



Cambridge On-Street Residential Parking Study

Stage 2 Survey Results

November 2016

Cambridgeshire County Council



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.

Author: Hilary Holden – Lead Officer, City Access. City Deal
Telephone: 01223 475922, Email: hilary.holden@cambridgeshire.gov.uk

Cambridge On-Street Residential Parking Study

Stage 2 Survey Results

November 2016

Cambridgeshire County Council

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	7 July 2016	Annabel Shaw	Paul Parkhouse	Paresh Shingadia	DRAFT
B	23 August 2016	Luis Diaz Gutierrez	Paul Parkhouse	Paresh Shingadia	First issue, incorporating client comments
C	28 November 2016	Luis Diaz Gutierrez	Paul Parkhouse	Paresh Shingadia	Second issue, incorporating client comments

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

Chapter	Title	Page
1	Introduction	1
1.1	Study Background _____	1
1.2	Report Structure _____	1
2	Study Methodology	2
2.1	Survey Areas _____	2
2.2	Survey Specification _____	4
2.3	Parking Capacity Calculation _____	5
3	Survey Results – Uncontrolled Streets	6
3.1	Introduction _____	6
3.2	Parking Pressures _____	6
3.3	Non-Residential Parking Composition _____	12
4	Survey Results – RPZ Streets	17
4.1	Introduction _____	17
4.2	Parking Pressures _____	17
4.3	Non-Compliant Parking Composition _____	22
5	Survey Summary	26
5.1	Survey Background _____	26
5.2	Survey Purpose and Methodology _____	26
5.3	Survey Results Summary _____	26
Appendices		29
Appendix A.	Green Zone Street Results _____	30
A.1	Parking Pressure Survey Results _____	30
A.2	Non-Residential Parking Composition Survey Results _____	33
Appendix B.	Orange Zone Street Figures _____	36
B.1	Parking Pressure Survey Results _____	36
B.2	Non-Residential Parking Composition Survey Results _____	39
Appendix C.	Purple Zone Results _____	42
C.1	Parking Pressure Survey Results _____	42
C.2	Non-Residential Parking Composition Survey Results _____	43

