32% | 30% |
| 5 | Rayleigh Close | 15 | 0 | 15 | 8 | 3 | 0% | 100% | 100% | 100% |
| 5 | Red Cross Lane | 20 | 0 | 28 | 30 | 33 | 0% | 85% | 91% | 94% |
| 5 | Rock Road | 56 | 0 | 18 | 16 | 13 | 0% | 49% | 47% | 45% |
| 5 | Rotherwick Way | 21 | 0 | 10 | 9 | 6 | 0% | 71% | 64% | 55% |
| 5 | Rothleigh Close | 15 | 0 | 0 | 0 | 2 | 0% | 0% | 0% | 50% |
| 5 | Sedley Taylor Road | 119 | 0 | 17 | 18 | 13 | 0% | 47% | 49% | 42% |
| 5 | Spalding Way | 42 | 0 | 13 | 5 | 4 | 0% | 68% | 45% | 29% |
| 5 | St Margaret's Square | 15 | 0 | 4 | 4 | 4 | 0% | 36% | 31% | 29% |
| 5 | Stansgate Avenue | 13 | 0 | 6 | 7 | 4 | 0% | 60% | 64% | 50% |
| 5 | Strangeways Road | 32 | 0 | 5 | 2 | 1 | 0% | 56% | 33% | 20% |
| 5 | Templemore Close | 12 | 0 | 8 | 9 | 3 | 0% | 100% | 100% | 100% |
| 5 | Tillyard Way | 26 | 0 | 7 | 7 | 2 | 0% | 58% | 54% | 25% |
| 5 | Topcliffe Way | 61 | 0 | 36 | 31 | 17 | 0% | 92% | 91% | 89% |
| 5 | Ventrees Close | 7 | 0 | 0 | 0 | 2 | 0% | 0% | 0% | 25% |
| 5 | Ventrees Farm Court | 18 | 0 | 3 | 2 | 3 | 0% | 13% | 10% | 9% |
| 5 | Wulfstan Way | 144 | 0 | 28 | 16 | 9 | 0% | 67% | 55% | 41% |
| Area 5 Average | | | 0 | 1,308 | 1,152 | 527 | 0% | 69% | 67% | 44% |

Appendix C. Purple Zone Results

C.1 Parking Pressure Survey Results

The following table presents the survey results for purple zone streets in terms of:

- Theoretical parking capacity of each street and bay type (measured in spaces)
- Recorded occupancy of each street per beat period (measured in cars parked)
- Corresponding parking pressure level of each street per period (shown as proportion of capacity)

Table C.1: Purple zone survey results – parking pressures per beat period

| Street | Bay Type | Bay Times | Capacity | Parking Occupancy (cars) | | | | Parking Pressure (%) | | | |
|---------------------|-----------------|-------------|----------|--------------------------|---------------|---------------|---------|----------------------|---------------|---------------|---------|
| | | | | 10:00 – 05:30 | 14:00 – 12:00 | 18:00 – 16:00 | – 20:00 | 10:00 – 05:30 | 14:00 – 12:00 | 18:00 – 16:00 | – 20:00 |
| | | | | | | | | | | | |
| Bentinck Street | Resident Permit | 09:00-20:00 | 10 | 7 | 8 | 8 | 8 | 72% | 82% | 82% | 82% |
| Brookside | Pay & Display | 08:30-18:30 | 18 | 4 | 4 | 0 | 0 | 22% | 22% | 0% | 0% |
| Brookside | Resident Permit | 09:00-20:00 | 31 | 9 | 7 | 10 | 8 | 29% | 23% | 32% | 26% |
| Coronation Street | Resident Permit | 08:30-18:30 | 4 | 1 | 3 | 11 | 4 | 25% | 75% | 275% | 100% |
| Francis Passage | Resident Permit | 09:00-20:00 | 4 | 3 | 2 | 3 | 3 | 75% | 50% | 75% | 75% |
| George IV Street | Resident Permit | 09:00-20:00 | 3 | 3 | 4 | 5 | 5 | 111% | 148% | 185% | 185% |
| Norwich Street | Pay & Display | 09:00-17:00 | 12 | 1 | 10 | 1 | 1 | 9% | 87% | 9% | 9% |
| Norwich Street | Resident Permit | 09:00-20:00 | 69 | 49 | 45 | 41 | 43 | 71% | 65% | 59% | 62% |
| Panton Street | Pay & Display | 09:00-17:00 | 5 | 1 | 2 | 3 | 3 | 20% | 40% | 61% | 61% |
| Panton Street | Resident Permit | 09:00-20:00 | 31 | 29 | 26 | 27 | 25 | 93% | 83% | 87% | 80% |
| Pemberton Terrace | Pay & Display | 09:00-17:00 | 11 | 5 | 10 | 8 | 10 | 45% | 89% | 71% | 89% |
| Russell Court | Pay & Display | 09:00-17:00 | 6 | 1 | 3 | 0 | 3 | 18% | 53% | 0% | 53% |
| Russell Court | Resident Permit | 09:00-20:00 | 9 | 7 | 7 | 8 | 9 | 78% | 78% | 89% | 101% |
| Russell Street | Pay & Display | 09:00-17:00 | 16 | 0 | 4 | 5 | 4 | 0% | 25% | 31% | 25% |
| St Eligius Street | Resident Permit | 09:00-20:00 | 24 | 14 | 9 | 13 | 9 | 59% | 38% | 54% | 38% |
| Union Road | Pay & Display | 09:00-17:00 | 24 | 2 | 13 | 8 | 11 | 8% | 55% | 34% | 46% |
| Purple Zone Average | | | 276 | 136 | 157 | 151 | 146 | 49% | 57% | 55% | 53% |

