

CAPITAL CITY COLLEGE GROUP

TOTTENHAM CENTRE, LONDON BOROUGH OF HARINGEY

TECHNICAL NOTE: RESPONSE TO HIGHWAYS COMMENTS

FINAL

REPORT REF.

2301780-R07A

July 2024

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Document Control Sheet

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1. Introduction

- 1.1. Ardent Consulting Engineers (ACE) is retained by Capital City College Group (CCCG) to provide transport and infrastructure support for the proposed redevelopment at their Tottenham Centre at High Road, Tottenham (hereafter known as 'the site').
- 1.2. A planning application (ref. no. HGY/2024/0464) for the following redevelopment scheme was submitted to London Borough of Haringey (LBH), as the local planning authority, in March 2024: *Demolition of the existing gym/lecture theatre block and the erection of a part four/part five-storey building (2,625 square metres GIA) to host a new Construction and Engineering Centre at the College.*
- 1.3. LBH is also the highway authority responsible for local roads, whilst Transport for London (TfL) is responsible for the strategic highway network, including the A10.
- 1.4. The planning application was supported by the following documents prepared by ACE:
 - Transport Statement (TS, report ref. no. **2301780-R03**);
 - Travel Plan (report ref. no. **2301780-R04**);
 - Outline Construction Logistics Plan (CLP, report ref. no. **2301780-R05**); and
 - Delivery Servicing Management Plan (DSMP, report ref. no. **2301780-R06**)
- 1.5. Comments on the redevelopment proposals have been made by both LBH Highways and TfL (see **Appendix A**). This Technical Note (TN) responds to the comments made and has been prepared subsequent to the gathering of additional survey data and post application discussions with both LBH and TfL.
- 1.6. Following this introduction, the remainder of this report is structured as follows:
 - **Section 2.0** outlines the existing modal share of college staff /students and reviews Travel Plan targets;
 - **Section 3.0** considers cycle parking provision;

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- **Section 4.0** reviews the loss of car parking on-site against the availability of off-site parking opportunities;
- **Section 5.0** responds to comments raised on deliveries and servicing;
- **Section 6.0** considers arrangements for construction vehicle access; and
- **Section 7.0** responds to additional comments.

2. Modal Share & Travel Plan

2.1. LBH Highways identifies in its response that:

3. The TS does not include any trip generation for the site

2.2. As identified in the TS, the development proposals relating to this planning application will not result in an uplift in either student or staff numbers as the proposed building is to replace an existing facility. Trip attraction was therefore not included in the TS given that the total number of related trips would be unchanged. However, the modal share of these trips is expected to vary from existing levels given the proposed reduction in car parking and Travel Plan initiatives and incentives that will be implemented.

2.3. At a subsequent meeting on 14th May 2024 to discuss comments, LBH Highways requested confirmation of the existing modal share of staff and students for context and to inform the Travel Plan. This request is echoed in TfL's response.

2.4. An in-person travel questionnaire survey was subsequently commissioned and undertaken at the college within term time on Friday 14th June 2024, which targeted staff and students as they entered the college building. The full survey results are included at **Appendix B**.

2.5. In summary, the survey identifies the following existing modal share taken from a sample of 119 students and 19 members of staff:

- | | |
|----------------------------|-----|
| • Walk | 25% |
| • Cycle | 8% |
| • E Scooter | 1% |
| • Bus | 33% |
| • Rail (train/underground) | 25% |
| • Car (as driver) | 3% |
| • Car (as passenger) | 5% |

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2.6. The survey results show that the vast majority of staff (80%) and students (95%) travel to the college by either active modes (walk / cycle) or public transport (bus / rail), as would be expected at this highly accessible site with a PTAL of 6A / 6B.

2.7. The Travel Plan will be updated to reflect the surveyed baseline modal share.

2.8. LBH Highways identifies in its response that:

6. The travel plan includes incentives to increase use of mode share of cycle use to the site. However, they are not increasing the bike provision just the condition of the facilities which slightly improve quantity of spaces. Targets for improving mode share of active travel are very low at 3% for staff and even lower for students.

2.9. TfL identifies in its response that:

The Travel Plan refers to 200 full time equivalent staff and 2,345 full time equivalent students. Without data about current travel behaviour it's difficult to judge if the objectives and targets are achievable or calibrated in a reasonable manner. This might some (sic) to revisit at a later time. The Haringey action plan says 3% of all trips are by bike, TfL may expect higher bike share for a college on CS1, though not weakness in the quality of provision identified in action plan. This suggests even with the additional cycle parking more cycle parking should be planned if not part of this planning application, at least as part of the Travel Plan, particularly as the site is on CS1, and through wider engagement between CONEL, Haringey and TfL. Given changes to car parking start at the construction stage, this suggests the Travel Plan should prepared (sic) prior to demolition.

2.10. As set out in the TS and Travel Plan, cycle parking is being increased by 20 spaces and improvements in the quality of provision will be made (see **Section 3**).

2.11. It is evident from the travel questionnaire survey results that the existing college modal share to cycle is 8%, and so significantly higher than the 3% LBH average set out above.

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2.12. The modal share for cycling is the smallest proportion among active travel and public transport modal share, with 25% walking, 25% travelling by rail and 33% by bus. The high public transport use is as expected, given the site's high accessibility rating (PTAL 6A / 6B).

2.13. Whilst it is a clear objective to encourage cycling as part of Travel Plan initiatives and incentives, including an increased level of cycle parking, it is relevant to note that the vast majority of staff (80%) and students (95%) already travel to the college by either active modes (walk / cycle) or public transport (bus / rail). As such, the proportion of car driver and car passenger trips to target in terms of achieving a sizeable modal shift to cycling is small.

2.14. The targets set out in the Travel Plan (baseline +3.5% for staff and +2.25 for students) are considered realistic in this context.

2.15. LBH Highways identifies in its response that:

- i. Travel Plan monitoring fees should be secured via s106 agreement. It should be noted that the Travel Plan relates to the whole of College campus but the application red line boundary doesn't.

2.16. The applicant is content for Travel Plan monitoring fees to be secured via a s106 agreement.

2.17. To clarify, the Travel Plan relates to the whole of the College given that its initiatives and incentives are for all students and staff, with an overall modal shift targeted, not just for staff and students transferred from the existing facility to the proposed building. This is in line with best practice.

3. Cycle Parking

3.1. LBH Highways identifies in its response that:

- b. TS Figure 2.3 illustrates location of existing cycle parking / car parking across the college site. The TS fails to clarify how the existing and proposed cycle parking and car parking is specifically allocated to the individual blocks on site and the application proposals, whether the cycle parking is long stay / short stay and how much car parking is for disabled users.
- f. Cycle parking provision needs further consideration given that the existing provision is for the whole college campus site and not specifically allocated to the 'Building Block' site. Furthermore, given that this is a new development, cycle parking provision must comply with current London plan standards. This should include complementary provision for showers and changing rooms / lockers etc.

3.2. TfL identifies in its response that (replicated from para. 2.9):

...This suggests even with the additional cycle parking more cycle parking should be planned if not part of this planning application, at least as part of the Travel Plan, particularly as the site is on CS1, and through wider engagement between CONEL, Haringey and TfL...

The proposal to increase cycle provision from 40 spaces to 60 spaces is welcome by TfL [note: increase is 50 spaces to 70 spaces]. These should be designed in accord with London Cycle Design Standards (LCDS) and secured by condition. Provision for larger and adaptable bikes should be made or at least allowed for in the existing provision. Useful to understand if there is any data on cycle usage and what growth potential has been identified. Changing facilities and lockers are welcome, are they sufficient for the college as a whole, given this associated with the college gym, how is this managed?

3.3. To confirm, existing car parking and cycle parking is for the use of the college site as a whole and not specific to any particular building / facility. This would remain the

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case for the redevelopment scheme albeit for the reduced level of on-site staff car parking and increased level of cycle parking provision.

3.4. As identified in the TS, existing cycle parking provision is as follows:

- Long stay: Sheffield stands located within secure shelters at the college frontage for 10 cycles and adjacent to the servicing access for 16 cycles.
- Short stay: 12 uncovered Sheffield stands (providing 24 spaces) located adjacent to the Centenary Building at the college frontage.
- TOTAL = 50 cycles (Although NOTE: the 16 spaces in the covered shelter by the service yard entrance are currently closed due to anti social behaviour, reducing the capacity to 34)

** Of note, parking survey results from Wednesday 5th June between 9am and 5pm (see Appendix B) show a maximum occupancy of 5 cycles using the 10 no. long stay parking spaces at the college frontage, and so 50% spare capacity.*

3.5. The proposals allow for maximising cycle parking within site constraints and for improving the quality of facilities. Existing and proposed cycle parking is provided at the front of the site as access to the rear of the college is via a secure line within the reception building followed by internal corridors. This secure line does not enable staff/students to push bikes through into the internal building and beyond due to health and safety.

3.6. The proposals provide an 20 additional spaces as follows:

- Long stay: the existing covered shelter by the service yard entrance will be upgraded to a double stacked modular shelter which will result in an additional 4 no. spaces being provided.
- Short stay: 8 no. extra Sheffield stands (16 cycle parking spaces) to be provided adjacent to the Centenary Building.

3.7. This would result in a future provision of 70 cycle parking spaces (30 long stay and 40 short stay spaces). It is relevant to note that the proposed increase in cycle parking is welcomed by TfL.

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- 3.8. As noted above, parking survey results from Wednesday 5th June between 9am and 5pm show 50% spare capacity, and so show that the existing level of cycle parking provided exceeds the current level of demand.
- 3.9. It is also relevant to note that there are other off-site opportunities for short-stay cycle parking with close proximity of the college site, including:
- 10 uncovered Sheffield stands (providing 20 spaces) in public realm adjacent to the A10 and CS1 at the college frontage;
 - 6 uncovered Sheffield stands (providing 12 spaces) in public realm either side of the access to Isobel Place.
- 3.10. Whilst it is considered that the forecast future level of cycle parking demand at the College can be accommodated with the proposed increased provision of 70 spaces, the additional 32 off-site spaces could accommodate some additional demand if necessary albeit there is no reliance on this provision.
- 3.11. As set out in **Section 2**, the cycle targets set out in the Travel Plan (baseline +3.5% for staff and +2.25 for students) are considered realistic in the context of the already high level of sustainable travel among staff (80%) and students (95%).
- 3.12. As recognised in the TS, London Plan cycle parking standards suggest 1 space per 4 FTE staff + 1 space per 20 FTE students. Whilst it is accepted that the proposed building is new development, it is reasonable to consider the London Plan standards against the following background:
- There will be no uplift in staff or student numbers across the college site as a result of the proposals;
 - The existing cycle modal share is 8%, with a 11.5% target for staff and 10.25% target for students;
 - 50% of existing cycle parking is currently used.
- 3.13. The proposals allow for maximising cycle parking within constraints and improving current facilities, which TfL has agreed is appropriate. The Travel Plan also includes a commitment from the college to monitor the cycle parking provision to ensure

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there is sufficient capacity to accommodate the demand and review cycle parking facilities.

- 3.14. As identified in the TS, changing facilities and showers to compliment the cycle parking provision are available in the existing college gym for use by staff and students. These facilities will be re-provided within the new (relocated) gym with a commitment to review the potential for additional showers. Lockers are also available for staff and students to keep cycling equipment secure, and also to store e scooters.
- 3.15. The relocation of the gym will be completed during the summer 2024 between term times to ensure continuity of provision.
- 3.16. LCDS require 5% of cycle parking to be adaptable. CCCG is content to commit to 2 adaptable spaces and this will be referenced in the updated Travel Plan.

4. Car Parking

4.1. LBH Highways identifies in its response that:

2. No parking stress survey has been done, only a map showing the different parking control in operation within 500m of the site, reasoning behind the need of a survey is to understand whether there are any evening classes when the CPZ finishes after 18:30.
5. Within the site there are around 17 spaces, as part of the development, they propose for these to be lost. No commentary has been provided on who uses these spots and where will the trips where the parking is likely to be displaced to or why their loss is needed.
- d. The proposals would result in loss of 17 car park spaces that form part of provision for the whole College Site. This reduction of car park spaces should only be considered acceptable after satisfactory submission of a comprehensive transport impact assessment and parking survey assessment undertaken on roads within 500m walking distance for the whole college site and not just as presently considered – assuming 17 spaces are allocated to existing Building Block site. A car park management plan will be required for the whole campus site.

4.2. CCCG has confirmed that there are no planned changes to evening classes at the college as a consequence of the redevelopment proposals.

4.3. The 17 existing parking spaces proposed to be removed are associated with the wider college site and are for staff use. These spaces need to be removed as part of the redevelopment scheme as they occupy the footprint of the proposed new building and area reserved to allow delivery / servicing vehicles to turn.

4.4. In the above comments, and at a subsequent meeting on 14th May 2024 to discuss, LBH Highways has raised concern regarding the loss of 17 car parking spaces from the site and potential for overspill onto neighbouring roads, which fall within a CPZ with some pay to park bays available.

4.5. It is relevant to note that the proposed reduction in car parking is welcomed by TfL.

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- 4.6. The principal aim is to initiate a modal shift to sustainable modes of travel at this highly accessible site (PTAL 6A / 6B) in-line with local and regional transport policies. Notwithstanding this likely modal shift, we have undertaken parking beat surveys of the area to ascertain if there is any capacity should any of the 17 spaces be displaced.
- 4.7. It should be noted that pre-application consultation with LBH Highways confirmed that a TS was sufficient to support the application, which does not require detailed assessment to be carried out. At the subsequent meeting on 14th May 2024, LBH Highways confirmed that a “comprehensive transport impact assessment” would not be necessary; however, a review of the loss of parking impact would be. The results of a comprehensive suite of parking surveys that cover areas within a 500m walking distance of the whole college site is presented below.

Parking Surveys

- 4.8. There is a CPZ in place covering the surrounding area during the day with an option of short term pay to park on some streets. After 1830hrs the CPZ restrictions are no longer in place and so there is potential for free on-street parking. As well as on-street parking there are two local public car parks where students/staff could pay to park.
- 4.9. To assess existing levels of parking stress on streets and car parks in the area surrounding the site, a parking survey was commissioned and undertaken within term time on Wednesday 5th June and Thursday 6th June 2024, covering the following:
- An hourly parking beat on the Wednesday recording the number of on-street parking spaces available based on 6m car length between 0900-1700hrs when “pay to park” restrictions are in place on Beaconsfield Road, Suffield Road, West Green Road and Clyde Road.
 - An hourly parking beat during the duration of the no-street parking surveys to determine the number of cars parking in the Bernie Grant Arts Centre car park and Tottenham Green Pools & Fitness car park.
 - An hourly parking beat on the Wednesday and Thursday recording the number of on-street parking spaces available based on 6m car length between

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1830-2130hrs when CPZ restrictions are no longer in place in the surrounding roads (excluding private roads, roads with "no waiting at any time" restrictions and the red route).

4.10. The survey results and associated plans showing the areas covered and parking restrictions are included at **Appendix B** and summarised as follows:

Daytime Parking Beat

- Pay by Phone 2 Hours (Mon-Sat 8am-6.30pm)
(Beaconsfield Road, Suffield Road, West Green Road and Clyde Road)
For all surveyed streets between 09:00 and 17:00, parking stress ranged from 40% (18 of 45 spaces occupied) to 56% (25 of 45 spaces occupied), with between 20 and 27 unoccupied spaces available.
- Pay by Phone 2 Hours (Mon-Sat 10am-4.30pm) (West Green Road)
For all surveyed streets between 09:00 and 17:00, parking stress ranged from 64% (14 of 22 spaces occupied) to 91% (20 of 22 spaces occupied), with between 2 and 8 unoccupied spaces available.

It is evident from the survey results that there is a good level of spare capacity in local Pay by Phone parking bays to cater for short-stay parking associated with the College.

- College Parking (Front)
For the college car park between 09:00 and 17:00, parking stress ranged from 24% (5 of 21 spaces occupied) to 90% (19 of 21 spaces occupied), with between 2 and 16 unoccupied spaces available, albeit the upper value is at the end of the college day. The disabled bays were unoccupied for the duration of the survey.
- Bernie Grant Arts Centre Car Park
Between 09:00 and 17:00, parking stress ranged from 37% (10 of 27 spaces occupied) to 81% (22 of 27 spaces occupied), with between 5 and 17 unoccupied spaces available during this time period.
- Tottenham Green Pools & Fitness Car Park

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Between 09:00 and 17:00, parking stress ranged from 62% (43 of 69 spaces occupied) to 100% (69 of 69 spaces occupied), with no unoccupied spaces available between 11am and 2pm.

It is evident that the Bernie Grant Arts Centre Car Park has a reasonable level of spare capacity during the day with at least 5 spaces unoccupied.

There is therefore scope for some displacement of car parking associated with the 17 space reduction on-site; however, as already mentioned the principal aim is to initiate a modal shift to sustainable modes of travel at this highly accessible site (PTAL 6A / 6B) in-line with local and regional transport policies.

Evening Parking Beat

- Resident Permit Holders Only (Mon-Sat 8am-6.30pm)
For all surveyed streets between 18:30 and 21:30, parking stress ranged from 78% (999 of 1289 spaces occupied) to 86% (1110 of 1289 spaces occupied), with between 183 and 290 unoccupied spaces available.
- Pay by Phone 2 Hours (Mon-Sat 8am-6.30pm)
For all surveyed streets between 18:30 and 21:30, parking stress ranged from 70% (49 of 70 spaces occupied) to 94% (66 of 70 spaces occupied), with between 4 and 21 unoccupied spaces available.
- Pay by Phone 2 Hours (Mon-Sat 10am-4.30pm) (West Green Road)
Between 18:30 and 21:30, parking stress ranged from 68% (15 of 22 spaces occupied) to 95% (21 of 22 spaces occupied), with between 1 and 7 unoccupied spaces available.
- Resident Permit Holders Only/Pay by Phone 2 Hours (Mon-Sat 8am-6.30pm)
Between 18:30 and 21:30, parking stress ranged from 75% (44 of 59 spaces occupied) to 93% (55 of 59 spaces occupied), with between 4 and 15 unoccupied spaces available.
- Disabled Badge Holders Only

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Between 18:30 and 21:30, parking stress ranged from 50% (23 of 46 spaces occupied) to 57% (25 of 46 spaces occupied), with between 21 and 23 unoccupied spaces available.

- Electric Vehicle Parking

Between 18:30 and 21:30, parking stress ranged from 40% (4 of 10 spaces occupied) to 70% (7 of 10 spaces occupied), with between 3 and 6 unoccupied spaces available.

- Loading Only

Between 18:30 and 21:30, parking stress ranged from 33% (4 of 12 spaces occupied) to 58% (7 of 12 spaces occupied), with between 5 and 8 unoccupied spaces available.

- Business Permit Holders Only (Mon-Sat 8am-6.30pm)

Between 18:30 and 21:30, parking stress ranged from 25% (3 of 12 spaces occupied) to 42% (7 of 12 spaces occupied), with between 5 and 9 unoccupied spaces available.

- Single Yellow Line

Between 18:30 and 21:30, parking stress ranged from 15% (27 of 186 spaces occupied) to 20% (37 of 186 spaces occupied), with between 149 and 159 unoccupied spaces available.