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

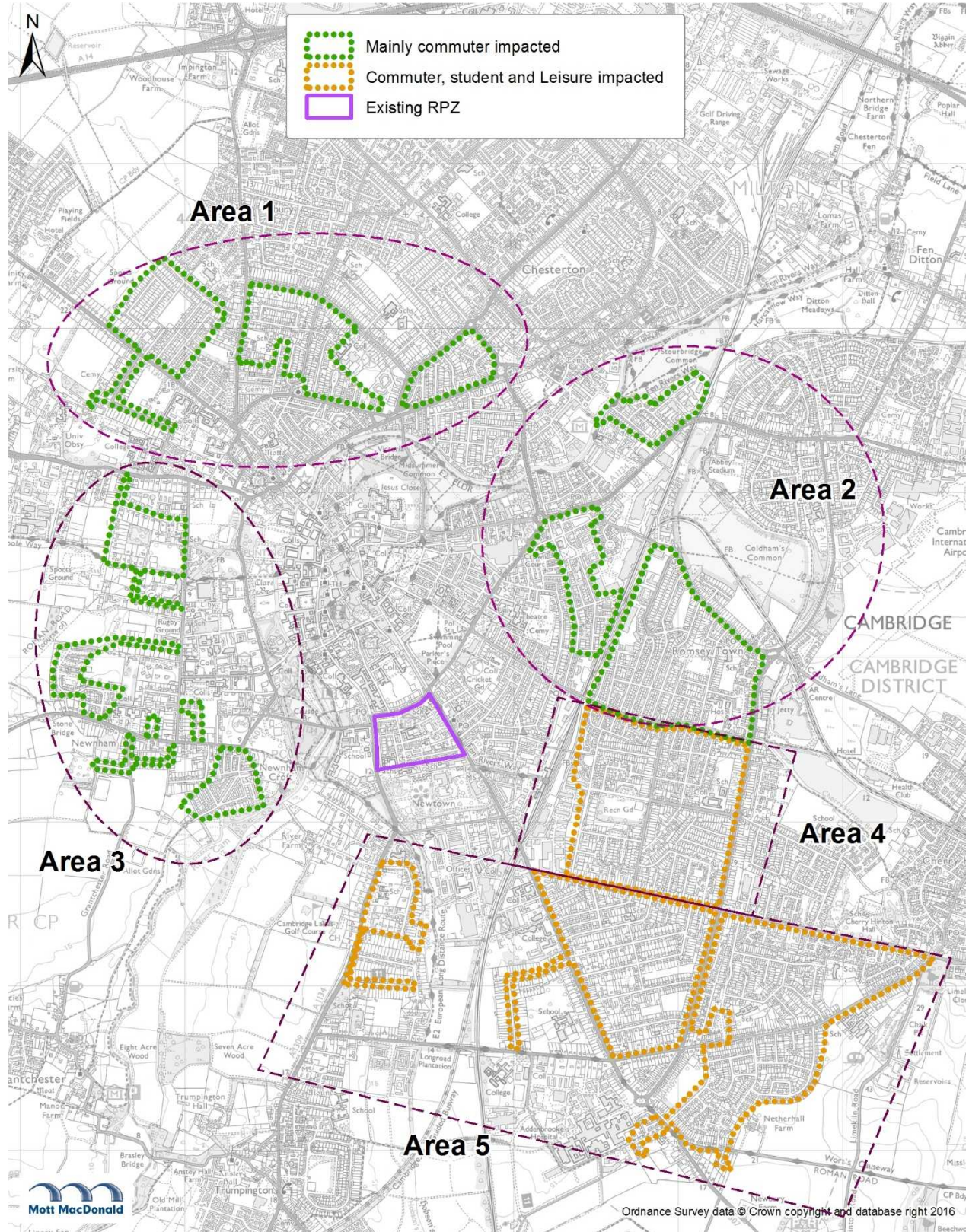
2 Study Methodology

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%

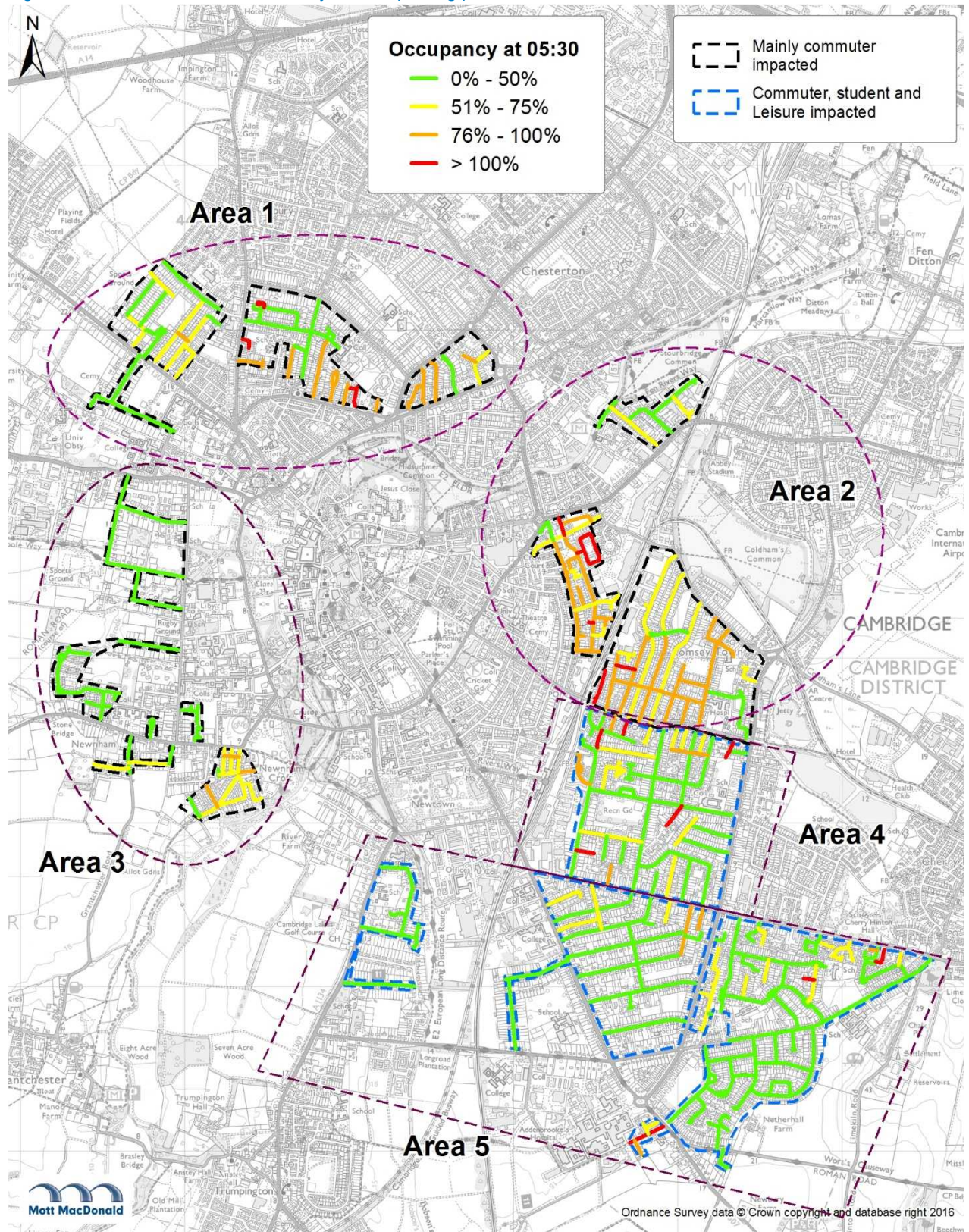
For the **green zone** streets, the results show that:

- 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:

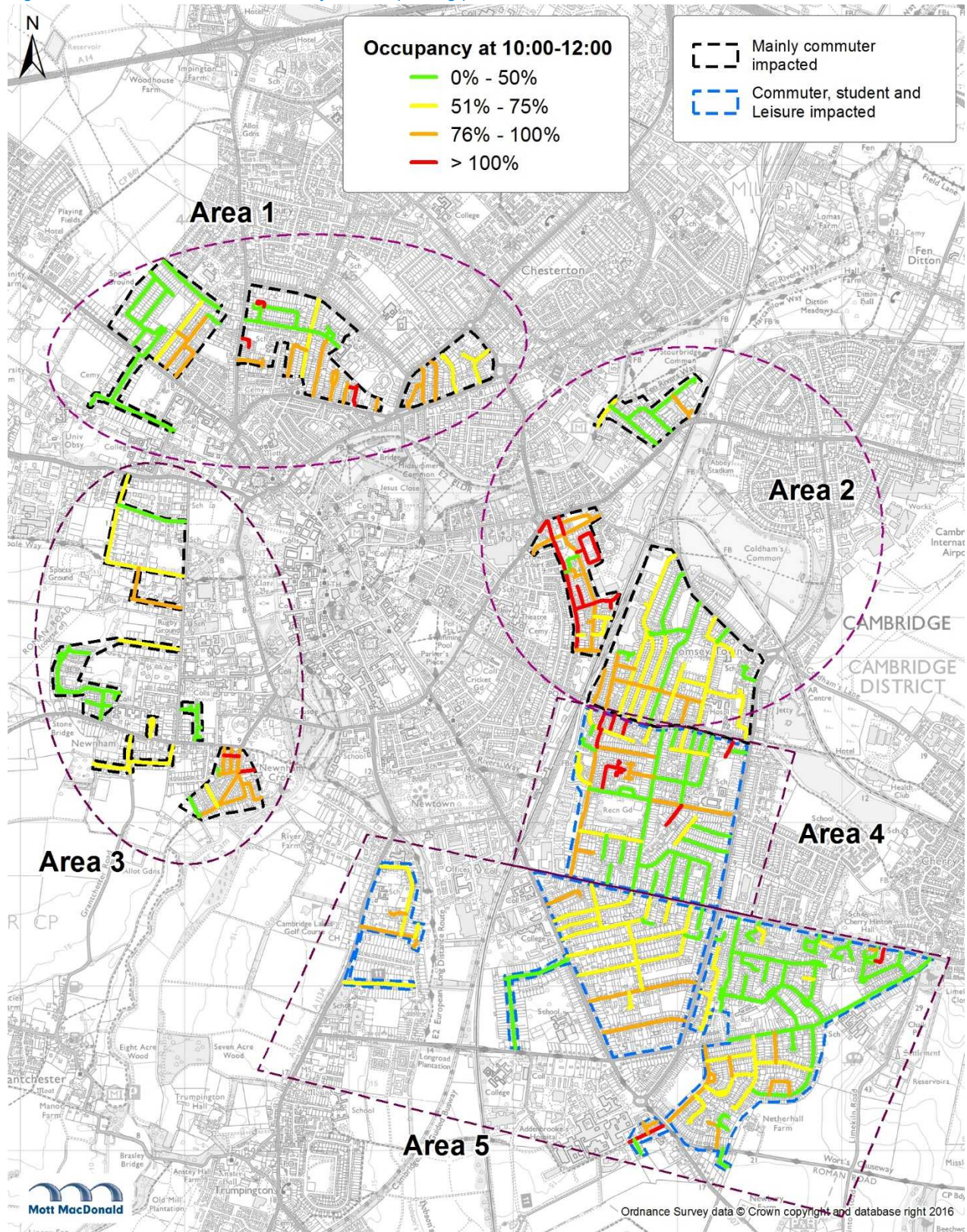
- Occupancy in orange zones are generally lower than in green areas.
- Overall, throughout the course of the day, parking in seven streets exceeds or are very close to exceed theoretical capacity in all surveyed periods.
- On average, Area 4 presents higher occupancy levels than Area 5 during the morning 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