C.2 Non-Residential Parking Composition Survey Results

The following table presents the survey results for purple zone streets in terms of:

- Theoretical parking capacity of each street and bay type (measured in spaces)
- Recorded non-compliant parking occupancy of each bay type per beat period (measured in cars parked)
- Corresponding non-compliant parking composition (shown as proportion of total parking occupancy)

Table C.2: Purple zone survey results – non-compliant parking composition per beat period

| Street | Bay Type | Bay Times | Capacity | Non-Compliant Parking Occupancy (cars) | | | | Non-Compliant Parking Composition (%) | | | |
|---------------------|-----------------|-------------|----------|--|-------|-------|-------|---------------------------------------|-------|-------|-------|
| | | | | 10:00 | 14:00 | 18:00 | | 10:00 | 14:00 | 18:00 | |
| | | | | 05:30 | 12:00 | 16:00 | 20:00 | 05:30 | 12:00 | 16:00 | 20:00 |
| Bentinck Street | Resident Permit | 09:00-20:00 | 10 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| Brookside | Pay & Display | 08:30-18:30 | 18 | 0 | 2 | 0 | 0 | 0% | 50% | 0% | 0% |
| Brookside | Resident Permit | 09:00-20:00 | 31 | 0 | 1 | 0 | 0 | 0% | 14% | 0% | 0% |
| Coronation Street | Resident Permit | 08:30-18:30 | 4 | 0 | 0 | 0 | 2 | 0% | 0% | 0% | 50% |
| Francis Passage | Resident Permit | 09:00-20:00 | 4 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| George IV Street | Resident Permit | 09:00-20:00 | 3 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| Norwich Street | Pay & Display | 09:00-17:00 | 12 | 0 | 2 | 1 | 0 | 0% | 20% | 100% | 0% |
| Norwich Street | Resident Permit | 09:00-20:00 | 69 | 0 | 2 | 0 | 1 | 0% | 4% | 0% | 2% |
| Panton Street | Pay & Display | 09:00-17:00 | 5 | 0 | 2 | 1 | 0 | 0% | 100% | 33% | 0% |
| Panton Street | Resident Permit | 09:00-20:00 | 31 | 0 | 0 | 1 | 1 | 0% | 0% | 4% | 4% |
| Pemberton Terrace | Pay & Display | 09:00-17:00 | 11 | 0 | 1 | 2 | 0 | 0% | 10% | 25% | 0% |
| Russell Court | Pay & Display | 09:00-17:00 | 6 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| Russell Court | Resident Permit | 09:00-20:00 | 9 | 0 | 0 | 0 | 0 | 0% | 0% | 0% | 0% |
| Russell Street | Pay & Display | 09:00-17:00 | 16 | 0 | 1 | 1 | 0 | 0% | 25% | 20% | 0% |
| St Eligius Street | Resident Permit | 09:00-20:00 | 24 | 0 | 1 | 1 | 0 | 0% | 11% | 8% | 0% |
| Union Road | Pay & Display | 09:00-17:00 | 24 | 0 | 5 | 6 | 0 | 0% | 38% | 75% | 0% |
| Average Purple Zone | | | 276 | 0 | 17 | 13 | 4 | 0% | 11% | 9% | 3% |