Parking up to 4 Hours (Mon-Sat 8am-6.30pm) (Bernard Road)

- Between 18:30 and 21:30, parking stress ranged from 0% (0 of 6 spaces occupied) to 50% (3 of 6 spaces occupied), with between 3 and 6 unoccupied spaces available.

Parking up to 1 Hour (Mon-Sat 7am-7pm)

- Between 18:30 and 21:30, parking stress ranged from 33% (3 of 9 spaces occupied) to 56% (5 of 9 spaces occupied), with between 4 and 6 unoccupied spaces available.

Car Club Permit Holders

- On both survey days between 18:30 and 21:30, the car club bays were unoccupied.

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Event Day Permit Holders (Mon-Fri 8.30am-6.30pm) (Rycroft Way)

- Between 18:30 and 21:30, parking stress ranged from 45% (5 of 11 spaces occupied) to 82% (9 of 11 spaces occupied), with between 2 and 6 unoccupied spaces available.

Bernie Grant Arts Centre Car Park

- Between 18:30 and 21:30, parking stress ranged from 30% (8 of 27 spaces occupied) to 52% (14 of 27 spaces occupied), with between 13 and 19 unoccupied spaces available.

Tottenham Green Pools & Fitness Car Park

- Between 18:30 and 21:30, parking stress ranged from 48% (33 of 69 spaces occupied) to 68% (47 of 69 spaces occupied), with between 22 and 36 unoccupied spaces available.

It is evident from the survey results that there is a considerable level of spare capacity on local streets and nearby car parks in the evening period to cater for evening demand.

4.11. The surveys show a good level of spare capacity in local Pay by Phone parking bays to cater for short-stay parking associated with the College. Also, the Bernie Grant Arts Centre Car Park has a reasonable level of spare capacity during the day with at least 5 spaces unoccupied. With respect to parking for evening classes, the survey results show that there is a considerable level of spare capacity on local streets in the evening period.

4.12. There is therefore scope for some displacement of car parking associated with the 17 space reduction on-site; however, the principal aim is to initiate a modal shift to sustainable modes of travel at this highly accessible site in-line with local and regional transport policies.

4.13. The in-person travel questionnaire survey referred to at **Section 2** asked the sample of 119 students and 19 members of staff how they travelled to the college. 4 (3%) of those surveyed (3 staff and 1 student) travelled by car as a driver and 7 (5%) travelled as a car passenger. 2 of the staff parked on the college premises and 1 paid to park off-site. The other driver (student) parked at a friend's accommodation. Car passengers were 'dropped-off' at the college.

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- 4.14. As identified earlier, the questionnaire survey shows that the vast majority of staff (80%) and students (95%) travel to the college by either active modes (walk / cycle) or public transport (bus / rail), as would be expected at this highly accessible site. There is scope to increase this proportion, particularly for staff, through Travel Plan initiatives and incentives based on the inherent opportunities this site has to do so.
- 4.15. It is clear from the travel questionnaire survey results that there are very few car driver trips to the college, and there is a precedent for staff to use paid for off-site parking. Again, there is therefore scope for some displacement of car parking associated with the 17 space reduction; however, the principal aim is to initiate a modal shift to sustainable modes of travel, with car sharing an alternative option.
- 4.16. On-site staff car parking is barrier controlled and operates on a first-come first-served basis. It is proposed to continue this operation; however, alongside Travel Plan initiatives and incentives to reduce car journeys and therefore demand. As part of the Travel Plan measures, staff will be made aware of the limited parking provision and encouraged to car share where travel by active modes or public transport is not possible. In this context, a car park management plan is considered unnecessary.

Disabled Parking

- 4.17. With respect to the provision of disabled parking, LBH Highways identifies in its response that:
- 4. No disabled parking is being provided for the development. Out of the current 20 on-site parking spaces, 3 are presently designated disabled bays.
 - e. The provision of car parking for disabled uses cannot be based on percentage of standard car park spaces – London Plan requires careful assessment of potential demand. Consideration of population census statistics of blue badge holders should inform such an assessment in context of all visitors / students and employees expected to access the college site.
- 4.18. Of note, TfL has accepted that the level of disabled parking proposed is appropriate.
- 4.19. The London Plan states that disabled parking should be provided in accordance with the levels set out in Table 10.6 (5% of total parking provision for education land

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uses). On-site car parking for the whole college includes 3 disabled spaces out of the 20 provided overall, which equates to 15%. This is in excess of the amount required by the London Plan.

4.20. As identified earlier, the disabled bays at the front of the college remained unoccupied on both days the parking surveys were undertaken. The retained provision is therefore considered appropriate.

4.21. It is relevant to note that the college operate a "booking-in" system for disabled parking, where users are able to contact the college and reserve a space in advance. The college ensures spaces are made available to cater for the needs of its disabled staff / students. Should demand for disabled spaces increase, the college would seek to convert standard spaces to disabled spaces.

4.22. The college is unable to disclose details of the number of staff and students that are disabled and travel to the college by car; however, as above, existing provision of disabled bays is shown to be sufficient, and the college actively monitors provision.

4.23. The use of Census statistics to determine demand is considered inappropriate given that the college is aware of actual rolling demand (albeit unable to disclose this) and is able to act accordingly to cater for this. Again, the 3 no. existing spaces are more than sufficient to cater for current levels of demand.

Electric Vehicle Charging

4.24. TfL has queried whether there are there any proposals for Electric Vehicle (EV) Charging Points on site. To confirm, EV charging points are not proposed as part of this application. However, CCCG has a wider strategy that is being reviewed and are committed to accommodating EV demand. CCCG has a fleet of EV vans that are charged at its Finsbury Park Centre.

5. Delivery & Servicing

5.1. LBH Highways identifies in its response that:

g. The proposed reduction in service yard should be subject to assessment of existing / future demands and for the whole college campus site. It has been assumed that larger 10m-12m HGVs reverse into the site – this is not acceptable given the location of bus gate restriction at the access and safety concerns regarding other road users.

5.2. TfL identifies in its response that:

It says deliveries remain as currently, with smaller vehicles using the loop road, and larger reversing in from the Town Hall Approach Road, this is assumed, it would be useful to what actual happens, as this appears to be less than ideal from a road safety perspective on a strategic cycle route. How does this site accommodate cargo bikes, if not now, maybe worth considering in the future, TfL published its Cargo Bike Action Plan last year.

TRICS data has been used to predict future delivery and servicing trips to site, whilst elsewhere, there is reference to current operations. Why not survey existing operations on site to establish a baseline. The aim to avoid peaks is welcome, recommend this is managed through a booking system. TfL would recommend only suppliers with Silver or Gold membership of Fleet Operators Recognition Scheme (FORS), given the interface with CS1, also compliance with Direct Vision Standards. This can be monitored through the booking system, compliance would depend on colleges relationship with suppliers. As stated above, large vehicle reversing on Town Hall Approach Road or on site, represents a road safety hazard that should be eliminated.

5.3. To assess existing levels of Light Goods Vehicle (LGV) and Other Goods Vehicle (OGV) use of the service yard, a traffic count survey was undertaken at the yard access for the 5-day week commencing Monday 3rd June 2024 between 0600hrs and midnight except Friday between 0600hrs and 1000hrs. The results during the surveyed period are summarised as follows:

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- Monday: 1 LGV (forwards in and out) and no OGVs;
- Tuesday: no LGVs and 1 OGV1 (reverse in, forwards out);
- Wednesday: 1 LGV (forwards in and out) and no OGVs;
- Thursday: 4 LGVs (forwards in and out) and no OGVs; and
- Friday: 1 LGV (reverse in, forwards out) and no OGVs.

5.4. It is evident, that 7 LGVs and 1 OGV accessed the service yard during the surveyed period, with these mainly occurring in the morning period between 0745 and 1030.

5.5. As indicated above, 1 of the 7 LGVs performed a reverse-in manoeuvre, when this was unnecessary. This is a result of a poor choice made by the driver, as there was no need to do so.

5.6. The College is committed to the measures set out in the Delivery and Servicing Management Plan, including requiring staff to coordinate with delivery companies to ensure they are aware of the best practice measures that should be adopted when serving the site, which will include accessing and egressing the site in forward gear.

5.7. Also identified above is one reverse-in manoeuvre performed by an OGV, which entered the bus lane before reversing-in, with the manoeuvre taking two attempts for the driver to achieve. This manoeuvre is currently necessary for OGVs, given the current layout of the service yard, with this being restrictive for an OGV to turn.

5.8. The proposed redevelopment scheme modifies and improves the service yard to enable the turning movements of all identified vehicles, including up to a 12m rigid vehicle. This is demonstrated on **drawing no. 2301780-D14 rev A** (as taken from Ardent TS).

5.9. Further, there are two options that the College will commit to as part of a planning condition so as to improve servicing access for larger vehicles – these are described below:

- Option 1 is to undertake minor off-site highway improvements at the access junction to increase the northern kerb radius to 4m. This will ensure that all identified vehicles are able to turn right into the access in one forwards

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manoeuvre. The proposed improvement is shown on **drawing no. 2301780-D27** along with the turning swept path of a 12m rigid vehicle (which is the worst case vehicle that could turn within the site) which demonstrates that the modification enables the manoeuvre. Note that the largest vehicle currently accessing the site is a 10.2m waste/recycling collection vehicle which requires the kerb modification to be able to enter the site in forward gear.

- Option 2 is to commit to reduced vehicle sizes for the waste/recycling vehicles which would mean an increased frequency of collection.

5.10. As identified in the DSMP, where possible, deliveries will be limited to outside of the traditional peak hours (07:30 to 09:30, and 16:30 to 18:30), and the site operational peaks. This will be monitored through a booking system as recommended by TfL. The avoidance of peak periods of cycle use will reduce the impact on large vehicles crossing CS1.

5.11. To assess existing levels of use of the college frontage parking area for deliveries / servicing with LGVs and OGVs, a traffic count survey was undertaken at the entrance and exit for the 5-day week commencing Monday 3rd June 2024 between 0600hrs and midnight. The results during the surveyed period are summarised as follows:

- Monday: 5 LGVs and 1 OGV;
- Tuesday: 5 LGVs, no OGVs and 1 PSV;
- Wednesday: 8 LGVs and no OGVs;
- Thursday: 6 LGVs, no OGVs and 1 PSV; and
- Friday: 3 LGVs and no OGVs.

5.12. Use of the college frontage parking area for small deliveries of short duration is proposed to continue. This works well in practice, with vehicles using the one-way loop system and either pull over in the mini bus layby or temporarily parking in the aisle. The temporary blocking of parking bays does not cause an issue in practice given that cars are normally parked for the duration of the college day.

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- 5.13. Of note, the actual observed daily level of servicing / deliveries is below the 34 two-way movements estimated using TRICS at Table 3.1 of the DSMP.
- 5.14. As set out in the DSMP, there are three skips and two compactors on the site at the rear of the college. These are all individually removed from the site by large vehicles. The compactors allow for a more efficient waste/recycling collection.
- 5.15. Various vehicles are used by the College's Contractor to collect / deliver the skips / compactors ranging from an 18 ton box vehicle of 10.2m through to a 12 ton box vehicle of 8.9m, and waste food collection vehicle of 8m length. As above, tracking analysis has been undertaken to show that the largest waste / recycling collection vehicle can turn within the new layout to collect the skips compactors.
- 5.16. The DSMP will be updated to include a commitment to review the provision of cargo bike stands at the site subject to future potential for some deliveries / servicing to be undertaken using this method.
- 5.17. The DSMP will be updated to include a commitment to use suppliers with FORS Silver or Gold membership wherever possible.

6. Construction Access

6.1. LBH Highways identifies in its response that:

7. Construction: the largest and most common vehicle to be used is a 16.5m HGV. I have several concerns pertaining to the swept paths and manoeuvre around some of the junctions, a few of them appear to either overhang onto the kerb or go over. There could be a need for 16.5m HGV to proceed along Town Hall Approach Road bus gate and then reverse onto the site in order to be able to move out in a forward gear. However, this will block the access for buses, and the swept path drawings show vehicles mounting the curb and going into the Cycle 1 lane, blocking it completely until the manoeuvre is complete.

6.2. TfL identifies in its response that:

TfL colleagues may have further comments on this, as the proposed access arrangement would need TfL agreement, and changes to traffic orders, or dispensation from TfL. Shared access between the demolition and subsequent construction contractor with continue operational use, will make enforcement and management difficult. Lack of information on how site delivery works currently doesn't help build confidence. Usually, contractors are able to manage operations through qualified traffic marshals, where there is identified to the public, whether they could also manage other deliveries to site would depend on the colleges approach.

The proposal to drive vehicles into the bus and cycle only area and reverse into site appears to be safety risk. If this can be avoided that would a good idea. If its unavoidable, TfL would recommend a Road Safety Audit is prepared, for planning a Stage 1 RSA before the application is approved, the auditors would need to acceptable to Haringey and TfL.

6.3. An Outline CLP was submitted in support of the planning application, with details to be incorporated into a Detailed CLP once a contractor is appointed. It was agreed during discussions with TfL that a Stage 1 RSA could be conditioned in relation to reviewing the reversing manoeuvre. It is anticipated that this could form part of the

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Detailed Construction Logistics Plan to ensure the mitigation proposed as part of the reversing manoeuvre for large vehicles takes account of any issues raised during the audit.

- 6.4. As discussed with TfL, the Outline and Detailed CLP applies to all contractors at the site – both during the demolition and construction periods.
- 6.5. Initial input from a Contractor has been received with respect to the size of vehicles required during construction and access requirements.
- 6.6. Given the constrained nature of the site, the size of delivery vehicles will generally be limited to a 12m rigid, which will be able to access the service yard access in the same manner (a right-turn forwards-in movement from Town Hall Approach Road) as shown on the delivery / servicing tracking drawings.
- 6.7. There will be specific circumstances where the use of articulated / larger vehicles will be unavoidable, such as for the delivery / collection of a Piling Rig and Major Plant (excavators etc), which would need to be off loaded from Town Hall Approach Road and 'tracked' into the site. Other such exceptions would also include the Tower Crane (if adopted as a craneage solution) and / or other craneage solutions.
- 6.8. These would be exceptional deliveries / collections, which would be pre-coordinated with the salient authorities and would be undertaken at the most suitable pre-agreed time, which is normally early morning before the peak period to mitigate its impact on pedestrians, cyclists and traffic movement.
- 6.9. The contractor's approach would be to operate a delivery booking system (coordinated with the College for their own deliveries and waste removal), whereby all vehicle movements would be pre-scheduled. Drivers would be required to phone ahead to the site / traffic marshal to check 'capacity to receive' and ensure that the traffic marshal and banks person are readily prepared to manage and receive the trafficking of the vehicle into the College.

Low-Loading Tracking

- 6.10. As identified in the Outline CLP, low loaders and large vehicles will need to reverse back into the site access utilising part of the bus lane to position appropriately (as

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shown on **drawing no. 2301780-D013A** – taken from Ardent's Outline Construction Logistics Plan).

6.11. Such movements would be pre-coordinated, and with the turning of the vehicle managed with traffic marshals and banks person and impacts on pedestrians, cyclists and traffic movement mitigated. A high level plan showing the mitigation to be considered as part of the Detailed Construction Logistics Plan is shown in **drawing no. 2101780-D028A**. The following summarises the points to be considered:

- A traffic marshal will be positioned on either side of the vehicle to stop pedestrians and cyclists (and in the case of the northern location, vehicles) during the reversing manoeuvre of any large vehicles;
- The traffic marshals will position temporary barriers or similar (extents indicatively shown in the plan) to aid in stopping pedestrians and cyclists from moving forward until the vehicle has reversed into the site and remove these when the manoeuvre is complete;
- A banksman will direct the vehicle into the site; and
- temporary mitigation measures to protect overrunning of kerbs at the access into the college which could include amongst other options:
 - temporary dropped kerbs to replace full kerbs and then replace after construction; and / or
 - temporary surfacing to reinforce existing kerbs and paving / surfacing

6.12. As above, any necessary use of the bus lane to enable the reverse movement would be pre-coordinated, with the impact on bus movement kept to a minimum.

7. Additional Comments

Additional LBH Comments

7.1. LBH Highways identifies in its response that:

1. No information has been supplied on the number of staff and students that are expected to use the new building or on if they hold this information. It is only stated that there is no uplift. The travel plans states that the site currently employees 200 fulltime staff and has 2,348 students.

7.2. The maximum occupancy of the new building based on the submitted design is 38 staff and 352 students. As identified in the TS, the development proposals will not result in an uplift in either student or staff numbers as the proposed building is to replace an existing facility.

7.3. LBH Highways identifies in its response that:

- a. Transport Statement (TS) paragraph 2.3 /Fig. 2.2 incorrectly identifies the application boundary and the college site boundary.

7.4. TS Para 3.3 should read: The blue line boundary denotes the ownership of the wider college and the red line the planning application boundary.

7.5. LBH Highways identifies in its response that:

- c. It is not clear where the Gym and lecture theatre that are to be demolished are to be accommodated during construction and after construction of proposals.

7.6. The relocation of the gym will be completed during the summer 2024 between term times to ensure continuity of provision. The lecture theatre is not being replaced.

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7.7. LBH Highways identifies in its response that:

h. The transport assessment must consider the cumulative impacts of proposals for the 'Building Back' and all other proposals that may also be part of the master plan for the whole college site.

7.8. As identified, the development proposals relating to this planning application are for a new building to replace an existing facility. This will not result in an uplift in either student or staff numbers. As such, as agreed at the pre application stage, there is no cumulative impact to consider at this stage. Any other forthcoming planning application within the college site would consider its impacts at that stage cumulatively with the current application proposals.

Additional TfL Comments

7.9. TfL Highways identifies in its response that:

The TS references national guidance with regards to need for a Transport Statement or Transport Assessment, however, TfL guidance on Healthy Streets Transport Assessments is aligned with London Plan strategic transport policy (T1), TfL is open to discuss how its applied, around Active Travel Zone, and also consideration after dark travel, taking account of the Mayor's Night Safety Charter and Safety in Public Space: Women, Girls and Gender. I do not know if CONEL has signed up to the charter, it would be helpful to understand if this has been considered in terms of future access to the site.

7.10. During discussions at a meeting held on 18th June 2024, it was accepted by TfL that a Healthy Streets Transport Assessment (TA) including an assessment of Active Travel Zones would not be necessary given that the proposals will result in no uplift in staff and student numbers at the college and given that LBH accepted that a TS without assessment was acceptable at the pre-application stage.

7.11. The Travel Plan will be updated to include a positive commitment to reviewing after dark travel and for this to align with wider work that the college is undertaking in this regard, including signing up to the Mayor's Night Safety Charter.

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7.12. TfL Highways identifies in its response that:

The TS states no increase in staff or students. The application forms says the existing F1 floor area is 1030 square metres, which is to be demolished, and 2,625 square metres new floor space, this appears to be an uplift. We understand the assumption relates to future application to demolish an existing larger building nearby, if that is to be demolished, how should this be considered given this is not part of this application.

7.13. The development proposals relating to this planning application are for a new building to replace an existing facility. The existing facility will be mothballed and no longer in use by the college when the new building is operational. Any other forthcoming planning application within the college site would consider its impacts at that stage cumulatively with the current application proposals.

7.14. TfL Highways identifies in its response that:

I believe Haringey local policies would align with the strategic approach to transport set out in the London Plan, in general these proposals seem to align with these objectives, reduced car parking and increase cycle parking provision. The national policy test of severe impact needs to be considered in London context, where we need mode shift to support good growth objectives of the London Plan, without that mode shift there would be severe impact. In this case, there are opportunity to improve access by active modes and review servicing and delivery arrangements in line with current best practice.