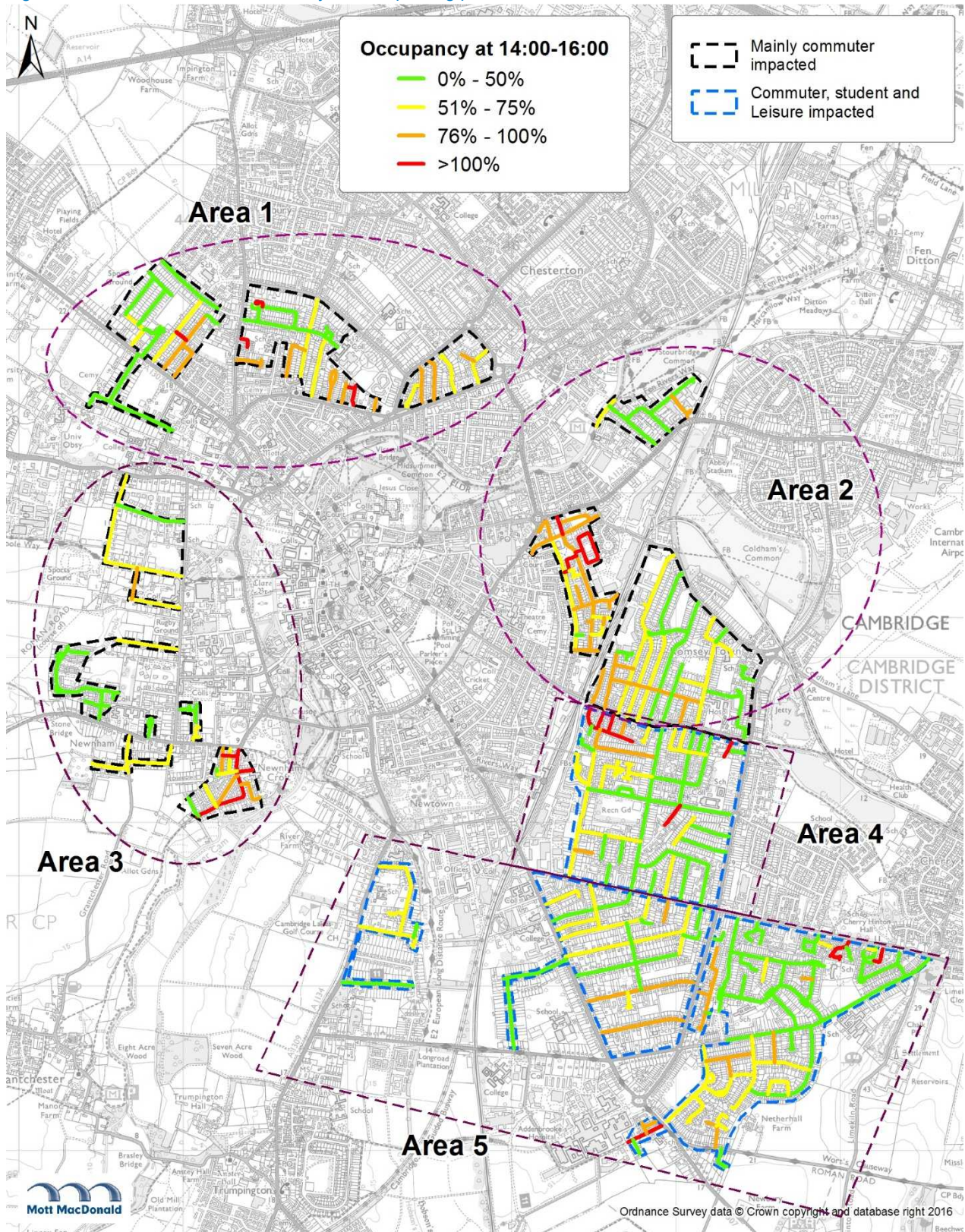
Source: Survey data

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