7.15. Whilst Travel Plan initiatives and incentives seek to achieve a modal shift to active travel, it is important to note that the vast majority of staff (80%) and students (95%) already travel to the college by either active modes or public transport. As such, the proportion of car driver and car passenger trips to target in terms of achieving a sizeable modal shift is small.

7.16. The proposals include improvements to the yard itself to enable all expected vehicles to turn safely in, turn within the yard and egress in forward gear. Options to improve the yard access for service vehicle include either changes to the kerb radius of the access junction or for the college to commit to reducing vehicle sizes attending site.

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CCCG are committed to the measures set out in the DSMP, which will bring about positive improvements to current practices.

Appendix A

Email received via John Kaimakamis dated 8th May 2024 with TfL Comments

Hi John,

Thanks for consulting Transport for London on the above application, the College of Haringey, Enfield and North East London (CONEL) directly fronts on the A10 High Road with existing vehicle access points, Tottenham, which forms part of the Transport for London Road Network (TLRN). Delivery/ Service vehicle access to the site is via Town Hall Approach, which is a strategic cycle route (CS1). Town Hall Approach south of the access is bus and cycle only, where red route controls apply. There is a segregated cycle path for north bound cyclists up the access, with shared provision north of the access. There also cycle parking by this access.

The site has a Public Transport Accessibility of Level of 6a with 6b on eastern boundary, 6b being the highest possible on a scale of zero to 6b. The nearest London Underground station is Seven Sisters served by the Victoria Line, and served by 8 bus routes, plus two night routes.

The application is supported by a number of transport related documents, which I reviewed below, I also consulted colleagues on the application, they may have further comments to make, which I plan to share with you next week.

Transport Statement

The TS references national guidance with regards to need for a Transport Statement or Transport Assessment, however, TfL guidance on Healthy Streets Transport Assessments is aligned with London Plan strategic transport policy (T1), TfL is open to discuss how its applied, around Active Travel Zone, and also consideration after dark travel, taking account of the Mayor's Night Safety Charter and Safety in Public Space: Women, Girls and Gender. I do not know if CONEL has signed up to the charter, it would be helpful to understand if this has been considered in terms of future access to the site.

The TS states no increase in staff or students. The application forms says the existing F1 floor area is 1030 square metres, which is to be demolished, and 2,625 square metres new floor space, this appears to be an uplift. We understand the assumption relates to future application to demolish an existing larger building nearby, if that is to be demolished, how should this be considered given this is not part of this application.

There is a reduction in car parking of 17 spaces, which TfL welcomes, and increase of cycle parking of 20 spaces. They propose to retain 3 Blue Badge spaces to the front of the college is welcome. Are there any proposals for Electric Vehicle Charging Points on site?

The proposal to increase cycle provision from 40 spaces to 60 spaces is welcome by TfL. These should be designed in accord with London Cycle Design Standards (LCDS) and secured by condition. Provision for larger and adaptable bikes should be made or at least allowed for in the existing provision. Useful to understand if there is any data on cycle usage and what growth potential has been identified. Changing facilities and lockers are welcome, are they sufficient for the college as a whole, given this associated with the college gym, how is this managed?

It says deliveries remain as currently, with smaller vehicles using the loop road, and larger reversing in from the Town Hall Approach Road, this is assumed, it would be useful to what actual happens, as this appears to be less than ideal from a road safety perspective on a strategic cycle route. How does this site accommodate cargo bikes, if not now, maybe worth considering in the future, TfL published

its Cargo Bike Action Plan last years: <https://content.tfl.gov.uk/tfl-cargo-bike-action-plan-2023-acc.pdf>

I believe Haringey local policies would align with the strategic approach to transport set out in the London Plan, in general these proposals seem to align with these objectives, reduced car parking and increase cycle parking provision. The national policy test of severe impact needs to be considered in London context, where we need mode shift to support good growth objectives of the London Plan, without that mode shift there would be severe impact. In this case, there are opportunity to improve access by active modes and review servicing and delivery arrangements in line with current best practice.

Travel Plan

The Travel Plan refers to 200 full time equivalent staff and 2,345 full time equivalent students. Without data about current travel behaviour its difficult to judge if the objectives and targets are achievable or calibrated in a reasonable manner. This might some to revisit at a later time. The Haringey action plan https://www.haringey.gov.uk/sites/haringeygovuk/files/adopted_walking_and_cycling_action_plan_2022.pdf says 3% of all trips are by bike, TfL may expect higher bike share for a college on CS1, though not weakness in the quality of provision identified in action plan. This suggests even with the additional cycle parking more cycle parking should be planned if not part of this planning application, at least as part of the Travel Plan, particularly as the site is on CS1, and through wider engagement between CONEL, Haringey and TfL. Given changes to car parking start at the construction stage, this suggests the Travel Plan should prepared prior to demolition.

Delivery and Servicing Management Plan

TRICS data has been used to predict future delivery and servicing trips to site, whilst elsewhere, there is reference to current operations. Why not survey existing operations on site to establish a baseline. The aim to avoid peaks is welcome, recommend this is managed through a booking system. TfL would recommend only suppliers with Silver or Gold membership of Fleet Operators Recognition Scheme (FORS), given the interface with CS1, also compliance with Direct Vision Standards. This can be monitored through the booking system, compliance would depend on colleges relationship with suppliers. As stated above, large vehicle reversing on Town Hall Approach Road or on site, represents a road safety hazard that should be eliminated.

Outline Construction Logistics Plan

TfL colleagues may have further comments on this, as the proposed access arrangement would need TfL agreement, and changes to traffic orders, or dispensation from TfL. Shared access between the demolition and subsequent construction contractor with continue operational use, will make enforcement and management difficult. Lack of information on how site delivery works currently doesn't help build confidence. Usually, contractors are able to manage operations through qualified traffic marshals, where there is identified to the public, whether they could also manage other deliveries to site would depend on the colleges approach.

The proposal to drive vehicles into the bus and cycle only area and reverse into site appears to be safety risk. If this can be avoided that would a good idea. If its unavoidable, TfL would recommend a Road Safety Audit is prepared, for planning a Stage 1 RSA before the application is approved, the auditors would need to acceptable to Haringey and TfL.

I trust the above is clear, if you want to discuss this further, please let me know.

Email received via John Kaimakamis dated 8th May 2024 with LBH Highways Comments

1. No information has been supplied on the number of staff and students that are expected to use the new building or on if they hold this information. It is only stated that there is no uplift. The travel plans states that the site currently employees 200 fulltime staff and has 2,348 students.
2. No parking stress survey has been done, only a map showing the different parking control in operation within 500m of the site. reasoning behind the need of a survey is to understand whether there are any evening classes when the CPZ finishes after 18:30.
3. The TS does not include any trip generation for the site.
4. No disabled parking is being provided for the development. Out of the current 20 on-site parking spaces, 3 are presently designated disabled bays.
5. Within the site there are around 17 spaces, as part of the development, they propose for these to be lost. No commentary has been provided on who uses these spots and where will the trips where the parking is likely to be displaced to or why their loss is needed.
6. The travel plan includes incentives to increase use of mode share of cycle use to the site. However, they are not increasing the bike provision just the condition of the facilities which slightly improve quantity of spaces. Targets for improving mode share of active travel are very low at 3% for staff and even lower for students.
7. Construction: the largest and most common vehicle to be used is a 16.5m HGV. I have several concerns pertaining to the swept paths and manoeuvre around some of the junctions, a few of them appear to either overhang onto the kerb or go over. There could be a need for 16.5m HGV to proceed along Town Hall Approach Road bus gate and then reverse onto the site in order to be able to move out in a forward gear. However, this will block the access for buses, and the swept path drawings show vehicles mounting the curb and going into the Cycle 1 lane, blocking it completely until the manoeuvre is complete.

Further comments:

- a. Transport Statement (TS) paragraph 2.3 /Fig. 2.2 incorrectly identifies the application boundary and the college site boundary.
- b. TS Figure 2.3 illustrates location of existing cycle parking / car parking across the college site. The TS fails to clarify how the existing and proposed cycle parking and car parking is specifically allocated to the individual blocks on site and the application proposals, whether the cycle parking is long stay / short stay and how much car parking is for disabled users.
- c. It is not clear where the Gym and lecture theatre that are to be demolished are to be accommodated during construction and after construction of proposals.
- d. The proposals would result in loss of 17 car park spaces that form part of provision for the whole College Site. This reduction of car park spaces should only be considered acceptable after satisfactory submission of a comprehensive transport impact assessment and parking survey assessment undertaken on roads within 500m walking distance for the whole college site and not just as presently considered – assuming 17 spaces are allocated to existing Building Block site. A car park management plan will be required for the whole campus site.
- e. The provision of car parking for disabled used cannot be based on percentage of standard car park spaces – London Plan requires careful assessment of potential demand. Consideration of population census statistics of blue badge holders should inform such an assessment in context of all visitors / students and employees expected to access the college site.
- f. Cycle parking provision need further consideration given that the existing provision is for the whole college campus site and not specifically allocated to the 'Building Block' site. Furthermore, given that this is a new development, cycle parking provision must comply

with current London plan standards. This should include complementary provision for showers and changing rooms / lockers etc.

- g. The proposed reduction in service yard should be subject to assessment of existing / future demands and for the whole college campus site. It has been assumed that larger 10m-12m HGVs reverse into the site – this is not acceptable given the location of bus gate restriction at the access and safety concerns regarding other road users.
- h. The transport assessment must consider the cumulative impacts of proposals for the 'Building Black' and all other proposals that may also be part of the master plan for the whole college site.
- i. Travel Plan monitoring fees should be secured via s106 agreement. It should be noted that the Travel Plan relates to the whole of College campus but the application red line boundary doesn't.

Appendix B

College of Enfield - Service Yard - Monday 3rd June 2024

[illegible]

TOTAL	6	2	2	15	0	1	0	0	0	26	10	1	2	15	0	1	0	0	0	29
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College of Enfield - Service Yard - Tuesday 4th June 2024

[illegible]

SEE NOTES BELOW

SEE NOTES BELOW

20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	1	1	11	1	0	1	0	0	15	1	1	1	11	1	0	1	0	0	0	16

NOTES

1. 16:00-16:03 OGV 1 REVERSED IN DIFFICULT MANOUVRE
2. 17:14 OGV1 ABOVE FORWARDS OUT (WHILST IN THE YARD VEHICLE HAD TO MOVE ON A COUPLE OF OCCASIONS TO ALLOW EXITING CARS PAST)

College of Enfield - Service Yard - Wednesday 5th June 2024

	IN										OUT									
TIME	PEDS	CYCLES	M/C	CARS	MINI BUS	LGV	OGV1	OGV2	PSV	TOTAL	PEDS	CYCLES	M/C	CARS	MINI BUS	LGV	OGV1	OGV2	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	3	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	1	0	1	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	0	0	5	1	0	0	0	0	7	2	0	0	0	0	0	0	0	0	2
08:30 - 08:45	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	1	0	11	1	1	0	0	0	16	2	0	0	0	0	0	0	0	0	2
09:00 - 09:15	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	3	0	0	0	0	0	3	0	0	0	0	1	0	0	0	0	1
10:00 - 10:15	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	2	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	1
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	1	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	2
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	0	5
15:00 - 15:15	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
15:30 - 15:45	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
15:45 - 16:00	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Hourly Total	3	0	0	0	0	0	0	0	0	3	1	1	0	2	0	0	0	0	0	4
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6
17:00 - 17:15	0	0	0	0																

18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
20:00 - 20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	7	1	1	21	1	1	0	0	0	32	5	1	1	21	1	1	0	0	0	30

College of Enfield - Service Yard - Thursday 6th June 2024

	IN										OUT									
TIME	PEDS	CYCLES	M/C	CARS	MINI BUS	LGV	OGV1	OGV2	PSV	TOTAL	PEDS	CYCLES	M/C	CARS	MINI BUS	LGV	OGV1	OGV2	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:45 - 08:00	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	0	2
08:00 - 08:15	0	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	5	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	2	0	1	0	0	0	3	1	0	0	0	0	0	0	0	0	1
10:00 - 10:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
10:30 - 10:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
Hourly Total	0	0	0	1	0	2	0	0	0	3	0	0	1	0	0	3	0	0	0	4
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
12:00 - 12:15	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2
14:45 - 15:00	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	0	0	0	0	1	2	1	0	1	0	1	0	0	0	5
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
17:00 - 17:15	0	0	0	0	0															

18:15 - 18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 - 20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 - 21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	1	1	10	0	4	0	0	0	19	8	2	1	10	0	4	0	0	0	25

College of Enfield - Service Yard - Friday 7th June 2024

	IN										OUT									
TIME	PEDS	CYCLES	M/C	CARS	MINI BUS	LGV	OGV1	OGV2	PSV	TOTAL	PEDS	CYCLES	M/C	CARS	MINI BUS	LGV	OGV1	OGV2	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	2	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	3	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	1	0	0	0	3
08:15 - 08:30	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	6	0	0	0	0	0	7	2	0	0	0	0	1	0	0	0	3
09:00 - 09:15	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1
09:15 - 09:30	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	2	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	1
TOTAL	2	2	0	12	0	1	0	0	0	17	3	0	0	0	0	1	0	0	0	4

NOTES 07:54 LGV REVERSED IN
08:00 LGV LEFT FACING FORWARD

SEE NOTES BELOW

SEE NOTES BELOW

Haringey College - Monday 3rd June 2024

File Name: College Entrance & Exit
(STARTING COUNT - 1 CAR)

TIME	ENTRY						EXIT					
	MC	CAR	LGV	HGV	PSV	TOTAL	MC	CAR	LGV	HGV	PSV	TOTAL
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	1	0	0	0	1	0	0	0	0	0	0
06:30 - 06:45	0	1	0	0	0	1	0	0	0	0	0	0
06:45 - 07:00	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	3	0	0	0	3	0	0	0	0	0	0
07:00 - 07:15	0	5	0	0	0	5	0	0	0	0	0	0
07:15 - 07:30	0	3	0	0	0	3	0	0	0	0	0	0
07:30 - 07:45	0	1	0	0	0	1	0	0	0	0	0	0
07:45 - 08:00	0	2	0	0	0	2	0	0	0	0	0	0
Hourly Total	0	11	0	0	0	11	0	0	0	0	0	0
08:00 - 08:15	0	2	0	0	0	2	0	0	0	0	0	0
08:15 - 08:30	0	1	0	0	0	1	0	1	0	0	0	1
08:30 - 08:45	0	3	0	0	0	3	0	3	0	0	0	3
08:45 - 09:00	2	2	0	0	0	4	0	1	0	0	0	1
Hourly Total	2	8	0	0	0	10	0	5	0	0	0	5
09:00 - 09:15	1	4	0	0	0	5	0	3	0	0	0	3
09:15 - 09:30	0	0	0	0	0	0	0	1	0	0	0	1
09:30 - 09:45	1	0	0	0	0	1	0	0	0	0	0	0
09:45 - 10:00	0	2	0	0	0	2	0	1	0	0	0	1
Hourly Total	2	6	0	0	0	8	0	5	0	0	0	5
10:00 - 10:15	1	1	0	0	0	2	0	1	0	0	0	1
10:15 - 10:30	0	0	0	1	0	1	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	1	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	1	0	3	0	2	0	0	0	2
11:00 - 11:15	1	0	0	0	0	1	1	0	0	0	0	1
11:15 - 11:30	0	1	0	0	0	1	0	1	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	1	0	0	0	0	1
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	0	0	2	2	1	0	0	0	3
12:00 - 12:15	0	0	0	0	0	0	1	0	0	0	0	1
12:15 - 12:30	1	0	1	0	0	2	1	0	1	0	0	2
12:30 - 12:45	0	0	2	0	0	2	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	1	2	0	0	3
Hourly Total	1	0	3	0	0	4	2	1	3	0	0	6
13:00 - 13:15	1	0	0	0	0	1	0	1	0	0	0	1
13:15 - 13:30	0	1	0	0	0	1	1	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	0	0	1	0	0	0	1
13:45 - 14:00	0	2	0	0	0	2	0	0	0	0	0	0
Hourly Total	1	3	0	0	0	4	1	2	0	0	0	3
14:00 - 14:15	0	0	0	0	0	0	0	2	0	0	0	2
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	1	0	0	1	1	0	1	0	0	2
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	0	1	1	2	1	0	0	4
15:00 - 15:15	0	1	0	0	0	1	0	2	0	0	0	2
15:15 - 15:30	0	2	0	0	0	2	0	3	0	0	0	3
15:30 - 15:45	0	1	0	0	0	1	1	4	0	0	0	5
15:45 - 16:00	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	5	0	0	0	5	1	9	0	0	0	10
16:00 - 16:15	0	0	0	0	0	0	1	0	0	0	0	1
16:15 - 16:30	0	0	0	0	0	0	1	2	0	0	0	3
16:30 - 16:45	0	1	0	0	0	1	0	0	0	0	0	0

16:45 - 17:00	0	2	0	0	1	3	1	3	0	0	0	4
Hourly Total	0	3	0	0	1	4	3	5	0	0	0	8
17:00 - 17:15	0	0	0	0	0	0	0	3	0	0	0	3
17:15 - 17:30	0	0	0	0	0	0	0	3	0	0	1	4
17:30 - 17:45	0	2	0	0	0	2	0	2	0	0	0	2
17:45 - 18:00	1	1	0	0	0	2	0	0	1	0	0	1
Hourly Total	1	3	0	0	0	4	0	8	1	0	1	10
18:00 - 18:15	0	0	0	0	0	0	0	2	0	0	0	2
18:15 - 18:30	0	0	0	0	0	0	0	1	0	0	0	1
18:30 - 18:45	0	0	0	0	0	0	1	1	0	0	0	2
18:45 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	4	0	0	0	5
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:30 - 19:45	0	0	0	0	0	0	1	0	0	0	0	1
19:45 - 20:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	1	0	0	0	0	1
20:00 - 20:15	0	0	0	0	0	0	0	1	0	0	0	1
20:15 - 20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:30 - 20:45	0	0	0	0	0	0	0	0	0	0	0	0
20:45 - 21:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1
21:00 - 21:15	0	0	0	0	0	0	0	1	0	0	0	1
21:15 - 21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1
22:00 - 22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	44	4	1	1	59	12	46	5	0	1	64

Haringey College - Tuesday 4th June 2024

File Name: College Entrance & Exit

	ENTRY						EXIT					
TIME	MC	CAR	LGV	HGV	PSV	TOTAL	MC	CAR	LGV	HGV	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	1	0	0	0	1	0	0	0	0	0	0
05:30 - 05:45	0	0	0	0	0	0	0	0	0	0	0	0
05:45 - 06:00	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0
06:00 - 06:15	0	1	0	0	0	1	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	1	0	0	0	1	0	0	0	0	0	0
06:45 - 07:00	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	3	0	0	0	3	0	0	0	0	0	0
07:00 - 07:15	0	3	0	0	0	3	0	0	0	0	0	0
07:15 - 07:30	0	6	0	0	0	6	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	9	0	0	0	9	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	1	1	0	0	0	2	0	0	0	0	0	0
08:30 - 08:45	0	3	0	0	0	3	0	1	0	0	0	1
08:45 - 09:00	1	3	0	0	0	4	0	2	0	0	0	2
Hourly Total	2	7	0	0	0	9	0	3	0	0	0	3
09:00 - 09:15	2	3	0	0	0	5	0	1	0	0	0	1
09:15 - 09:30	0	1	0	0	0	1	0	2	0	0	0	2
09:30 - 09:45	1	1	0	0	0	2	0	1	0	0	0	1
09:45 - 10:00	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	4	5	0	0	0	9	0	4	0	0	0	4
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0

10:45 - 11:00	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	1	0	0	0	0	1	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	1	0	0	0	1	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	1	0	0	0	1	0	1	0	0	0	1
12:00 - 12:15	1	1	0	0	0	2	0	1	0	0	0	1
12:15 - 12:30	0	2	1	0	0	3	1	3	0	0	0	4
12:30 - 12:45	0	0	0	0	0	0	1	1	1	0	0	3
12:45 - 13:00	1	0	0	0	0	1	0	1	0	0	0	1
Hourly Total	2	3	1	0	0	6	2	6	1	0	0	9
13:00 - 13:15	0	0	0	0	0	0	1	0	0	0	0	1
13:15 - 13:30	0	1	0	0	0	1	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	2	0	0	0	2	0	1	0	0	0	1
Hourly Total	0	3	0	0	0	3	1	1	0	0	0	2
14:00 - 14:15	0	0	0	0	0	0	0	1	0	0	0	1
14:15 - 14:30	0	0	0	0	0	0	0	1	0	0	0	1
14:30 - 14:45	0	1	0	0	0	1	1	0	0	0	0	1
14:45 - 15:00	1	1	0	0	0	2	1	1	0	0	0	2
Hourly Total	1	2	0	0	0	3	2	3	0	0	0	5
15:00 - 15:15	0	0	0	0	0	0	0	5	0	0	0	5
15:15 - 15:30	0	2	0	0	0	2	0	1	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	1	1	0	0	0	2
15:45 - 16:00	0	2	0	0	0	2	0	1	0	0	0	1
Hourly Total	0	4	0	0	0	4	1	8	0	0	0	9
16:00 - 16:15	0	0	0	0	0	0	1	1	0	0	0	2
16:15 - 16:30	0	0	0	0	0	0	2	0	0	0	0	2
16:30 - 16:45	0	2	0	0	0	2	0	1	0	0	0	1
16:45 - 17:00	0	1	0	0	0	1	1	0	0	0	0	1
Hourly Total	0	3	0	0	0	3	4	2	0	0	0	6
17:00 - 17:15	0	0	0	0	1	1	0	3	0	0	0	3
17:15 - 17:30	1	3	1	0	0	5	0	3	0	0	1	4
17:30 - 17:45	0	3	1	0	0	4	0	0	0	0	0	0
17:45 - 18:00	2	2	0	0	0	4	0	2	0	0	0	2
Hourly Total	3	8	2	0	1	14	0	8	0	0	1	9
18:00 - 18:15	0	3	0	0	0	3	0	2	0	0	0	2
18:15 - 18:30	0	2	1	0	0	3	0	3	0	0	0	3
18:30 - 18:45	0	0	0	0	0	0	0	0	0	0	0	0
18:45 - 19:00	0	0	1	0	0	1	1	0	0	0	0	1
Hourly Total	0	5	2	0	0	7	1	5	0	0	0	6
19:00 - 19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:15 - 19:30	0	0	0	0	0	0	0	2	1	0	0	3
19:30 - 19:45	0	1	0	0	0	1	0	0	0	0	0	0
19:45 - 20:00	0	0	0	0	0	0	1	1	1	0	0	3
Hourly Total	0	1	0	0	0	1	1	3	2	0	0	6
20:00 - 20:15	0	0	0	0	0	0	0	1	0	0	0	1
20:15 - 20:30	0	0	0	0	0	0	0	2	0	0	0	2
20:30 - 20:45	0	0	0	0	0	0	0	3	1	0	0	4
20:45 - 21:00	0	0	0	0	0	0	1	2	0	0	0	3
Hourly Total	0	0	0	0	0	0	1	8	1	0	0	10
21:00 - 21:15	0	0	0	0	0	0	0	2	0	0	0	2
21:15 - 21:30	0	0	0	0	0	0	0	1	0	0	0	1
21:30 - 21:45	0	0	0	0	0	0	0	0	0	0	0	0
21:45 - 22:00	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	4	0	0	0	4
22:00 - 22:15	0	0	0	0	0	0	0	2	0	0	0	2
22:15 - 22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:30 - 22:45	0	0	0	0	0	0	0	0	0	0	0	0
22:45 - 23:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	2	0	0	0	2
23:00 - 23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:15 - 23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:30 - 23:45	0	0	0	0	0	0	0	0	0	0	0	0
23:45 - 24:00	0	0	0	0	0	0	0	0	0	0	0	0

Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	13	56	5	0	1	75	13	58	4	0	1	76

Haringey College - Wednesday 5th June 2024

File Name: College Entrance & Exit

	ENTRY						EXIT					
TIME	MC	CAR	LGV	HGV	PSV	TOTAL	MC	CAR	LGV	HGV	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	1	0	0	0	1	0	0	0	0	0	0
05:45 - 06:00	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	1	0	0	0	1	0	0	0	0	0	0
06:30 - 06:45	0	1	1	0	0	2	0	0	0	0	0	0
06:45 - 07:00	0	2	0	0	0	2	0	0	0	0	0	0
Hourly Total	0	4	1	0	0	5	0	0	0	0	0	0
07:00 - 07:15	0	2	0	0	0	2	0	0	0	0	0	0
07:15 - 07:30	0	5	0	0	0	5	0	0	0	0	0	0
07:30 - 07:45	0	6	0	0	0	6	0	3	1	0	0	4
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	13	0	0	0	13	0	3	1	0	0	4
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	3	0	0	0	3	0	2	0	0	0	2
08:30 - 08:45	0	1	0	0	0	1	0	0	0	0	0	0
08:45 - 09:00	0	5	0	0	0	5	0	4	0	0	0	4
Hourly Total	0	9	0	0	0	9	0	6	0	0	0	6
09:00 - 09:15	1	2	0	0	0	3	0	2	0	0	0	2
09:15 - 09:30	2	2	0	0	0	4	0	2	0	0	0	2
09:30 - 09:45	1	2	0	0	0	3	1	1	0	0	0	2
09:45 - 10:00	0	0	0	0	0	0	0	1	0	0	0	1
Hourly Total	4	6	0	0	0	10	1	6	0	0	0	7
10:00 - 10:15	0	0	1	0	0	1	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0

[illegible]

Hourly Total	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL	13	56	8	0	0	77	15	56	7	0	0	78

Haringey College - Thursday 6th June 2024

File Name: College Entrance & Exit

TIME	ENTRY						EXIT					
	MC	CAR	LGV	HGV	PSV	TOTAL	MC	CAR	LGV	HGV	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	1	0	0	0	1	0	0	0	0	0	0
05:45 - 06:00	0	1	0	0	0	1	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	1	0	0	0	1	0	0	0	0	0	0
06:30 - 06:45	0	1	0	0	0	1	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	2	0	0	0	0	0	0
07:00 - 07:15	0	4	0	0	0	4	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	5	0	0	0	5	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	9	0	0	0	9	0	0	0	0	0	0
08:00 - 08:15	0	3	0	0	0	3	0	0	0	0	0	0
08:15 - 08:30	1	1	0	0	0	2	0	0	0	0	0	0
08:30 - 08:45	1	2	0	0	0	3	0	1	0	0	0	1
08:45 - 09:00	0	2	0	0	0	2	0	1	0	0	0	1
Hourly Total	2	8	0	0	0	10	0	2	0	0	0	2
09:00 - 09:15	0	1	0	0	0	1	0	1	0	0	0	1
09:15 - 09:30	0	1	0	0	0	1	0	1	0	0	0	1
09:30 - 09:45	1	0	0	0	0	1	0	1	0	0	0	1
09:45 - 10:00	1	0	0	0	0	1	0	0	0	0	0	0
Hourly Total	2	2	0	0	0	4	0	3	0	0	0	3
10:00 - 10:15	0	0	0	0	0	0	1	0	0	0	0	1
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	1	0	0	0	1	1	0	0	0	0	1

Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	6	65	6	0	1	78	14	64	6	0	1	85

Haringey College - Friday 7th June 2024

File Name: College Entrance & Exit
(END COUNT - 16 VEHICLES)

TIME	ENTRY						EXIT					
	MC	CAR	LGV	HGV	PSV	TOTAL	MC	CAR	LGV	HGV	PSV	TOTAL
00:00 - 00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:15 - 00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:30 - 00:45	0	0	0	0	0	0	0	0	0	0	0	0
00:45 - 01:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
01:00 - 01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:15 - 01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:30 - 01:45	0	0	0	0	0	0	0	0	0	0	0	0
01:45 - 02:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
02:00 - 02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:15 - 02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:30 - 02:45	0	0	0	0	0	0	0	0	0	0	0	0
02:45 - 03:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
03:00 - 03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:15 - 03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:30 - 03:45	0	0	0	0	0	0	0	0	0	0	0	0
03:45 - 04:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
04:00 - 04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:15 - 04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:30 - 04:45	0	0	0	0	0	0	0	0	0	0	0	0
04:45 - 05:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0
05:00 - 05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:15 - 05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:30 - 05:45	0	1	0	0	0	1	0	0	0	0	0	0
05:45 - 06:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	1	0	0	0	0	0	0
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	2	0	0	0	2	0	0	0	0	0	0
06:30 - 06:45	0	2	0	0	0	2	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	0	4	0	0	0	0	0	0
07:00 - 07:15	0	3	0	0	0	3	0	0	0	0	0	0
07:15 - 07:30	0	1	0	0	0	1	0	0	0	0	0	0
07:30 - 07:45	0	2	0	0	0	2	0	0	0	0	0	0
07:45 - 08:00	0	0	1	0	0	1	0	0	1	0	0	1
Hourly Total	0	6	1	0	0	7	0	0	1	0	0	1
08:00 - 08:15	0	0	1	0	0	1	0	0	0	0	0	0
08:15 - 08:30	1	1	0	0	0	2	0	0	1	0	0	1
08:30 - 08:45	2	4	0	0	0	6	0	1	0	0	0	1
08:45 - 09:00	3	1	0	0	0	4	1	2	0	0	0	3
Hourly Total	6	6	1	0	0	13	1	3	1	0	0	5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	2	0	0	0	2	0	0	0	0	0	0
09:30 - 09:45	0	1	0	0	0	1	0	0	0	0	0	0
09:45 - 10:00	1	0	1	0	0	2	0	0	0	0	0	0
Hourly Total	1	3	1	0	0	5	0	0	0	0	0	0
TOTAL	7	20	3	0	0	30	1	3	2	0	0	6

Parking Beat Survey

College of Haringey, Enfield & North East London, Tottenham Campus



Wednesday 5th June 2024

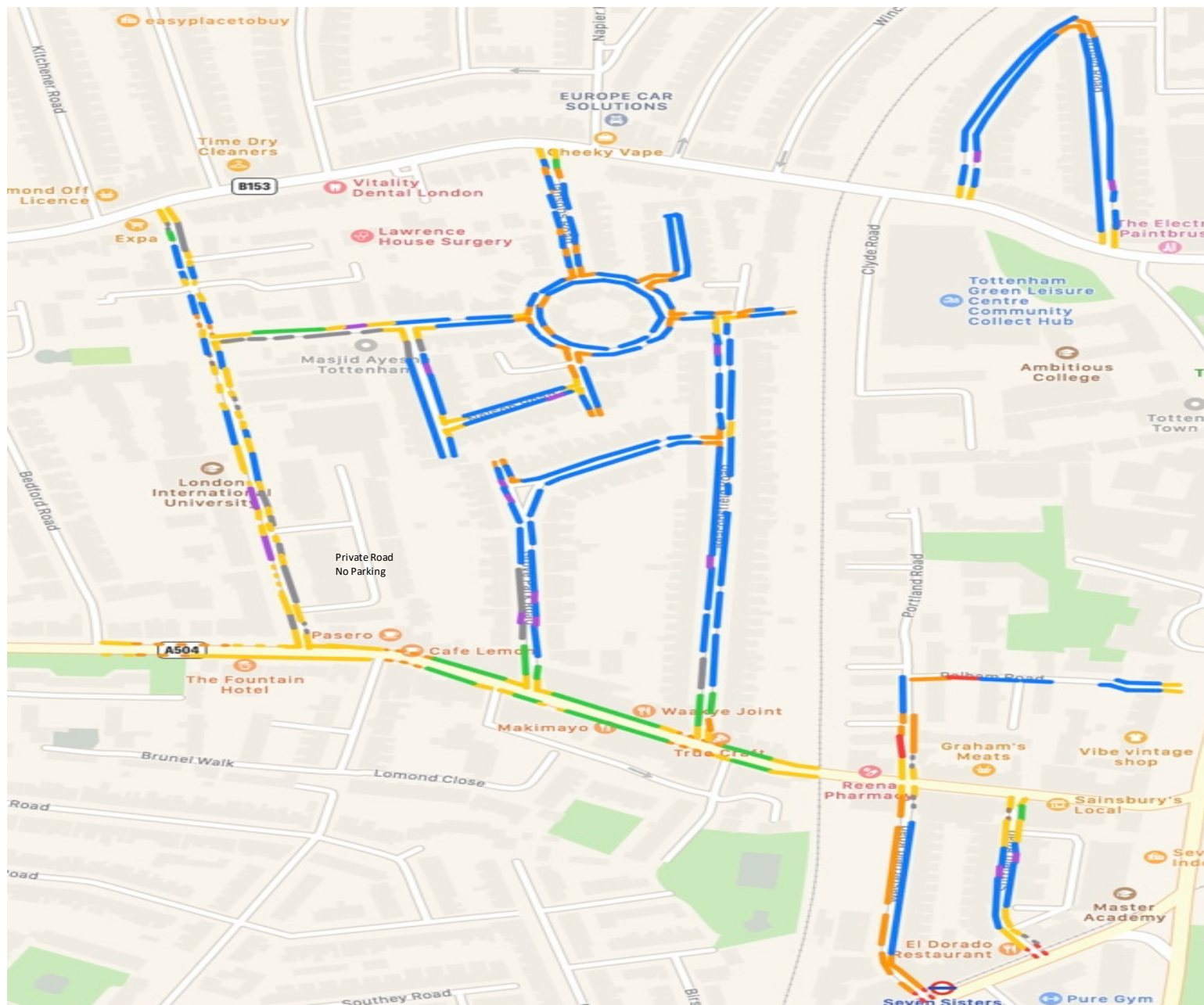
Thursday 6th June 2024



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology	London Borough of Lambeth College of Haringey, Enfield and North East London As advised by client	
Guidance		
Site		
Survey Area		
Date/s	Wednesday 5th June 2024	Wednesday 7th October 2020
Time/s	09:00-17:00Hrs & 18:30-21:30hrs	
Beat Frequency	60 minute beats	
Unit for 1 Unmarked Lengthwise Space (m)	6	
Unit for 1 Unmarked Crosswise Space (m)	3	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	



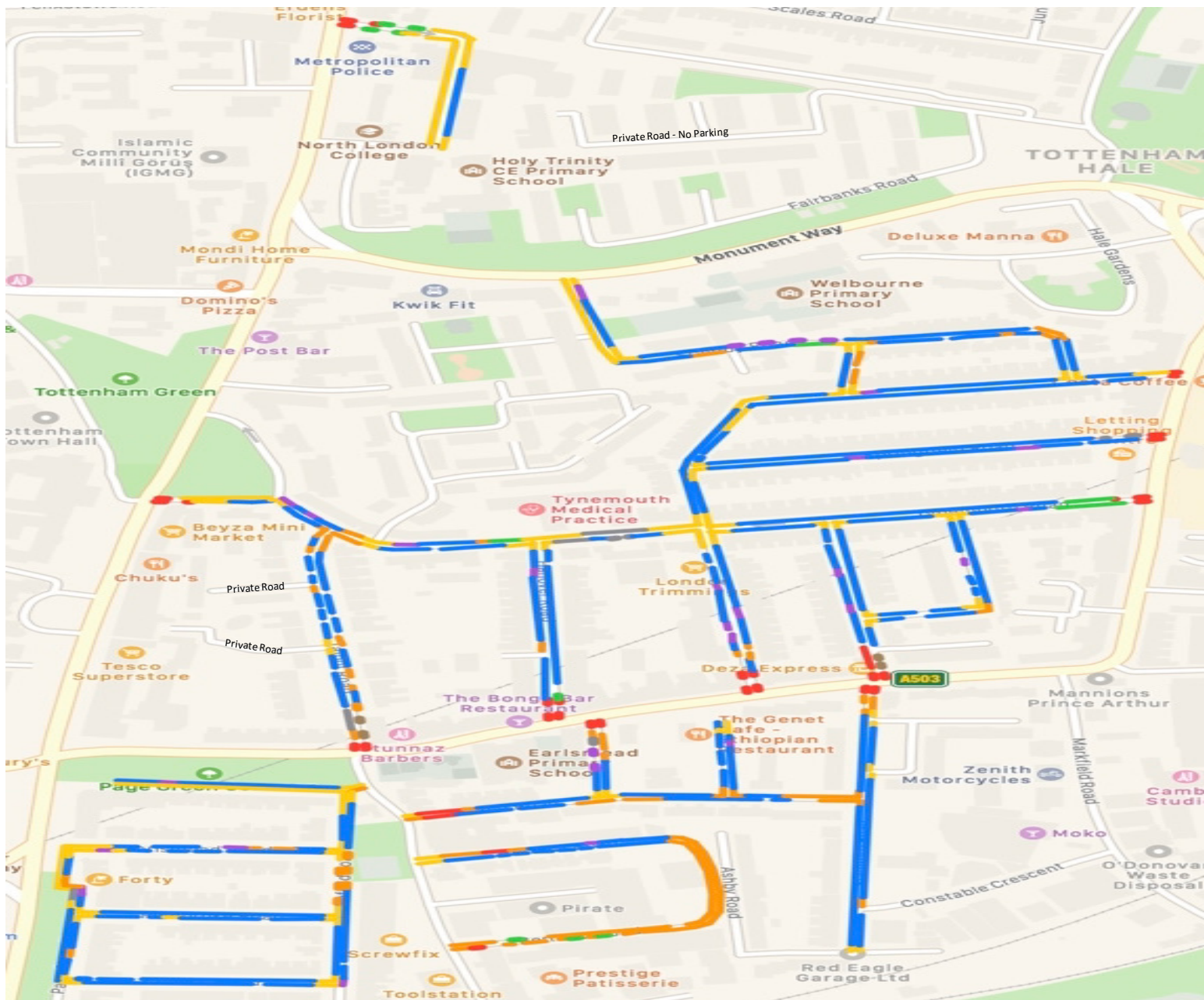
Area Map College of Haringey (Western Map)

Key **Restricted Parking**

- Permit Holders Only
- Permit Holders or Pay by Phone
- Paid Parking
- Disabled
- Single yellow
- Loading only
- - - EV Parking/Charging
- Business Permit Holders
- - - Car Club Permit Holders
- - - Free Parking (Time Limited)

No Parking

- Double Yellow Lines
- - - Yellow Zig Zag Lines
- - - White Zig Zag Lines
- - - Bus Stop/Stand
- - - Double Red Lines