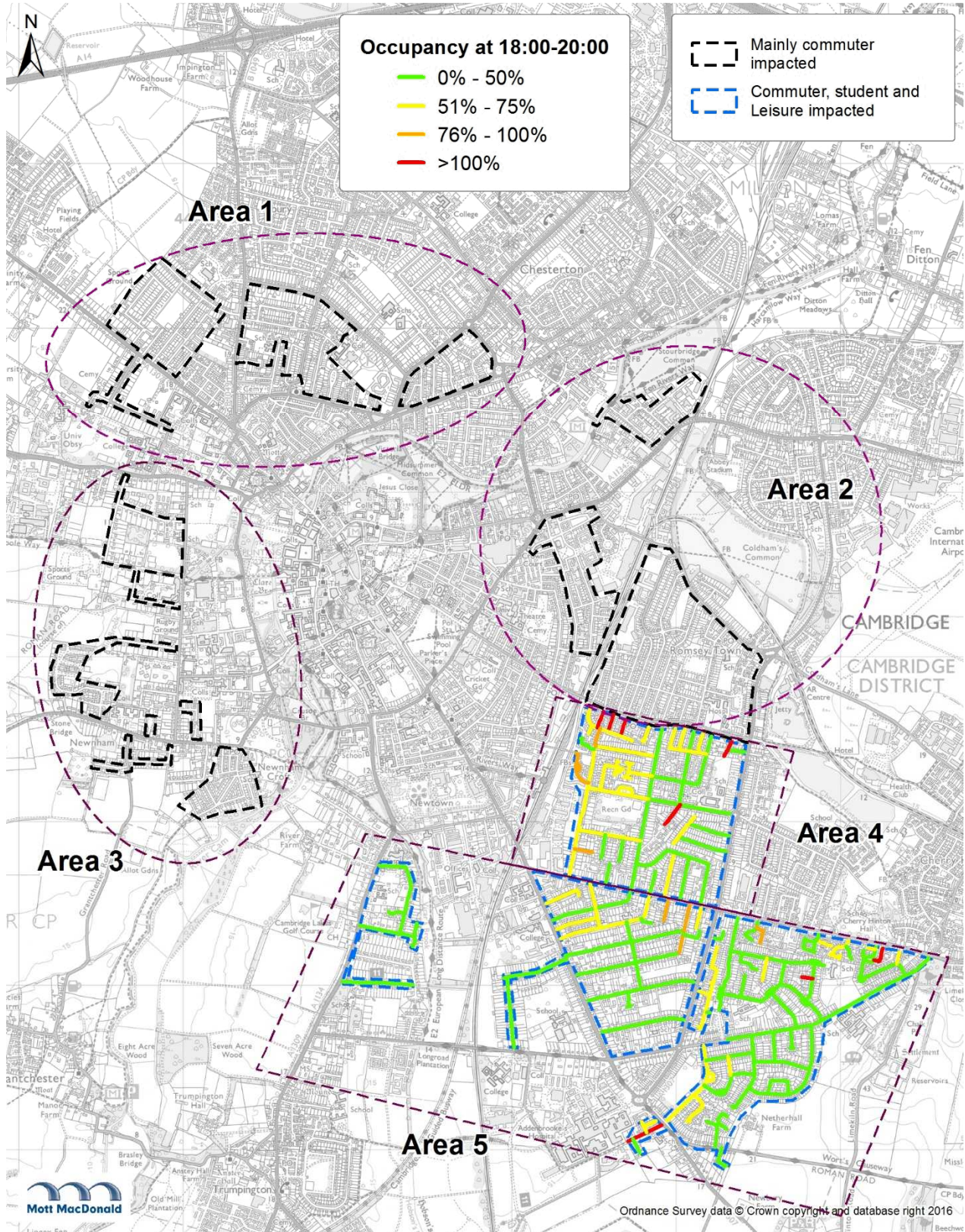
Source: Survey data

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

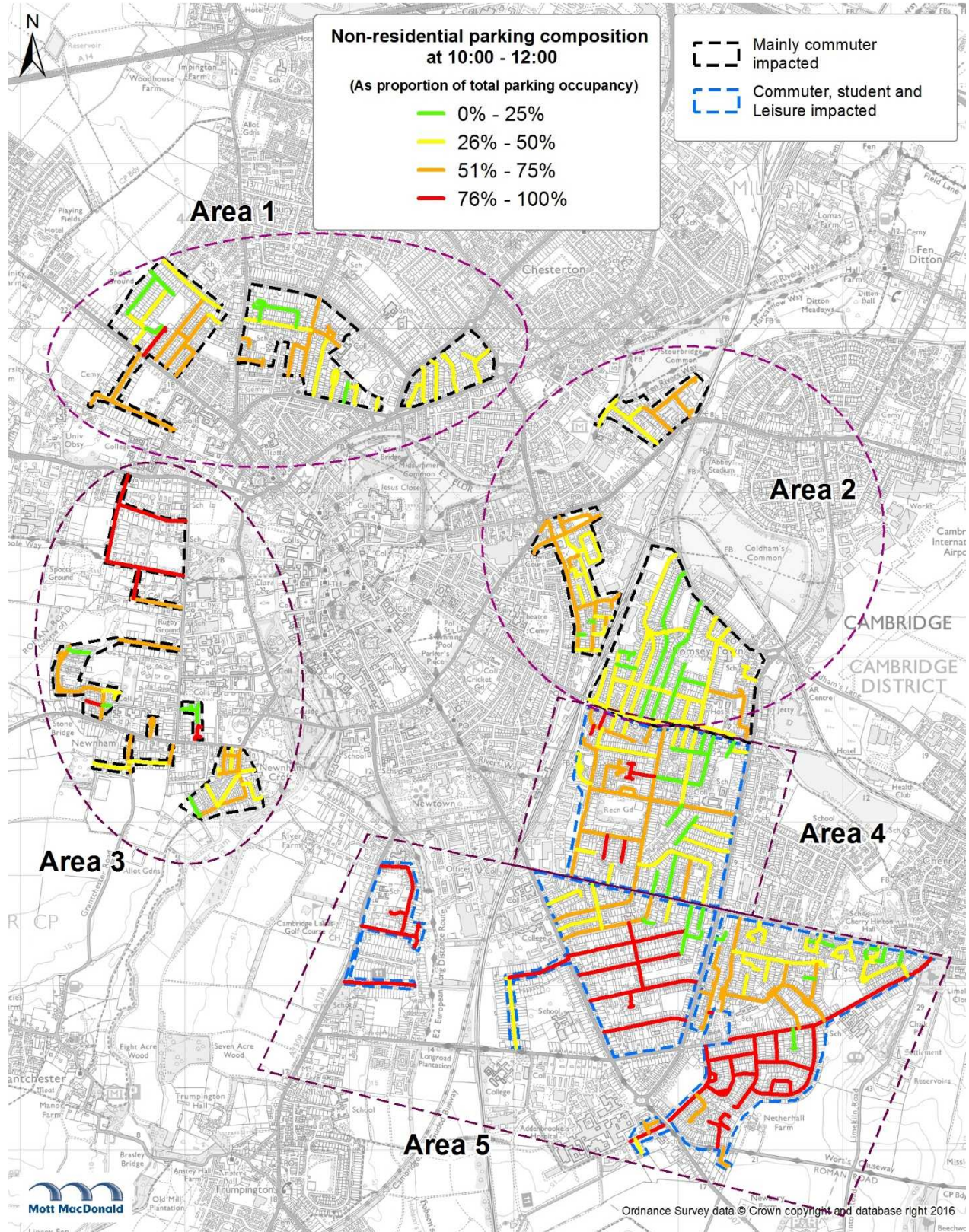