Area Map College of Haringey (Eastern Map)

Key **Restricted Parking**

- Permit Holders Only
- Permit Holders or Pay by Phone
- Paid Parking
- Disabled
- Single yellow
- Loading only
- - - EV Parking/Charging
- Business Permit Holders
- - - Car Club Permit Holders
- - - Free Parking (Time Limited)

No Parking

- Double Yellow Lines
- - - Yellow Zig Zag Lines
- - - White Zig Zag Lines
- - - Bus Stop/Stand
- - - Double Red Lines

PARKING STRESS TABLES

Restriction				1	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Beaconsfield Road	504	84	0	84	59	25	70%	65	19	77%	69	15	82%	73	11	87%	62	22	74%	69	15	82%	72	12	86%	74	10	88%
Grove Park Road	378	63	0	63	53	10	84%	57	6	90%	59	4	94%	58	5	92%	55	8	87%	58	5	92%	60	3	95%	59	4	94%
Lawrence Road	156	27	0	27	22	5	81%	26	1	96%	28	0	104%	28	0	104%	23	4	85%	25	2	93%	26	1	96%	26	1	96%
Clyde Road	246	41	0	41	33	8	80%	35	6	85%	36	5	88%	37	4	90%	35	6	85%	38	3	93%	39	2	95%	39	2	95%
Jansons Road	66	11	14	25	21	4	84%	20	5	80%	23	2	92%	23	2	92%	18	7	72%	22	3	88%	24	1	96%	24	1	96%
Loobert Road	102	17	2	19	16	3	84%	17	2	89%	17	2	89%	17	2	89%	15	4	79%	17	2	89%	17	2	89%	17	2	89%
Nelson Road	162	28	0	28	20	8	71%	22	6	79%	24	4	86%	24	4	86%	19	9	68%	22	6	79%	25	3	89%	25	3	89%
Collingwood Road	162	27	0	27	20	7	74%	23	4	85%	25	2	93%	26	1	96%	22	5	81%	24	3	89%	26	1	96%	26	1	96%
Clyde Circus	144	24	0	24	22	2	92%	21	3	88%	21	3	88%	22	2	92%	20	4	83%	22	2	92%	22	2	92%	22	2	92%
Portland Road	36	6	0	6	5	1	83%	5	1	83%	7	0	117%	7	0	117%	6	0	100%	7	0	117%	7	0	117%	7	0	117%
Pelham Road	90	15	0	15	12	3	80%	14	1	93%	14	1	93%	13	2	87%	15	0	100%	14	1	93%	14	1	93%	14	1	93%
Westerfield Terrace	132	22	0	22	18	4	82%	21	1	95%	23	0	105%	23	0	105%	19	3	86%	21	1	95%	21	1	95%	23	0	105%
Suffield Road	66	12	0	12	9	3	75%	9	3	75%	8	4	67%	9	3	75%	7	5	58%	9	3	75%	10	2	83%	11	1	92%
Arnold Road	648	109	0	109	75	34	69%	79	30	72%	84	25	77%	88	21	81%	80	29	73%	86	23	79%	84	25	77%	88	21	81%
Herbert Road	126	25	0	25	21	4	84%	24	1	96%	23	2	92%	23	2	92%	19	6	76%	22	3	88%	23	2	92%	22	3	88%
Harold Road	186	31	0	31	28	3	90%	25	6	81%	26	5	84%	24	7	77%	26	5	84%	27	4	87%	27	4	87%	27	4	87%
Newton Road	42	7	0	7	4	3	57%	5	2	71%	6	1	86%	6	1	86%	5	2	71%	5	2	71%	5	2	71%	6	1	86%
Stamford Road	390	65	0	65	49	16	75%	54	11	83%	57	8	88%	57	8	88%	51	14	78%	55	10	85%	58	7	89%	58	7	89%
Victoria Road	72	13	3	16	12	4	75%	13	3	81%	13	3	81%	13	3	81%	11	5	69%	12	4	75%	13	3	81%	14	2	88%
Walton Road	42	7	0	7	5	2	71%	7	0	100%	8	0	114%	8	0	114%	6	1	86%	8	0	114%	8	0	114%	8	0	114%
Wakefield Road	192	32	0	32	21	11	66%	20	12	63%	19	13	59%	19	13	59%	23	9	72%	21	11	66%	21	11	66%	20	12	63%
Earlsmead Road	114	20	0	20	16	4	80%	18	2	90%	18	2	90%	18	2	90%	17	3	85%	19	1	95%	19	1	95%	18	2	90%
Page Green Terrace	132	22	0	22	20	2	91%	21	1	95%	21	1	95%	23	0	105%	19	3	86%	21	1	95%	21	1	95%	21	1	95%
Colless Road	216	36	0	36	28	8	78%	31	5	86%	32	4	89%	32	4	89%	27	9	75%	29	7	81%	31	5	86%	33	3	92%
Pembroke Road	198	33	0	33	25	8	76%	28	5	85%	29	4	88%	29	4	88%	27	6	82%	26	7	79%	28	5	85%	28	5	85%
Ashmount Road	102	17	0	17	15	2	88%	18	0	106%	18	0	106%	18	0	106%	13	4	76%	16	1	94%	18	0	106%	18	0	106%
Talbot Road	204	34	0	34	27	7	79%	32	2	94%	31	3	91%	31	3	91%	28	6	82%	31	3	91%	31	3	91%	30	4	88%
Tynemouth Road	474	81	0	81	67	14	83%	69	12	85%	68	13	84%	70	11	86%	66	15	81%	69	12	85%	71	10	88%	69	12	85%
Antill Road	666	112	0	112	74	38	66%	76	36	68%	77	35	69%	77	35	69%	75	37	67%	78	34	70%	78	34	70%	79	33	71%
Montague Road	258	43	0	43	36	7	84%	34	9	79%	34	9	79%	35	8	81%	33	10	77%	32	11	74%	35	8	81%	35	8	81%
Stainby Road	138	23	0	23	18	5	78%	17	6	74%	20	3	87%	21	2	91%	20	3	87%	22	1	96%	21	2	91%	21	2	91%
Springfield Road	420	70	0	70	58	12	83%	56	14	80%	53	17	76%	54	16	77%	59	11	84%	57	13	81%	57	13	81%	55	15	79%
Spondon Road	204	34	0	34	26	8	76%	28	6	82%	28	6	82%	28	6	82%	27	7	79%	29	5	85%	28	6	82%	27	7	79%
Cunningham Road	204	34	0	34	28	6	82%	27	7	79%	29	5	85%	29	5	85%	26	8	76%	25	9	74%	28	6	82%	27	7	79%
Hanover Road	270	45	0	45	36	9	80%	39	6	87%	38	7	84%	38	7	84%	35	10	78%	37	8	82%	39	6	87%	39	6	87%
Total	7542	1270	19	1285	999	290	78%	1056	234	82%	1086	208	84%	1101	194	85%	1009	280	78%	1075	216	83%	1107	185	86%	1110	183	86%

Restriction				2	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Ret																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Grove Park Road	36	6	0	6	4	2	67%	4	2	67%	3	3	50%	3	3	50%	5	1	83%	5	1	83%	4	2	67%	6	0	100%
West Green Road	126	21	0	21	14	7	67%	15	6	71%	17	4	81%	16	5	76%	15	6	71%	17	4	81%	18	3	86%	17	4	81%
Lawrence Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%
Clyde Road	0	0	26	26	21	5	81%	23	3	88%	24	2	92%	24	2	92%	23	3	88%	25	1	96%	27	0	104%	27	0	104%
Jansons Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Beaconsfield Road	36	6	0	6	4	2	67%	6	0	100%	7	0	117%	8	0	133%	5	1	83%	5	1	83%	7	0	117%	7	0	117%
Suffield Road	12	2	0	2	1	1	50%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%
Tynemouth Road	30	5	0	5	3	2	60%	4	1	80%	5	0	100%	4	1	80%	4	1	80%	4	1	80%	4	1	80%	4	1	80%
Stainby Road	12	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	3	0	150%	2	0	100%	2	0	100%	2	0	100%
Total	264	44	26	70	49	21	70%	56	14	80%	60	11	86%	60	12	86%	58	13	83%	61	9	87%	65	7	93%	66	6	94%

Restriction				3	Parking (Mon-Sat 10am-4.30pm Pay by Phone) 2 Hours No Re																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
West Green Road	132	22	0	22	15	7	68%	18	4	82%	17	5	77%	20	2	91%	17	5	77%	18	4	82%	21	1	95%	19	3	86%
Total	132	22	0	22	15	7	68%	18	4	82%	17	5	77%	20	2	91%	17	5	77%	18	4	82%	21	1	95%	19	3	86%

Restriction				4	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s on																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Grove Park Road	42	7	0	7	5	2	71%	6	1	86%	6	1	86%	6	1	86%	4	3	57%	4	3	57%	5	2	71%	6	1	86%
Lawrence Road	102	17	0	17	12	5	71%	13	4	76%	13	4	76%	12	5	71%	11	6	65%	13	4	76%	12	5	71%	12	5	71%
Collingwood Road	18	3	0	3	2	1	67%	2	1	67%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%	3	0	100%
Clyde Road	42	8	0	8	7	1	88%	7	1	88%	9	0	113%	9	0	113%	8	0	100%	8	0	100%	8	0	100%	9	0	113%
Beaconsfield Road	24	4	0	4	3	1	75%	3	1	75%	4	0	100%	4	0	100%	4	0	100%	4	0	100%	4	0	100%	4	0	100%
Suffield Road	54	9	0	9	7	2	78%	8	1	89%	8	1	89%	8	1	89%	8	1	89%	8	1	89%	8	1	89%	9	0	100%
Page Green Terrace	12	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%
Tynemouth Road	54	9	0	9	6	3	67%	7	2	78%	9	0	100%	9	0	100%	8	1	89%	8	1	89%	9	0	100%	10	0	111%
Total	348	59	0	59	44	15	75%	48	11	81%	54	6	92%	53	7	90%	48	11	81%	50	9	85%	51	8	86%	55	6	93%

Restriction				5	Disabled Parking																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Beaconsfield Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Grove Park Road	30	5	0	5	3	2	60%	3	2	60%	2	3	40%	2	3	40%	3	2	60%	3	2	60%	3	2	60%	3	2	60%
Lawrence Road	36	6	0	6	4	2	67%	4	2	67%	4	2	67%	4	2	67%	3	3	50%	3	3	50%	3	3	50%	4	2	67%
Clyde Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Nelson Road	6	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%
Collingwood Road	0	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	0	1	0%	1	0	100%	1	0	100%	1	0	100%
Suffield Road	12	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%
Arnold Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Herbert Road	0	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Victoria Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Ashmount Road	0	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	0	1	0%	0	1	0%	1	0	100%	1	0	100%
Earlsmead Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Page Green Terrace	12	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%
Wakefield Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Tynemouth Road	30	5	0	5	2	3	40%	3	2	60%	3	2	60%	3	2	60%	4	1	80%	3	2	60%	3	2	60%	3	2	60%
Stainby Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Antill Road	24	5	0	5	3	2	60%	3	2	60%	3	2	60%	3	2	60%	3	2	60%	3	2	60%	2	3	40%	2	3	40%
Cunningham Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Spondon Road	0	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Hanover Road	6	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	0	1	0%	0	1	0%	1	0	100%	1	0	100%
Springfield Road	12	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%	2	0	100%
Total	246	46	0	46	25	21	54%	26	20	57%	25	21	54%	25	21	54%	23	23	50%	23	23	50%	24	22	52%	25	21	54%

Restriction				6	Electric Vehicles Parking																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Lawrence Road	18	3	0	3	2	1	67%	2	1	67%	2	1	67%	2	1	67%	1	2	33%	1	2	33%	2	1	67%	2	1	67%
Suffield Road	6	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	0	2	0%	1	1	50%	1	1	50%	1	1	50%
Cunningham Road	12	2	0	2	2	0	100%	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Talbot Road	18	3	0	3	2	1	67%	1	2	33%	1	2	33%	1	2	33%	2	1	67%	2	1	67%	1	2	33%	1	2	33%
Total	54	10	0	10	7	3	70%	6	4	60%	6	4	60%	5	5	50%	4	6	40%	5	5	50%	5	5	50%	5	5	50%

Restriction					7	Loading Only																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024												
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30			
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	
Lawrence Road	24	4	0	4	2	2	50%	2	2	50%	1	3	25%	1	3	25%	2	2	50%	2	2	50%	2	2	50%	2	2	50%	
Portland Road	6	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	0	1	0%	1	0	100%	1	0	100%	1	0	100%	
Westerfield Terrace	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
Suffield Road	6	1	0	1	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	
Walton Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	1	0	100%	1	0	100%	
Talbot Road	12	2	0	2	2	0	100%	2	0	100%	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	
Springfield Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
Tynemouth Road	6	1	0	1	1	0	100%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	
Total	72	12	0	12	7	5	58%	6	6	50%	5	7	42%	5	7	42%	4	8	33%	5	7	42%	6	6	50%	6	6	50%	

Restrictions					8	Business Permit Holders Only 75 (Mon-Sat 8am-6.30pm)																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024												
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30			
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	
Portland Road	12	2	0	2	1	1	50%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
Pelham Road	6	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	
Herbert Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	1	0	100%	1	0	100%	1	0	100%	1	0	100%	
Harold Road	30	5	0	5	2	3	40%	2	3	40%	3	2	60%	3	2	60%	1	4	20%	3	2	60%	3	2	60%	3	2	60%	
Cunningham Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	
Total	66	12	0	12	4	8	33%	4	8	33%	4	8	33%	4	8	33%	3	9	25%	5	7	42%	5	7	42%	5	7	42%	

Restriction				9	Single Yellow Line																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Beaconsfield Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Grove Park Road	18	3	0	3	0	3	0%	0	3	0%	1	2	33%	1	2	33%	1	2	33%	1	2	33%	1	2	33%	1	2	33%
Clyde Road	36	6	0	6	2	4	33%	3	3	50%	3	3	50%	3	3	50%	1	5	17%	2	4	33%	2	4	33%	3	3	50%
Jansons Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Loobert Road	42	7	0	7	0	7	0%	0	7	0%	1	6	14%	1	6	14%	0	7	0%	0	7	0%	0	7	0%	0	7	0%
Nelson Road	18	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	1	2	33%	0	3	0%	0	3	0%
Clyde Circus	12	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%
Portland Road	30	5	0	5	3	2	60%	4	1	80%	4	1	80%	4	1	80%	2	3	40%	4	1	80%	3	2	60%	3	2	60%
Pelham Road	18	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%
Westerfield Terrace	168	28	0	28	5	23	18%	6	22	21%	8	20	29%	8	20	29%	7	21	25%	7	21	25%	6	22	21%	7	21	25%
Arnold Road	42	7	0	7	1	6	14%	1	6	14%	1	6	14%	0	7	0%	0	7	0%	0	7	0%	0	7	0%	0	7	0%
Bernard Road	354	59	0	59	2	57	3%	1	58	2%	0	59	0%	0	59	0%	1	58	2%	1	58	2%	1	58	2%	0	59	0%
Herbert Road	36	6	0	6	2	4	33%	2	4	33%	3	3	50%	3	3	50%	3	3	50%	3	3	50%	3	3	50%	3	3	50%
Harold Road	36	6	0	6	1	5	17%	1	5	17%	2	4	33%	2	4	33%	0	6	0%	0	6	0%	1	5	17%	1	5	17%
Newton Road	48	8	0	8	3	5	38%	3	5	38%	4	4	50%	4	4	50%	2	6	25%	4	4	50%	5	3	63%	4	4	50%
Stamford Road	42	7	0	7	1	6	14%	1	6	14%	1	6	14%	1	6	14%	0	7	0%	0	7	0%	0	7	0%	0	7	0%
Victoria Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Walton Road	30	5	0	5	3	2	60%	3	2	60%	4	1	80%	4	1	80%	2	3	40%	4	1	80%	4	1	80%	4	1	80%
Wakefield Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Page Green Terrace	18	3	0	3	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%	0	3	0%
Talbot Road	48	8	0	8	4	4	50%	3	5	38%	3	5	38%	2	6	25%	3	5	38%	3	5	38%	2	6	25%	2	6	25%
Tynemouth Road	36	6	0	6	1	5	17%	0	6	0%	0	6	0%	0	6	0%	2	4	33%	1	5	17%	1	5	17%	1	5	17%
Montague Road	42	7	0	7	4	3	57%	2	5	29%	2	5	29%	2	5	29%	3	4	43%	3	4	43%	3	4	43%	4	3	57%
Stainby Road	12	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%
Spondon Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Total	1116	186	0	186	32	154	17%	30	156	16%	37	149	20%	35	151	19%	27	159	15%	34	152	18%	32	154	17%	33	153	18%

Restrictions					10	Parking (Mon-Sat 8am-6.30pm) 4 Hours No Return within 4 H																						
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Bernard Road	36	6	0	6	3	3	50%	1	5	17%	1	5	17%	0	6	0%	2	4	33%	2	4	33%	0	6	0%	0	6	0%
Total	36	6	0	6	3	3	50%	1	5	17%	1	5	17%	0	6	0%	2	4	33%	2	4	33%	0	6	0%	0	6	0%

Restriction				11	Parking (Mon-Sat 7am-7pm) 1 Hour No Return within 2 Hours																							
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Thursday 6th June 2024											
					18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Hanover Road	12	2	0	2	1	1	50%	1	1	50%	1	1	50%	0	2	0%	1	1	50%	1	1	50%	1	1	50%	1	1	50%
Chesnut Road	42	7	0	7	4	3	57%	4	3	57%	3	4	43%	2	5	29%	3	4	43%	3	4	43%	3	4	43%	2	5	29%
Total	54	9	0	9	5	4	56%	5	4	56%	4	5	44%	2	7	22%	4	5	44%	4	5	44%	4	5	44%	3	6	33%

Restriction				12	Car Club Permit Holders											
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024											
					18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Colless Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Antill Road	6	1	0	1	0	1	0%	0	1	0%	0	1	0%	0	1	0%
Total	12	2	0	2	0	2	0%	0	2	0%	0	2	0%	0	2	0%

Restriction				13	Permit Holders TH (Mon-Fri 8.30am-6.30pm) - Event Days (Mc											
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024											
					18:30			19:30			20:30			21:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Rycroft Way	66	11	0	11	7	4	64%	9	2	82%	9	2	82%	8	3	73%
Total	66	11	0	11	7	4	64%	9	2	82%	9	2	82%	8	3	73%

Illegal/Obstructive Parking															
Location	Description	Wednesday 5th June 2024								Thursday 6th June 2024					
		18:30		19:30		20:30		21:30		18:30		19:30		20:30	
		Occupied		Occupied		Occupied		Occupied		Occupied		Occupied		Occupied	
Tynemouth Road	Double Red	0		0		0		0		1		0		0	
Total		0		0		0		0		1		0		0	

PARKING STRESS TABLES - Wednesday 5th June 2024

Restriction				2	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Ret																										
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Wednesday 5th June 2024														
					09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Beaconsfield Road	36	6	0	6	2	4	33%	4	2	67%	3	3	50%	4	2	67%	5	1	83%	3	3	50%	4	2	67%	3	3	50%	3	3	50%
Suffield Road	12	2	0	2	1	1	50%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	1	1	50%	1	1	50%	1	1	50%
West Green Road	126	21	0	21	12	9	57%	14	7	67%	15	6	71%	12	9	57%	14	7	67%	11	10	52%	15	6	71%	14	7	67%	16	5	76%
Clyde Road (Bottom of)	0	11	5	16	3	13	19%	5	11	31%	4	12	25%	4	12	25%	6	10	38%	5	11	31%	5	11	31%	4	12	25%	3	13	19%
Total	174	40	5	45	18	27	40%	24	21	53%	22	23	49%	20	25	44%	25	20	56%	19	26	42%	25	20	56%	22	23	49%	23	22	51%

PLEASE NOTE THESE ARE CONSIDERED PARTT OF THE BERNIE GRANT ART CENTRE - SAME CHARGES AND RULES APPLY

Restriction				3	Parking (Mon-Sat 10am-4.30pm Pay by Phone) 2 Hours No Re																										
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Wednesday 5th June 2024														
					09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
West Green Road	132	22	0	22	17	5	77%	15	7	68%	14	8	64%	16	6	73%	19	3	86%	18	4	82%	20	2	91%	17	5	77%	16	6	73%
Total	132	22	0	22	17	5	77%	15	7	68%	14	8	64%	16	6	73%	19	3	86%	18	4	82%	20	2	91%	17	5	77%	16	6	73%

Restriction				4	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s on																										
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 5th June 2024												Wednesday 5th June 2024														
					09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Beaconsfield Road	24	4	0	4	2	2	50%	2	2	50%	3	1	75%	3	1	75%	2	2	50%	2	2	50%	1	3	25%	2	2	50%	2	2	50%
Suffield Road	54	9	0	9	5	4	56%	4	5	44%	6	3	67%	5	4	56%	5	4	56%	4	5	44%	5	4	56%	4	5	44%	3	6	33%
Total	78	13	0	13	7	6	54%	6	7	46%	9	4	69%	8	5	62%	7	6	54%	6	7	46%	6	7	46%	6	7	46%	5	8	38%

PARKING STRESS TABLES - Wednesday 5th June 2024

Restriction				Total Spaces	College Front																										
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays		Wednesday 5th June 2024												Wednesday 5th June 2024														
					09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Cars - Standard	0	0	19	19	17	2	89%	16	3	84%	19	0	100%	18	1	95%	18	1	95%	18	1	95%	12	7	63%	10	9	53%	5	14	26%
Cycles -Sheffield Stands (Outside College Entrance)	0	0	10	10	3	7	30%	5	5	50%	5	5	50%	4	6	40%	3	7	30%	2	8	20%	4	6	40%	3	7	30%	2	8	20%
Total	0	0	29	29	20	9	69%	21	8	72%	24	5	83%	22	7	76%	21	8	72%	20	9	69%	16	13	55%	13	16	45%	7	22	24%

Restriction				Bernie Grant Arts Centre																																																							
Location	Longwise Parking (m)		Lengthwise Spaces		Marked/Crosswise Bays		Total Spaces		Wednesday 5th June 2024																											Thursday 6th June 2024																							
									09:00			10:00			11:00			12:00			13:00			14:00			15:00			16:00			17:00			18:30			19:30			20:30			21:30			18:30			19:30			20:30			21:30		
									Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)									
									Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)									
Standard	0	0	25	25	15	10	60%	19	6	76%	18	7	72%	17	8	68%	21	4	84%	20	5	80%	20	5	80%	19	6	76%	10	15	40%	12	13	48%	14	11	56%	13	12	52%	8	17	32%	10	15	40%	13	12	52%	11	14	44%	8	17	32%				
Disabled	0	0	2	2	2	0	100%	2	0	100%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	1	1	50%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	0	2	0%	1	1	50%	0	2	0%	0	2	0%	0	2	0%							
Total	0	0	27	27	17	10	63%	21	6	78%	19	8	70%	18	9	67%	22	5	81%	21	6	78%	21	6	78%	19	8	70%	10	17	37%	12	15	44%	14	13	52%	13	14	48%	8	19	30%	11	16	41%	13	14	48%	11	16	41%	8	19	30%				

[illegible]

Illegal/Obstructive Parking

[illegible]

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Beaconsfield Road	W N-S	Double Yellow Lines	27.8			24	4
Beaconsfield Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.2			6	1
Beaconsfield Road	W N-S	Disabled Parking	6.6			6	1
Beaconsfield Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.9			6	1
Beaconsfield Road	W N-S	Crossover	5.4			0	0
Beaconsfield Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	30.9			30	5
Beaconsfield Road	W N-S	Crossover	7			6	1
Beaconsfield Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	8.8			6	1
Beaconsfield Road	W N-S	Single Yellow Line	3.9			0	0
Grove Park Road	N E-W	Single Yellow Line	9.4			6	1
Grove Park Road	N E-W	Cycle Shed	2.8			0	0
Grove Park Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	9.3			6	1
Grove Park Road	N E-W	Crossover	5.6			0	0
Grove Park Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	85.6			84	14
Grove Park Road	N E-W	Single Yellow Line	9.7			6	1
Grove Park Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	9.8			6	1
Grove Park Road	N E-W	Single Yellow Line	3			0	0
Grove Park Road	W N-S	Single Yellow Line	2.8			0	0
Grove Park Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.8			12	2
Grove Park Road	W N-S	Disabled Parking	6.7			6	1
Grove Park Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	6.2			6	1
Grove Park Road	W N-S	Disabled Parking	6.6			6	1
Grove Park Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	27.2			24	4
Grove Park Road	W N-S	Crossover	8.4			6	1
Grove Park Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	40.8			36	6
Grove Park Road	W N-S	Crossover	4.8			0	0
Grove Park Road	W N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	40.3			36	6
Grove Park Road	W N-S	Disabled Parking	6.6			6	1
Grove Park Road	W N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	10.9			6	1
Grove Park Road	W N-S	Crossover	7.5			6	1
Grove Park Road	W N-S	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	26.1			24	4
Grove Park Road	W N-S	Double Yellow Lines	9			6	1
West Green Road	N W-E	Junction	10.9			6	1
West Green Road	N W-E	Double Yellow Lines	6.6			6	1
West Green Road	N W-E	Parking (Mon-Sat 10am-4.30pm Pay by Phone) 2 Hours No Return within 2 Hours & Single Yellow Line (Mon-Sat 8-10am & 4.30-6.30pm)	79.7			78	13
West Green Road	N W-E	Double Yellow Lines	4.9			0	0
West Green Road	N W-E	White Zig Zag Lines	22.2			18	3
West Green Road	N W-E	Parking (Mon-Sat 10am-4.30pm Pay by Phone) 2 Hours No Return within 2 Hours & Single Yellow Line (Mon-Sat 8-10am & 4.30-6.30pm)	23.5			18	3
West Green Road	N W-E	Double Yellow Lines	24.8			24	4
West Green Road	S E-W	Double Yellow Lines	19.4			18	3
West Green Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	13.3			12	2
West Green Road	S E-W	Double Yellow Lines	4			0	0
West Green Road	S E-W	White Zig Zag Lines	22.8			18	3
West Green Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	73			72	12
West Green Road	S E-W	Bus Stop	25.4			24	4
West Green Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	18.5			18	3
West Green Road	S E-W	Double Yellow Lines	4.3			0	0
West Green Road	S E-W	Junction	8.5			6	1
West Green Road	S E-W	Double Yellow Lines	7.4			6	1
West Green Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	26.1			24	4
West Green Road	S E-W	White Zig Zag Lines	28.2			24	4
West Green Road	S E-W	Junction	10.6			6	1
West Green Road	S E-W	Double Yellow Lines	86.7			84	14
West Green Road	S E-W	White Zig Zag Lines	41.4			36	6
West Green Road	S E-W	Bus Stop	15.7			12	2

West Green Road	N W-E	Double Yellow Lines	14.3			12	2
West Green Road	N W-E	White Zig Zag Lines	41.7			36	6
West Green Road	N W-E	Double Yellow Lines	2.1			0	0
West Green Road	N W-E	Bus Stop	37.6			36	6
West Green Road	N W-E	Double Yellow Lines	4.7			0	0
Lawrence Road	W S-N	Double Yellow Lines	18.2			18	3
Lawrence Road	W S-N	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	10.6			6	1
Lawrence Road	W S-N	Double Yellow Lines	15.7			12	2
Lawrence Road	W S-N	Bus Stand	27.6			24	4
Lawrence Road	W S-N	Double Yellow Lines	3.3			0	0
Lawrence Road	W S-N	Crossover	8.5			6	1
Lawrence Road	W S-N	Disabled Parking	20			18	3
Lawrence Road	W S-N	Double Yellow Lines	6.9			6	1
Lawrence Road	W S-N	Crossover	5.2			0	0
Lawrence Road	W S-N	Double Yellow Lines	5.4			0	0
Lawrence Road	W S-N	Disabled Parking	20.2			18	3
Lawrence Road	W S-N	Bus Stand	12.2			12	2
Lawrence Road	W S-N	Double Yellow Lines	28.2			24	4
Lawrence Road	W S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	36.7			36	6
Lawrence Road	W S-N	Double Yellow Lines	4.6			0	0
Lawrence Road	W S-N	Crossover	9.3			6	1
Lawrence Road	W S-N	Double Yellow Lines	7.9			6	1
Lawrence Road	W S-N	Crossover	10.6			6	1
Lawrence Road	W S-N	Double Yellow Lines	6			6	1
Lawrence Road	W S-N	Electric Vehicles Parking	18.1			18	3
Lawrence Road	W S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	15.2			12	2
Lawrence Road	W S-N	Double Yellow Lines	13.4			12	2
Lawrence Road	W S-N	White Zig Zag Lines	23			18	3
Lawrence Road	W S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	18.1			18	3
Lawrence Road	W S-N	Crossover	13.3			12	2
Lawrence Road	W S-N	Double Yellow Lines	4.3			0	0
Lawrence Road	W S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	6.7			6	1
Lawrence Road	W S-N	Crossover	3.9			0	0
Lawrence Road	W S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	23			18	3
Lawrence Road	W S-N	Crossover	4.4			0	0
Lawrence Road	W S-N	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	10.9			6	1
Lawrence Road	W S-N	Loading Only	8.2			6	1
Lawrence Road	W S-N	Double Yellow Lines	13.5			12	2
Lawrence Road	E N-S	Double Yellow Lines	15.3			12	2
Lawrence Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	31.2			30	5
Lawrence Road	E N-S	Double Yellow Lines	4.5			0	0
Lawrence Road	E N-S	Junction	7.3			6	1
Lawrence Road	E N-S	Double Yellow Lines	2.6			0	0
Lawrence Road	E N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	10.2			6	1
Lawrence Road	E N-S	Double Yellow Lines	2.9			0	0
Lawrence Road	E N-S	Crossover	12.6			12	2
Lawrence Road	E N-S	Double Yellow Lines	2.4			0	0
Lawrence Road	E N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	20.1			18	3
Lawrence Road	E N-S	White Zig Zag Lines	19.1			18	3
Clyde Road	N W-E	Double Yellow Lines	13.8			12	2
Clyde Road	N W-E	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	80.3	26		0	26
Clyde Road	N W-E	Double Yellow Lines	1.8			0	0
Clyde Road	N W-E	Disabled Parking	6.7			6	1
Clyde Road	N W-E	Double Yellow Lines	10.2			6	1
Clyde Road	N W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	22.6			18	3
Clyde Road	N W-E	Crossover	5.7			0	0
Clyde Road	N W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	18.8			18	3
Clyde Road	N W-E	Single Yellow Line	7.9			6	1
Clyde Road	Outer Roundabout	Single Yellow Line	5.3			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	15			12	2

Clyde Road	Outer Roundabout	Crossover	3.9			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	13.7			12	2
Clyde Road	Outer Roundabout	Single Yellow Line	6.1			6	1
Jansons Road	W S-N	Single Yellow Line	5.3			0	0
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	8			6	1
Jansons Road	W S-N	Single Yellow Line	2.2			0	0
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.7			6	1
Jansons Road	W S-N	Single Yellow Line	3			0	0
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	13.6			12	2
Jansons Road	W S-N	Crossover	5.3			0	0
Jansons Road	W S-N	Outbuild	9.7			6	1
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.7			6	1
Jansons Road	W S-N	Single Yellow Line	3.1			0	0
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	13.4			12	2
Jansons Road	W S-N	Cycle Shed	3			0	0
Jansons Road	W S-N	Single Yellow Line	2.9			0	0
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	17.1			12	2
Jansons Road	W S-N	Single Yellow Line	2.2			0	0
Jansons Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	5.4			0	1
Jansons Road	W S-N	Double Yellow Lines	11.1			6	1
Jansons Road	E N-S	Double Yellow Lines	11			6	1
Jansons Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	10.1			6	1
Jansons Road	E N-S	Single Yellow Line	5.8			0	0
Jansons Road	E N-S	Crossover	7.2			6	1
Jansons Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.6			6	1
Jansons Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	19.7		6	0	6
Jansons Road	E N-S	Outbuild	13.1			12	2
Jansons Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	26.7		8	0	8
Jansons Road	E N-S	Single Yellow Line	4.7			0	0
Jansons Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.4			6	1
Jansons Road	E N-S	Single Yellow Line	6.5			6	1
Clyde Road	Outer Roundabout	Single Yellow Line	6.9			6	1
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18			18	3
Loobert Road	W S-N	Single Yellow Line	25.5			24	4
Loobert Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	48.9			48	8
Loobert Road	End	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	6		2	0	2
Loobert Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	57.3			54	9
Loobert Road	E N-S	Single Yellow Line	18.3			18	3
Clyde Road	Outer Roundabout	Single Yellow Line	1.7			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	22.1			18	3
Clyde Road	Outer Roundabout	Single Yellow Line	2.9			0	0
Clyde Road	N W-E	Single Yellow Line	4.9			0	0
Clyde Road	N W-E	Crossover	10.7			6	1
Clyde Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.5			6	1
Clyde Road	N W-E	Single Yellow Line	9			6	1
Clyde Road	N W-E	Crossover	5.1			0	0
Clyde Road	N W-E	Single Yellow Line	4			0	0
Clyde Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	14			12	2
Clyde Road	N W-E	Bin Area	10.1			6	1
Clyde Road	S E-W	Single Yellow Line	5.1			0	0
Clyde Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	21.5			18	3
Clyde Road	S E-W	Single Yellow Line	7.7			6	1
Clyde Road	S E-W	Double Yellow Lines	5			0	0
Clyde Road	S E-W	Junction	6.8			6	1
Clyde Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	17.8			12	2
Clyde Road	S E-W	Single Yellow Line	3.6			0	0
Clyde Road	Outer Roundabout	Single Yellow Line	3.7			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	17.6			12	2
Clyde Road	Outer Roundabout	Crossover	5			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	32.2			30	5

Clyde Road	Outer Roundabout	Single Yellow Line	5.9			0	0
Nelson Road	E N-S	Single Yellow Line	8.6			6	1
Nelson Road	E N-S	Cycle Shed	3.1			0	0
Nelson Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	38.8			36	6
Nelson Road	E N-S	Single Yellow Line	3.1			0	0
Nelson Road	W S-N	Single Yellow Line	2.3			0	0
Nelson Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18			18	3
Nelson Road	W S-N	Double Yellow Lines	2.9			0	0
Nelson Road	S E-W	Double Yellow Lines	5.4			0	0
Nelson Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	5.3			0	1
Nelson Road	S E-W	Disabled Parking	6.7			6	1
Nelson Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	51.8			48	8
Nelson Road	S E-W	Double Yellow Lines	12.1			12	2
Collingwood Road	E N-S	Double Yellow Lines	4.1			0	0
Collingwood Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18.1			18	3
Collingwood Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	94.7			90	15
Collingwood Road	W S-N	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	14.7			12	2
Collingwood Road	W S-N	Double Yellow Lines	10.4			6	1
Collingwood Road	E N-S	Double Yellow Lines	9.2			6	1
Collingwood Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	7			6	1
Collingwood Road	E N-S	Crossover	6.1			6	1
Collingwood Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	6.6			6	1
Collingwood Road	E N-S	Disabled Parking	5.7			0	1
Collingwood Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	49.1			48	8
Collingwood Road	E N-S	Double Yellow Lines	4.9			0	0
Nelson Road	N W-E	Double Yellow Lines	11.3			6	1
Nelson Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	62.8			60	10
Nelson Road	N W-E	Double Yellow Lines	6.7			6	1
Nelson Road	W S-N	Double Yellow Lines	7.7			6	1
Nelson Road	W S-N	Single Yellow Line	9.9			6	1
Nelson Road	W S-N	Junction	3.5			0	0
Nelson Road	W S-N	Single Yellow Line	7			6	1
Clyde Road	Outer Roundabout	Single Yellow Line	5.9			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	15.2			12	2
Clyde Road	Outer Roundabout	Crossover	4.7			0	0
Clyde Road	Outer Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.8			6	1
Clyde Road	Outer Roundabout	Single Yellow Line	1.9			0	0
Clyde Circus	Inner Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	29.3			24	4
Clyde Circus	Inner Roundabout	Single Yellow Line	9			6	1
Clyde Circus	Inner Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	73.1			72	12
Clyde Circus	Inner Roundabout	Cycle Shed	2.6			0	0
Clyde Circus	Inner Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	16.6			12	2
Clyde Circus	Inner Roundabout	Crossover	4.8			0	0
Clyde Circus	Inner Roundabout	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	40.8			36	6
Clyde Circus	Inner Roundabout	Single Yellow Line	7.9			6	1
Clyde Road	S E-W	Single Yellow Line	7.5			6	1
Clyde Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	43.1			42	7
Clyde Road	S E-W	Double Yellow Lines	8.8			6	1
Clyde Road	S E-W	Junction	8.2			6	1
Clyde Road	S E-W	Double Yellow Lines	9.1			6	1
Clyde Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	7.3			6	1
Clyde Road	S E-W	Crossover	4.2			0	0
Clyde Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	21.4			18	3
Clyde Road	S E-W	Crossover	4.9			0	0
Clyde Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	6			6	1
Clyde Road	S E-W	Crossover	9.1			6	1
Clyde Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	4.6			0	1
Clyde Road	S E-W	Crossover	5.3			0	0
Clyde Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	14.7			12	2
Clyde Road	S E-W	Double Yellow Lines	12.7			12	2