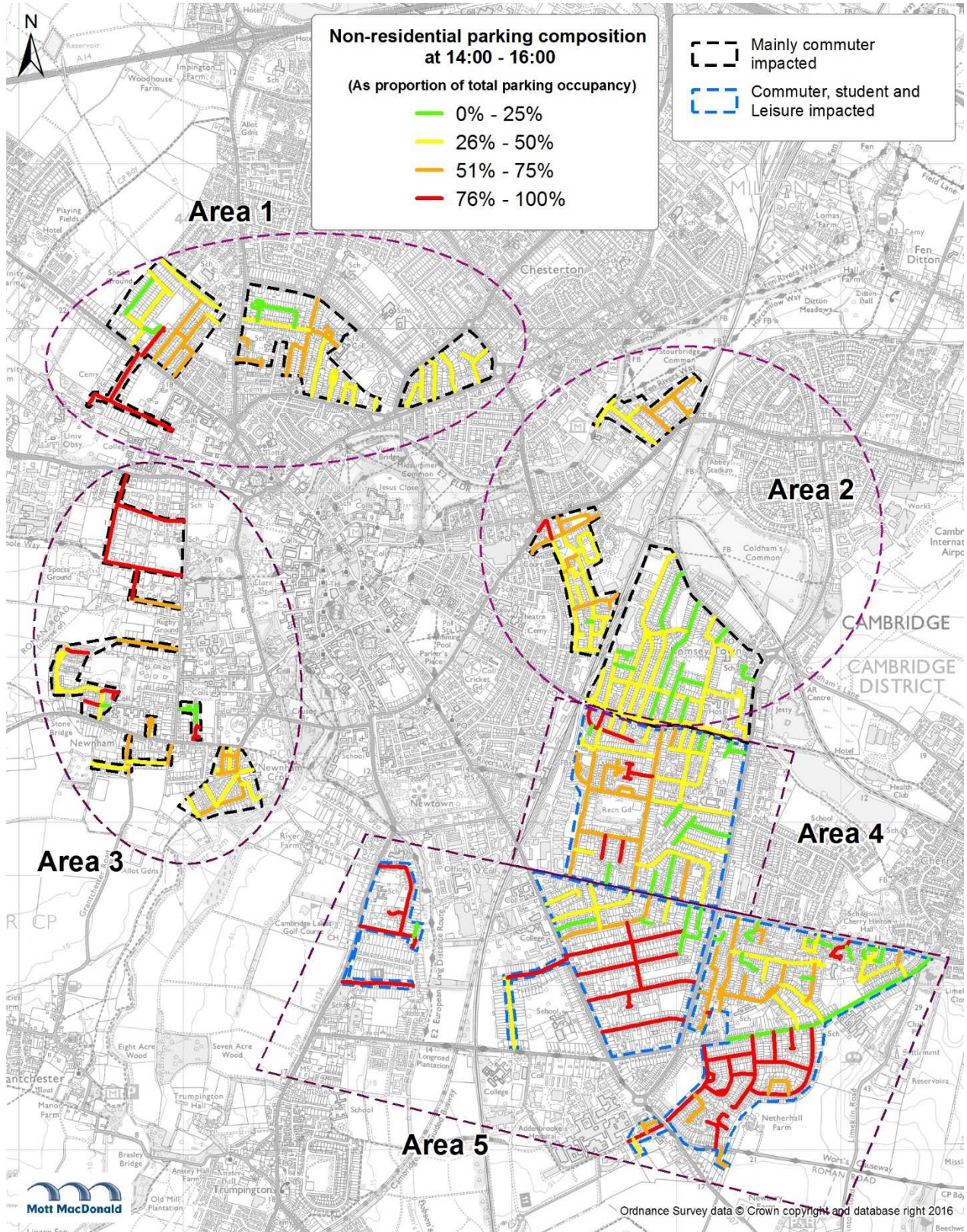
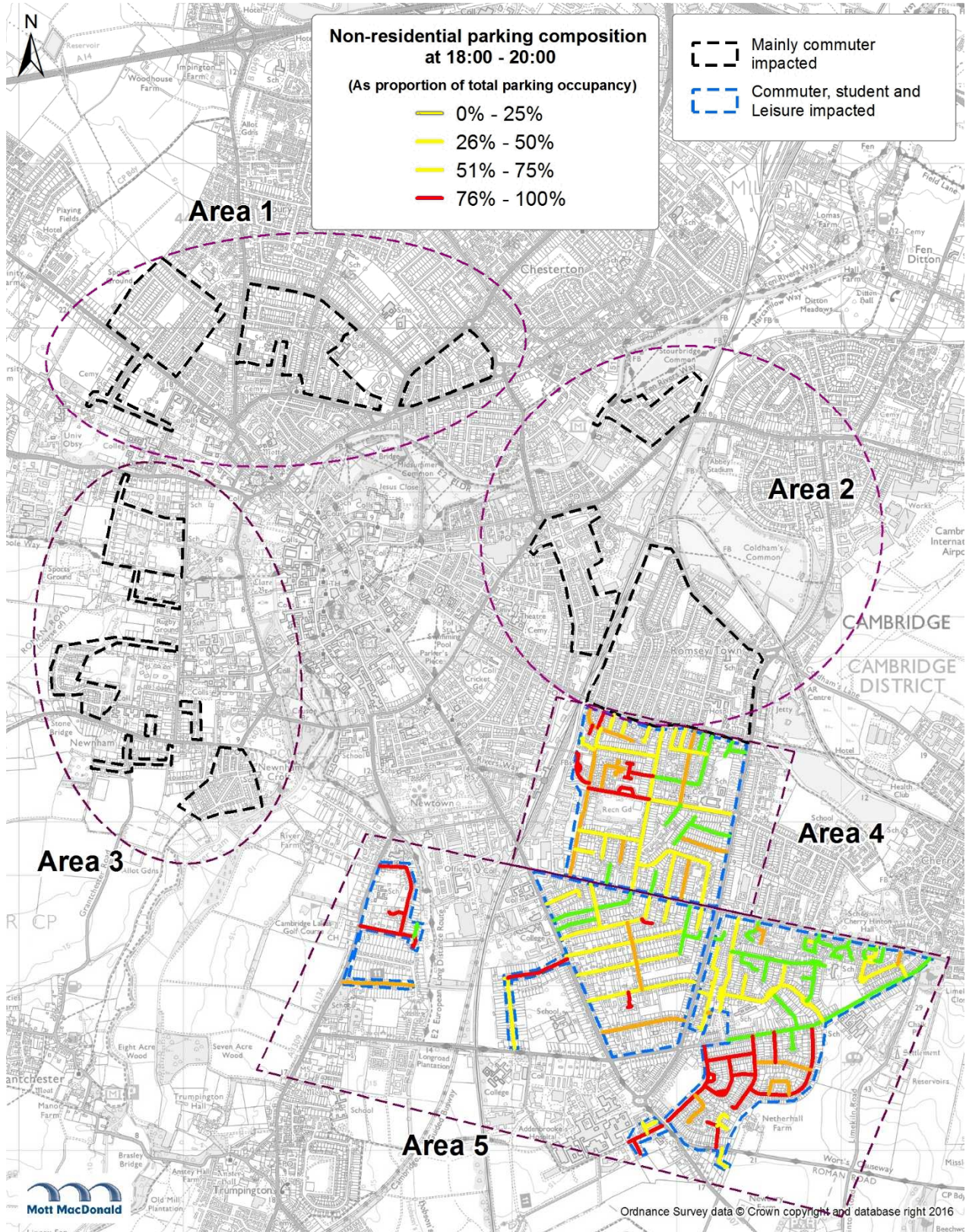