Lawrence Road	E N-S	Junction	17.3			12	2
Lawrence Road	E N-S	Double Yellow Lines	4.7			0	0
Lawrence Road	E N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	12.4			12	2
Lawrence Road	E N-S	Double Yellow Lines	14.6			12	2
Lawrence Road	E N-S	Crossover	5.4			0	0
Lawrence Road	E N-S	Double Yellow Lines	2.1			0	0
Lawrence Road	E N-S	Loading Only	15.9			12	2
Lawrence Road	E N-S	Double Yellow Lines	1.9			0	0
Lawrence Road	E N-S	Crossover	4.8			0	0
Lawrence Road	E N-S	Double Yellow Lines	1.5			0	0
Lawrence Road	E N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	5.5			0	1
Lawrence Road	E N-S	Double Yellow Lines	11.8			6	1
Lawrence Road	E N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	32.7			30	5
Lawrence Road	E N-S	Double Yellow Lines	1.2			0	0
Lawrence Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	14.6			12	2
Lawrence Road	E N-S	Double Yellow Lines	8.4			6	1
Lawrence Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	9.1			6	1
Lawrence Road	E N-S	Double Yellow Lines	11.8			6	1
Lawrence Road	E N-S	Junction	8.6			6	1
Lawrence Road	E N-S	Double Yellow Lines	5.2			0	0
Lawrence Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	10.1			6	1
Lawrence Road	E N-S	Double Yellow Lines	5.6			0	0
Lawrence Road	E N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	43.2			42	7
Lawrence Road	E N-S	Double Yellow Lines	26.5			24	4
Lawrence Road	E N-S	Loading Only	9.1			6	1
Lawrence Road	E N-S	Double Yellow Lines	11.9			6	1
West Green Road	N W-E	Junction	18.2			18	3
West Green Road	N W-E	Double Yellow Lines	41.3			36	6
West Green Road	N W-E	White Zig Zag Lines	28.4			24	4
West Green Road	N W-E	Parking (Mon-Sat 10am-4.30pm Pay by Phone) 2 Hours No Return within 2 Hours & Single Yellow Line (Mon-Sat 8-10am & 4.30-6.30pm)	40.9			36	6
West Green Road	N W-E	Double Yellow Lines	9			6	1
Grove Park Road	E S-N	Double Yellow Lines	10.1			6	1
Grove Park Road	E S-N	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	15.3			12	2
Grove Park Road	E S-N	Crossover	10.2			6	1
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	30.4			30	5
Grove Park Road	E S-N	Disabled Parking	6.7			6	1
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	10.4			6	1
Grove Park Road	E S-N	Disabled Parking	6.7			6	1
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	45.8			42	7
Grove Park Road	E S-N	Crossover	5.3			0	0
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	21.8			18	3
Grove Park Road	E S-N	Crossover	5.5			0	0
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	27			24	4
Grove Park Road	E S-N	Crossover	5.8			0	0
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	73			72	12
Grove Park Road	E S-N	Crossover	6.9			6	1
Grove Park Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	12.4			12	2
Grove Park Road	E S-N	Single Yellow Line	9			6	1
Beaconsfield Road	W N-S	Single Yellow Line	4.5			0	0
Beaconsfield Road	W N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	104.6			102	17
Beaconsfield Road	W N-S	Disabled Parking	6.7			6	1
Beaconsfield Road	W N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	49.4			48	8
Beaconsfield Road	W N-S	Crossover	5.6			0	0
Beaconsfield Road	W N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	33.4			30	5
Beaconsfield Road	W N-S	Crossover	6.8			6	1
Beaconsfield Road	W N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	28.9			24	4
Beaconsfield Road	W N-S	Crossover	6.1			6	1
Beaconsfield Road	W N-S	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	27.8			24	4
Beaconsfield Road	W N-S	Double Yellow Lines	9.7			6	1
Portland Road	W S-N	Double Yellow Lines	18.8			18	3

Portland Road	W S-N	Crossover	8.9			6	1
Portland Road	W S-N	Business Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	17.9			12	2
Portland Road	W S-N	Single Yellow Line	3.9			0	0
Portland Road	W S-N	Crossover	9.7			6	1
Portland Road	W S-N	Single Yellow Line	4.5			0	0
Portland Road	W S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	36.4			36	6
Pelham Road	N W-E	Too Narrow to Park (Single Yellow Line)	115.9			114	19
Pelham Road	N W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	27.5			24	4
Pelham Road	N W-E	Double Yellow Lines	2.9			0	0
Pelham Road	S E-W	Double Yellow Lines	2.9			0	0
Pelham Road	S E-W	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	38.6			36	6
Pelham Road	S E-W	Too Narrow to Park (Single Yellow Line)	31.4			30	5
Pelham Road	S E-W	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	12			12	2
Pelham Road	S E-W	Crossover	9.5			6	1
Pelham Road	S E-W	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	21.8			18	3
Pelham Road	S E-W	Business Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	11.4			6	2
Pelham Road	S E-W	Single Yellow Line	20.1			18	3
Portland Road	E N-S	Crossover	43.1			42	7
Portland Road	E N-S	Single Yellow Line	34.1			30	5
Portland Road	E N-S	Loading Only	10.1			6	1
Portland Road	E N-S	Double Yellow Lines	7.6			6	1
Westerfield Terrace	W N-S	Double Yellow Lines	6.3			6	1
Westerfield Terrace	W N-S	Single Yellow Line	19.5			18	3
Westerfield Terrace	W N-S	Crossover	10.9			6	1
Westerfield Terrace	W N-S	Single Yellow Line	76.5			72	12
Westerfield Terrace	W N-S	Crossover	11.5			6	1
Westerfield Terrace	W N-S	Single Yellow Line	30.6			30	5
Westerfield Terrace	W N-S	Crossover	8.3			6	1
Westerfield Terrace	W N-S	Single Yellow Line	15.5			12	2
Westerfield Terrace	W N-S	Crossover	11.3			6	1
Westerfield Terrace	W N-S	Single Yellow Line	9.2			6	1
Westerfield Terrace	W N-S	Double Red Lines	12.2			12	2
Westerfield Terrace	E S-N	Double Red Lines	10.9			6	1
Westerfield Terrace	E S-N	Single Yellow Line	30.1			30	5
Westerfield Terrace	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	133.7			132	22
Westerfield Terrace	E S-N	Crossover	12.9			12	2
Westerfield Terrace	E S-N	Loading Only	10.5			6	1
Westerfield Terrace	E S-N	Double Yellow Lines	6.1			6	1
Suffield Road	W N-S	Double Yellow Lines	7.1			6	1
Suffield Road	W N-S	Electric Vehicles Parking	9.9			0	2
Suffield Road	W N-S	Double Yellow Lines	26			24	4
Suffield Road	W N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	22.5			18	3
Suffield Road	W N-S	Disabled Parking	6.8			6	1
Suffield Road	W N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	56.1			54	9
Suffield Road	W N-S	Double Yellow Lines	21.5			18	3
Suffield Road	W N-S	Double Red Lines	9.6			6	1
Suffield Road	E S-N	Double Red Lines	8.5			6	1
Suffield Road	E S-N	Loading Only	10.6			6	1
Suffield Road	E S-N	Double Yellow Lines	5.7			0	0
Suffield Road	E S-N	Crossover	4.5			0	0
Suffield Road	E S-N	Double Yellow Lines	18			18	3
Suffield Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	53.7			48	8
Suffield Road	E S-N	Disabled Parking	6.7			6	1
Suffield Road	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	4.3			0	1
Suffield Road	E S-N	Double Yellow Lines	22.2			18	3
Suffield Road	E S-N	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	13.6			12	2
Suffield Road	E S-N	Double Yellow Lines	7.1			6	1
Beaconsfield Road	E S-N	Double Yellow Lines	7.6			6	1
Beaconsfield Road	E S-N	Single Yellow Line	7			6	1
Beaconsfield Road	E S-N	Crossover	4.1			0	0

Beaconsfield Road	E S-N	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	15			12	2
Beaconsfield Road	E S-N	Crossover	5.6			0	0
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	42.3			42	7
Beaconsfield Road	E S-N	Crossover	6.5			6	1
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	31.2			30	5
Beaconsfield Road	E S-N	Crossover	10.2			6	1
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	74			72	12
Beaconsfield Road	E S-N	Crossover	16.3			12	2
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	9			6	1
Beaconsfield Road	E S-N	Crossover	6.8			6	1
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	42.2			42	7
Beaconsfield Road	E S-N	Double Yellow Lines	16.5			12	2
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	51.4			48	8
Beaconsfield Road	E S-N	Crossover	7.1			6	1
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	34.7			30	5
Beaconsfield Road	E S-N	Crossover	5.4			0	0
Beaconsfield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	6.2			6	1
Beaconsfield Road	E S-N	Double Yellow Lines	7.8			6	1
Arnold Road	W S-N (From west junction)	Double Yellow Lines	6.8			6	1
Arnold Road	W S-N (From west junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.5			12	2
Arnold Road	W S-N (From west junction)	Crossover	18.2			18	3
Arnold Road	W S-N (From west junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	153.6			150	25
Arnold Road	W S-N (From west junction)	Single Yellow Line	7.2			6	1
Arnold Road	W S-N (From west junction)	Junction	12.6			12	2
Arnold Road	W S-N (From west junction)	Single Yellow Line	10.2			6	1
Arnold Road	W S-N (From west junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	156.2			156	26
Arnold Road	W S-N (From west junction)	Disabled Parking	6.6			6	1
Arnold Road	W S-N (From west junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	5			0	1
Arnold Road	W S-N (From west junction)	Crossover	7.2			6	1
Arnold Road	W S-N (From west junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	9.4			6	1
Arnold Road	W S-N (From west junction)	Double Yellow Lines	13			12	2
Arnold Road	W S-N (From East Junction)	Double Yellow Lines	9.7			6	1
Arnold Road	W S-N (From East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	184.4			180	30
Arnold Road	W S-N (From East Junction)	Single Yellow Line	30.8			30	5
Arnold Road	W S-N (From East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	134.5			132	22
Arnold Road	W S-N (From East Junction)	Disabled Parking	6.7			6	1
Arnold Road	W S-N (From East Junction)	Crossover	4			0	0
Arnold Road	W S-N (From East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.9			12	2
Arnold Road	W S-N (From East Junction)	Double Yellow Lines	8.2			6	1
Bernard Road	S W-E	Single Yellow Line	14.5			12	2
Bernard Road	S W-E	Parking (Mon-Sat 8am-6.30pm) 4 Hours No Return within 4 Hours	15.3			12	2
Bernard Road	S W-E	Crossover	9.5			6	1
Bernard Road	S W-E	Single Yellow Line	3.8			0	0
Bernard Road	S W-E	Crossover	8.9			6	1
Bernard Road	S W-E	Single Yellow Line	13.8			12	2
Bernard Road	S W-E	Crossover	9.5			6	1
Bernard Road	S W-E	Single Yellow Line	3.5			0	0
Bernard Road	S W-E	Parking (Mon-Sat 8am-6.30pm) 4 Hours No Return within 4 Hours	11.3			6	1
Bernard Road	S W-E	Single Yellow Line	4.6			0	0
Bernard Road	S W-E	Parking (Mon-Sat 8am-6.30pm) 4 Hours No Return within 4 Hours	15.2			12	2
Bernard Road	S W-E	Single Yellow Line	5.5			0	0
Bernard Road	S W-E	Crossover	6.3			6	1
Bernard Road	S W-E	Single Yellow Line	149.9			144	24
Herbert Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	35.8			30	5
Herbert Road	N E-W	Disabled Parking	5.2			0	1
Herbert Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	34.6			30	5
Herbert Road	N E-W	Single Yellow Line	7.4			6	1
Herbert Road	N E-W	Business Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	11.5			6	1
Herbert Road	N E-W	Single Yellow Line	26			24	4
Herbert Road	N E-W	Double Yellow Lines	15.2			12	2

Herbert Road	S W-E	Double Yellow Lines	15.2			12	2
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	25.9			24	4
Herbert Road	S W-E	Crossover	3.4			0	0
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	3.7			0	1
Herbert Road	S W-E	Crossover	3.1			0	0
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	4.3			0	1
Herbert Road	S W-E	Crossover	3.5			0	0
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.8			6	1
Herbert Road	S W-E	Crossover	3.6			0	0
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	3.7			0	1
Herbert Road	S W-E	Crossover	3.6			0	0
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	3.6			0	1
Herbert Road	S W-E	Crossover	3.7			0	0
Herbert Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	41.3			36	6
Herbert Road	S W-E	Single Yellow Line	8.7			6	1
Bernard Road	W N-S	Single Yellow Line	102.6			102	17
Bernard Road	W N-S	Crossover	10.4			6	1
Bernard Road	W N-S	Single Yellow Line	66.4			66	11
Bernard Road	W N-S	Crossover	7.6			6	1
Bernard Road	W N-S	Parking (Mon-Sat 8am-6.30pm) 4 Hours No Return within 4 Hours	11.7			6	1
Bernard Road	W N-S	Crossover	9.6			6	1
Bernard Road	W N-S	Single Yellow Line	23.6			18	3
Harold Road	S W-E	Double Yellow Lines	10.9			6	1
Harold Road	S W-E	Business Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.5			12	2
Harold Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	26.8			24	4
Harold Road	S W-E	Crossover	7.9			6	1
Harold Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	20.4			18	3
Harold Road	S W-E	Crossover	9.2			6	1
Harold Road	S W-E	Single Yellow Line	19			18	3
Harold Road	S W-E	Crossover	7.1			6	1
Harold Road	S W-E	Single Yellow Line	22.4			18	3
Harold Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	41.3			36	6
Newton Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	20.3			18	3
Newton Road	S W-E	Crossover	7.8			6	1
Newton Road	S W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.4			6	1
Newton Road	S W-E	Crossover	14.9			12	2
Newton Road	S W-E	Single Yellow Line	12			12	2
Stamford Road	W N-S	Single Yellow Line	8.8			6	1
Stamford Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	148.1			144	24
Stamford Road	W N-S	Double Yellow Lines	3.7			0	0
Stamford Road	E S-N	Double Yellow Lines	3.4			0	0
Stamford Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	26.8			24	4
Stamford Road	E S-N	Crossover	7.7			6	1
Stamford Road	E S-N	Junction	14.7			12	2
Stamford Road	E S-N	Single Yellow Line	17.6			12	2
Stamford Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	116.6			114	19
Stamford Road	E S-N	Double Yellow Lines	2.9			0	0
Stamford Road	E S-N	Crossover	8.4			6	1
Stamford Road	E S-N	Double Yellow Lines	3.2			0	0
Stamford Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	40.7			36	6
Stamford Road	E S-N	Double Yellow Lines	3.4			0	0
Stamford Road	E S-N	Crossover	10.2			6	1
Stamford Road	E S-N	Double Yellow Lines	4.6			0	0
Stamford Road	E S-N	Single Yellow Line	15.9			12	2
Stamford Road	E S-N	Double Red Lines	12.4			12	2
Stamford Road	W N-S	Double Red Lines	10.7			6	1
Stamford Road	W N-S	Single Yellow Line	6.9			6	1
Stamford Road	W N-S	Crossover	10.9			6	1
Stamford Road	W N-S	Single Yellow Line	4.6			0	0
Stamford Road	W N-S	Crossover	4.5			0	0

Stamford Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	76			72	12
Stamford Road	W N-S	Single Yellow Line	6			6	1
Newton Road	N E-W	Single Yellow Line	38.1			36	6
Newton Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18.4			18	3
Newton Road	N E-W	Single Yellow Line	5.9			0	0
Victoria Road	E S-N	Single Yellow Line	6.8			6	1
Victoria Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	41.7			36	6
Victoria Road	E S-N	Disabled Parking	6.7			6	1
Victoria Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	5.3			0	1
Victoria Road	E S-N	Double Yellow Lines	18.1			18	3
Victoria Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.1		3	0	3
Victoria Road	W N-S	Double Yellow Lines	4.6			0	0
Victoria Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	16.9			12	2
Victoria Road	W N-S	Crossover	8.7			6	1
Victoria Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	16.5			12	2
Victoria Road	W N-S	Crossover	8.9			6	1
Victoria Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.5			12	2
Victoria Road	W N-S	Single Yellow Line	5.1			0	0
Harold Road	N E-W	Junction	14.3			12	2
Harold Road	N E-W	Single Yellow Line	5.9			0	0
Harold Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	42.2			42	7
Harold Road	N E-W	Double Yellow Lines	5			0	0
Walton Road	E S-N	Double Yellow Lines	8.2			6	1
Walton Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	31.6			30	5
Walton Road	E S-N	Single Yellow Line	2.2			0	0
Walton Road	E S-N	Crossover	5.7			0	0
Walton Road	E S-N	Single Yellow Line	24.8			24	4
Walton Road	E S-N	Double Red Lines	13			12	2
Walton Road	W N-S	Double Red Lines	10.1			6	1
Walton Road	W N-S	Single Yellow Line	8			6	1
Walton Road	W N-S	Loading Only	11.3			6	1
Walton Road	W N-S	Yellow Zig Zag Lines	30.8			30	5
Walton Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	15.5			12	2
Walton Road	W N-S	Double Yellow Lines	8.5			6	1
Harold Road	N E-W	Junction	10.8			6	1
Harold Road	N E-W	Double Yellow Lines	5			0	0
Harold Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	69.5			66	11
Harold Road	N E-W	Single Yellow Line	2.1			0	0
Harold Road	N E-W	Business Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18.5			18	3
Harold Road	N E-W	Double Yellow Lines	6.3			6	1
Ashmount Road	N E-W	Double Yellow Lines	16.4			12	2
Ashmount Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	72.8			72	12
Ashmount Road	N E-W	Disabled Parking	5.5			0	1
Ashmount Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	33.9			30	5
Ashmount Road	S W-E	Double Yellow Lines	120.2			120	20
Wakefield Road	W N-S	Double Yellow Lines	27.1			24	4
Wakefield Road	W N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	23.2			18	3
Wakefield Road	W N-S	Double Yellow Lines	9.6			6	1
Earlsmead Road	N E-W	Double Yellow Lines	9.6			6	1
Earlsmead Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.4			12	2
Earlsmead Road	N E-W	Single Yellow Line	5			0	0
Earlsmead Road	N E-W	Crossover	4.8			0	0
Earlsmead Road	N E-W	Single Yellow Line	3.4			0	0
Earlsmead Road	N E-W	Disabled Parking	6.8			6	1
Earlsmead Road	N E-W	Crossover	11.3			6	1
Earlsmead Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	28.5			24	4
Earlsmead Road	N E-W	Crossover	6.7			6	1
Earlsmead Road	N E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	19.9			18	3
Earlsmead Road	N E-W	Double Yellow Lines	37.7			36	6
Page Green Terrace	W N-S	Double Yellow Lines	62.1			60	10