Figure 3.6: Uncontrolled street survey results: non-residential parking composition levels – 14:00-16:00 beat



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

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



Source: Survey data

4.3 Non-Compliant Parking Composition

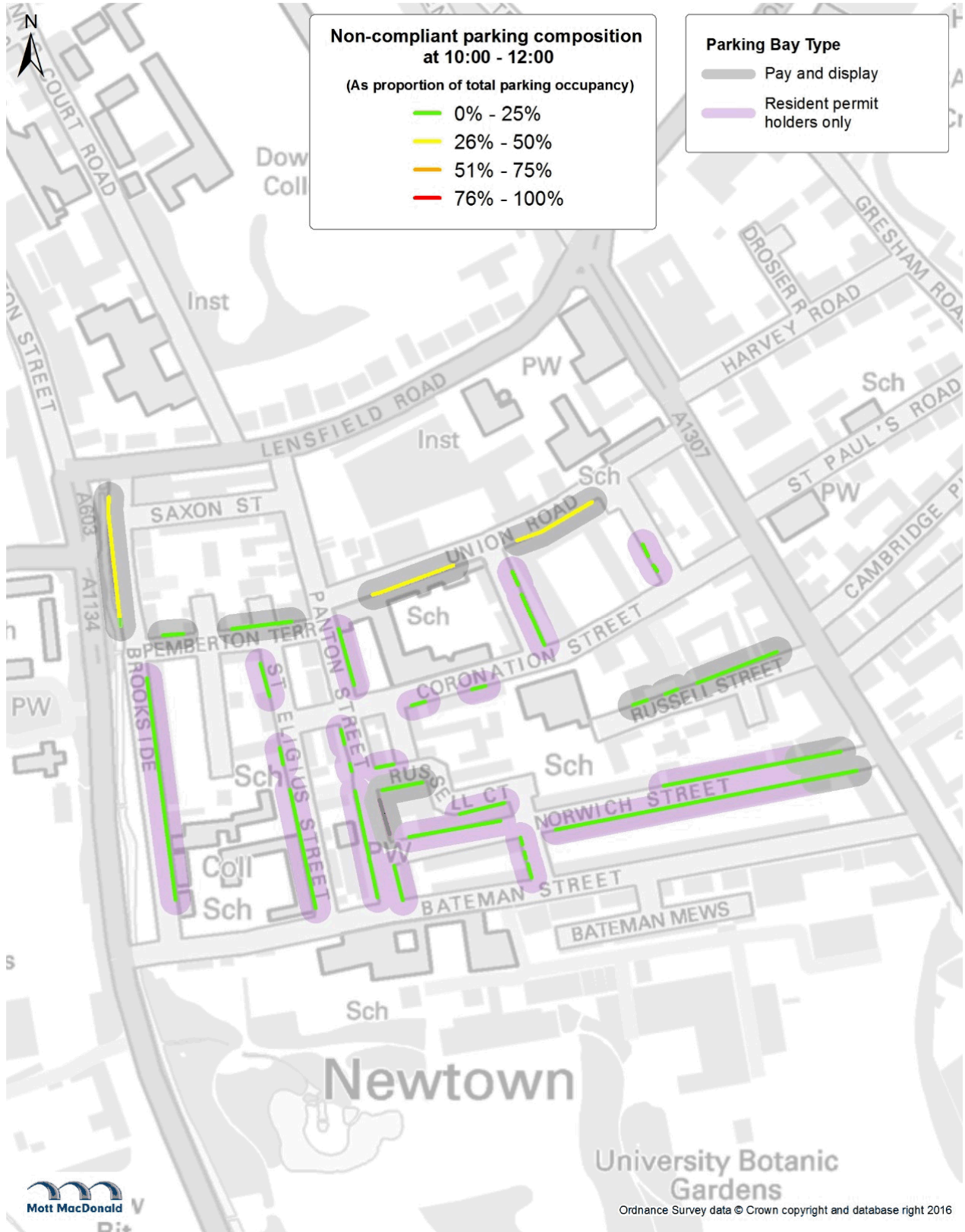
For the purple area streets, non-compliant parking composition results per survey period are shown in Figure 4.5 to Figure 4.7 below. For each street, these provide an indication of the proportion of parking demand which was recorded to be non-compliant at the time of each survey beat. Non-compliant 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 Eligius 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

Figure 4.7: RPZ street survey results: non-compliant parking composition levels – 18:00 – 20:00 beat



Source: Survey data

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

Appendix A. Green Zone Street Results _____	30
Appendix B. Orange Zone Street Figures _____	36
Appendix C. Purple Zone Results _____	42

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	14:00	18:00	05:30	10:00	14:00	18:00
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%

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
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 - 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	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	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	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 (%)			
				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
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%