Page Green Terrace	W N-S	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	14.5			12	2
Page Green Terrace	W N-S	Double Yellow Lines	5.5			0	0
Page Green Terrace	W N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	72.1			72	12
Colless Road	S W-E	Double Yellow Lines	7.5			6	1
Colless Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	83.1			78	13
Colless Road	S W-E	Crossover	6.5			6	1
Colless Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	32.3			30	5
Colless Road	S W-E	Double Yellow Lines	12.1			12	2
Colless Road	N E-W	Double Yellow Lines	11.9			6	1
Colless Road	N E-W	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	85.8			84	14
Colless Road	N E-W	Crossover	6.1			6	1
Colless Road	N E-W	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	24.6			24	4
Colless Road	N E-W	Car Club Permit Holders	6			6	1
Colless Road	N E-W	Double Yellow Lines	8			6	1
Page Green Terrace	E S-N	Junction	12.1			12	2
Page Green Terrace	E S-N	Double Yellow Lines	5.2			0	0
Page Green Terrace	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	14.8			12	2
Page Green Terrace	E S-N	Cycle Shed	2.8			0	0
Page Green Terrace	E S-N	Single Yellow Line	6.3			6	1
Page Green Terrace	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	28.9			24	4
Page Green Terrace	E S-N	Double Yellow Lines	5.2			0	0
Pembroke Road	S W-E	Double Yellow Lines	11.7			6	1
Pembroke Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	23.5			18	3
Pembroke Road	S W-E	Crossover	7.3			6	1
Pembroke Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	6			6	1
Pembroke Road	S W-E	Double Yellow Lines	6.2			6	1
Pembroke Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	39.4			36	6
Pembroke Road	S W-E	Crossover	5.1			0	0
Pembroke Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	29.5			24	4
Pembroke Road	S W-E	Double Yellow Lines	7.4			6	1
Pembroke Road	N E-W	Double Yellow Lines	7.3			6	1
Pembroke Road	N E-W	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	117			114	19
Pembroke Road	N E-W	Double Yellow Lines	11			6	1
Page Green Terrace	E S-N	Junction	12.3			12	2
Page Green Terrace	E S-N	Double Yellow Lines	5.2			0	0
Page Green Terrace	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	10.6			6	1
Page Green Terrace	E S-N	Disabled Parking	12			12	2
Page Green Terrace	E S-N	Single Yellow Line	17			12	2
Page Green Terrace	E S-N	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	19.5			18	3
Page Green Terrace	E S-N	Double Yellow Lines	8			6	1
Earlsmead Road	S W-E	Double Yellow Lines	16.3			12	2
Earlsmead Road	S W-E	Disabled Parking	6.7			6	1
Earlsmead Road	S W-E	Double Yellow Lines	8.6			6	1
Earlsmead Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	10.2			6	1
Earlsmead Road	S W-E	Crossover	10			6	1
Earlsmead Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	4.9			0	1
Earlsmead Road	S W-E	Crossover	5.4			0	0
Earlsmead Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	9.5			6	1
Earlsmead Road	S W-E	Crossover	9.4			6	1
Earlsmead Road	S W-E	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	52.4			48	8
Earlsmead Road	S W-E	Double Yellow Lines	10.1			6	1
Wakefield Road	W N-S	Double Yellow Lines	7			6	1
Wakefield Road	W N-S	White Zig Zag Lines	41.3			36	6
Wakefield Road	W N-S	Double Yellow Lines	13.7			12	2
Wakefield Road	W N-S	Junction	11.6			6	1
Wakefield Road	W N-S	Double Yellow Lines	9.6			6	1
Wakefield Road	W N-S	Resident Permit Holders Only 7S (Mon-Sat 8am-6.30pm)	47.1			42	7
Wakefield Road	W N-S	Double Yellow Lines	5.5			0	0
Wakefield Road	W N-S	Junction	10.3			6	1
Wakefield Road	E S-N	Disabled Parking	6.6			6	1

Wakefield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.3			6	1
Wakefield Road	E S-N	Cycle Shed	3.7			0	0
Wakefield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	78.2			78	13
Wakefield Road	E S-N	White Zig Zag Lines	41.6			36	6
Wakefield Road	E S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	51.1			48	8
Wakefield Road	E S-N	Double Yellow Lines	15.9			12	2
Wakefield Road	E S-N	Single Yellow Line	11			6	1
Ashmount Road	S W-E	Junction	8.9			6	1
Ashmount Road	S W-E	Crossover	3.6			0	0
Ashmount Road	S W-E	Single Yellow Line	3.4			0	0
Talbot Road	W S-N	Double Red Lines	11.2			6	1
Talbot Road	W S-N	Single Yellow Line	5.3			0	0
Talbot Road	W S-N	Loading Only	15.4			12	2
Talbot Road	W S-N	Crossover	5.7			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	52.2			48	8
Talbot Road	W S-N	Crossover	5.5			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	11.3			6	1
Talbot Road	W S-N	Double Yellow Lines	4.4			0	0
Talbot Road	W S-N	Junction	9.3			6	1
Talbot Road	W S-N	Double Yellow Lines	2.6			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	14.7			12	2
Talbot Road	W S-N	Crossover	5.3			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	8.6			6	1
Talbot Road	W S-N	Crossover	5.3			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18.1			18	3
Talbot Road	W S-N	Cycle Shed	2.8			0	0
Talbot Road	W S-N	Single Yellow Line	3.9			0	0
Talbot Road	W S-N	Junction	9.7			6	1
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	6.1			6	1
Talbot Road	W S-N	Crossover	4.8			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.1			12	2
Talbot Road	W S-N	Crossover	5.4			0	0
Talbot Road	W S-N	Single Yellow Line	4.2			0	0
Talbot Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.3			6	1
Talbot Road	W S-N	Single Yellow Line	16.9			12	2
Tynemouth Road	S E-W	Single Yellow Line	3			0	0
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	31.6			30	5
Tynemouth Road	S E-W	Double Yellow Lines	13.1			12	2
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	22.3			18	3
Tynemouth Road	S E-W	Double Yellow Lines	17.5			12	2
Tynemouth Road	S E-W	Double Red Lines	10			6	1
Tynemouth Road	N W-E	Double Red Lines	9.2			6	1
Tynemouth Road	N W-E	Double Yellow Lines	48.8			48	8
Tynemouth Road	N W-E	Junction	11.1			6	1
Tynemouth Road	N W-E	Disabled Parking	12.7			12	2
Tynemouth Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	4.2			0	1
Tynemouth Road	N W-E	Disabled Parking	6.8			6	1
Tynemouth Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	21.9			18	3
Tynemouth Road	N W-E	Single Yellow Line	13.8			12	2
Tynemouth Road	N W-E	Double Yellow Lines	4.1			0	0
Tynemouth Road	N W-E	Junction	10.8			6	1
Tynemouth Road	N W-E	Double Yellow Lines	7.3			6	1
Tynemouth Road	N W-E	Disabled Parking	6.7			6	1
Tynemouth Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	32.8			30	5
Tynemouth Road	N W-E	Single Yellow Line	0.9			0	0
Tynemouth Road	N W-E	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	11.5			0	2
Tynemouth Road	N W-E	Double Yellow Lines	34.4			30	5
Tynemouth Road	N W-E	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 75 or Pay by Phone 2 Hours No Return within 2 Hours	36.9			36	6
Tynemouth Road	N W-E	Double Yellow Lines	39.8			36	6
Antill Road	W S-N	Double Yellow Lines	16.4			12	2

Antill Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	115.1			114	19
Antill Road	W S-N	Double Yellow Lines	25.9			24	4
Antill Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	32.7			30	5
Antill Road	W S-N	Double Yellow Lines	4.6			0	0
Montague Road	W S-N (West Junction)	Double Yellow Lines	5.1			0	0
Montague Road	W S-N (West Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	39.2			36	6
Montague Road	W S-N (West Junction)	Double Yellow Lines	9.6			6	1
Stainby Road	S E-W	Double Yellow Lines	8.7			6	1
Stainby Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	15.4			12	2
Stainby Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	23.8			18	3
Stainby Road	S E-W	Crossover	10			6	1
Stainby Road	S E-W	Single Yellow Line	14.7			12	2
Stainby Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	40.4			36	6
Stainby Road	S E-W	Double Yellow Lines	94.9			90	15
Stainby Road	E N-S	Double Yellow Lines	7.8			6	1
Stainby Road	E N-S	Disabled Parking	13.3			12	2
Stainby Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	41.2			36	6
Stainby Road	E N-S	Double Yellow Lines	32.9			30	5
Stainby Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	51.5			48	8
Stainby Road	E N-S	Yellow Zig Zag Lines	63.8			60	10
Montague Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	93			90	15
Montague Road	N W-E	Crossover	4.6			0	0
Montague Road	N W-E	Single Yellow Line	15.5			12	2
Montague Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	38.7			36	6
Montague Road	N W-E	Double Yellow Lines	6.8			6	1
Montague Road	W S-N (East Junction)	Double Yellow Lines	8.2			6	1
Montague Road	W S-N (East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	30.7			30	5
Montague Road	W S-N (East Junction)	Single Yellow Line	6.5			6	1
Montague Road	W S-N (East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.9			6	1
Montague Road	W S-N (East Junction)	Single Yellow Line	3.7			0	0
Montague Road	W S-N (East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	22.7			18	3
Montague Road	W S-N (East Junction)	Crossover	11.8			6	1
Montague Road	W S-N (East Junction)	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	45.7			42	7
Montague Road	W S-N (East Junction)	Single Yellow Line	3.9			0	0
Montague Road	W S-N (East Junction)	Double Yellow Lines	7.6			6	1
Montague Road	E N-S	Double Yellow Lines	9.8			6	1
Montague Road	E N-S	Single Yellow Line	12.6			12	2
Montague Road	E N-S	Crossover	6.4			6	1
Montague Road	E N-S	Single Yellow Line	16.5			12	2
Montague Road	E N-S	Double Yellow Lines	7.3			6	1
Antill Road	N W-E	Junction	8.2			6	1
Antill Road	N W-E	Double Yellow Lines	3.8			0	0
Antill Road	N W-E	Disabled Parking	6.5			6	1
Antill Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	97.7			96	16
Antill Road	N W-E	Double Yellow Lines	5.4			0	0
Antill Road	N W-E	Junction	8.3			6	1
Antill Road	N W-E	Double Yellow Lines	4.7			0	0
Antill Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	22.7			18	3
Antill Road	N W-E	Double Yellow Lines	16.5			12	2
Antill Road	N W-E	Double Red Lines	8.7			6	1
Antill Road	S E-W	Double Red Lines	7			6	1
Antill Road	S E-W	Crossover	9.8			6	1
Antill Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	16			12	2
Antill Road	S E-W	Crossover	7.7			6	1
Antill Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	176.1			174	29
Antill Road	S E-W	Double Yellow Lines	37.5			36	6
Antill Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	32.7			30	5
Antill Road	S E-W	Car Club Permit Holders	6			6	1
Antill Road	S E-W	Double Yellow Lines	3.8			0	0
Springfield Road	N W-E	Double Yellow Lines	7.2			6	1

Springfield Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	213.8			210	35
Springfield Road	N W-E	Crossover	4.7			0	0
Springfield Road	N W-E	Loading Only	11.6			6	1
Springfield Road	N W-E	Double Red Lines	12.6			12	2
Springfield Road	S E-W	Double Red Lines	10			6	1
Springfield Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	20.6			18	3
Springfield Road	S E-W	Cycle Shed	2.9			0	0
Springfield Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	21.5			18	3
Springfield Road	S E-W	Disabled Parking	6.8			6	1
Springfield Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	85.1			84	14
Springfield Road	S E-W	Disabled Parking	6.9			6	1
Springfield Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	90			90	15
Springfield Road	S E-W	Double Yellow Lines	6.2			6	1
Antill Road	E N-S	Junction	10.3			6	1
Antill Road	E N-S	Double Yellow Lines	9.9			6	1
Antill Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	19.8			18	3
Antill Road	E N-S	Double Yellow Lines	10.1			6	1
Tynemouth Road	N W-E	Double Yellow Lines	12.8			12	2
Tynemouth Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	190.1			186	31
Tynemouth Road	N W-E	Crossover	7.1			6	1
Tynemouth Road	N W-E	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	13.1			12	2
Tynemouth Road	N W-E	Double Red Lines	11.6			6	1
Tynemouth Road	S E-W	Double Red Lines	10.2			6	1
Tynemouth Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Pay by Phone 2 Hours No Return within 2 Hours	18			18	3
Tynemouth Road	S E-W	Crossover	7.5			6	1
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	4.6			0	1
Tynemouth Road	S E-W	Disabled Parking	6.7			6	1
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	44.4			42	7
Tynemouth Road	S E-W	Double Yellow Lines	6.8			6	1
Spondon Road	E N-S	Double Yellow Lines	7.3			6	1
Spondon Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	97.1			96	16
Spondon Road	E N-S	Single Yellow Line	9.5			6	1
Spondon Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	30.3			30	5
Spondon Road	E N-S	Crossover	12.3			12	2
Spondon Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	11.3			6	1
Spondon Road	E N-S	Double Yellow Lines	6.1			6	1
Spondon Road	N W-E	Double Yellow Lines	7			6	1
Spondon Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	22.8			18	3
Spondon Road	N W-E	Crossover	11.4			6	1
Spondon Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	14			12	2
Spondon Road	N W-E	Double Yellow Lines	17			12	2
Spondon Road	N W-E	Crossover	4.8			0	0
Spondon Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	7.3			6	1
Spondon Road	N W-E	Crossover	7.3			6	1
Spondon Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	8.7			6	1
Spondon Road	N W-E	Crossover	10.6			6	1
Spondon Road	N W-E	Disabled Parking	5.3			0	1
Spondon Road	N W-E	Crossover	6.9			6	1
Spondon Road	N W-E	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	33.1			30	5
Spondon Road	N W-E	Double Yellow Lines	6.8			6	1
Tynemouth Road	S E-W	Junction	8.7			6	1
Tynemouth Road	S E-W	Double Yellow Lines	7.2			6	1
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	46.3			42	7
Tynemouth Road	S E-W	Double Yellow Lines	6.3			6	1
Cunningham Road	E N-S	Double Yellow Lines	7.9			6	1
Cunningham Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	89.1			84	14
Cunningham Road	E N-S	Double Yellow Lines	4.6			0	0
Cunningham Road	E N-S	Junction	9.4			6	1
Cunningham Road	E N-S	Double Yellow Lines	9.9			6	1
Cunningham Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	17.3			12	2

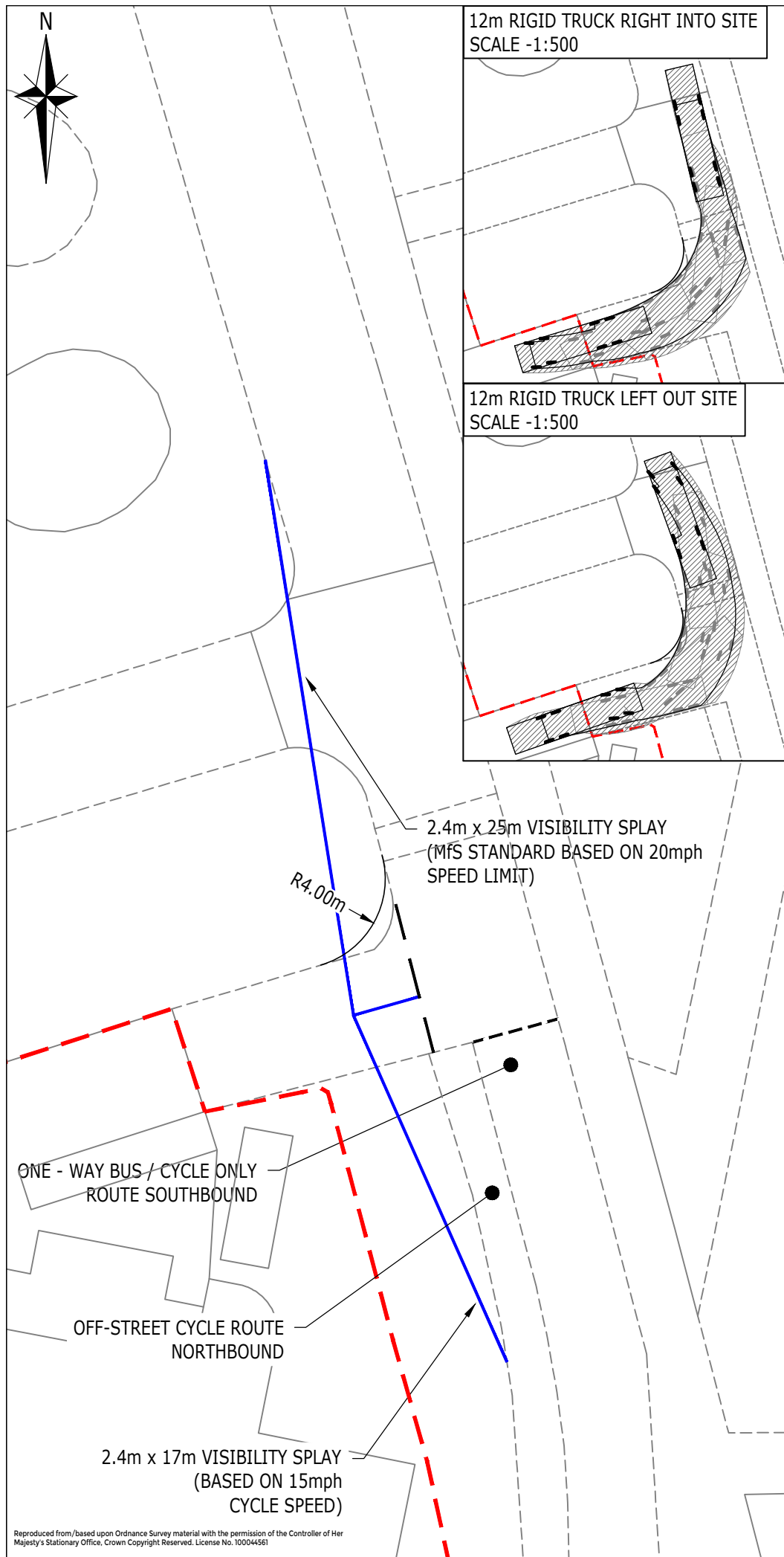
Cunningham Road	E N-S	Crossover	9.3			6	1
Cunningham Road	E N-S	Electric Vehicles Parking	14.1			12	2
Cunningham Road	E N-S	Double Red Lines	10.6			6	1
Cunningham Road	W S-N	Double Red Lines	10.2			6	1
Cunningham Road	W S-N	Business Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	13.1			12	2
Cunningham Road	W S-N	Crossover	5.6			0	0
Cunningham Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	31			30	5
Cunningham Road	W S-N	Disabled Parking	6.7			6	1
Cunningham Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	28.8			24	4
Cunningham Road	W S-N	Disabled Parking	6.7			6	1
Cunningham Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	37.9			36	6
Cunningham Road	W S-N	Crossover	5.5			0	0
Cunningham Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	18.4			18	3
Cunningham Road	W S-N	Double Yellow Lines	7.7			6	1
Tynemouth Road	S E-W	Junction	9.2			6	1
Tynemouth Road	S E-W	Double Yellow Lines	3.3			0	0
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	43.1			42	7
Tynemouth Road	S E-W	Double Yellow Lines	12.8			12	2
Antill Road	E N-S	Double Yellow Lines	18.1			18	3
Antill Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	85.7			84	14
Antill Road	E N-S	Disabled Parking	6.7			6	1
Antill Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	30			30	5
Antill Road	E N-S	Single Yellow Line	4.5			0	0
Antill Road	E N-S	Crossover	2.9			0	0
Antill Road	E N-S	Single Yellow Line	2.4			0	0
Antill Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	11.2			6	1
Antill Road	E N-S	Double Red Lines	15.7			12	2
Antill Road	W S-N	Double Red Lines	26.5			24	4
Antill Road	W S-N	Crossover	10.1			6	1
Antill Road	W S-N	Single Yellow Line	4.1			0	0
Antill Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	5.4			0	1
Antill Road	W S-N	Disabled Parking	6.8			6	1
Antill Road	W S-N	Crossover	2.6			0	0
Antill Road	W S-N	Disabled Parking	6.4			6	1
Antill Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	41.8			36	6
Antill Road	W S-N	Disabled Parking	5.7			0	1
Antill Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	16.4			12	2
Antill Road	W S-N	Crossover	10.4			6	1
Antill Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	9.4			6	1
Antill Road	W S-N	Crossover	13.1			12	2
Antill Road	W S-N	Double Yellow Lines	22.6			18	3
Tynemouth Road	S E-W	Junction	10.1			6	1
Tynemouth Road	S E-W	Double Yellow Lines	21.3			18	3
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	15.6			12	2
Tynemouth Road	S E-W	Loading Only	9.5			6	1
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	9.2			6	1
Tynemouth Road	S E-W	Parking (Mon-Sat 8am-6.30pm) Resident Permit Holders 7s or Pay by Phone 2 Hours No Return within 2 Hours	21.6			18	3
Tynemouth Road	S E-W	Double Yellow Lines	4.8			0	0
Hanover Road	E N-S	Double Yellow Lines	7.4			6	1
Hanover Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	10.8			6	1
Hanover Road	E N-S	Crossover	8.7			6	1
Hanover Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	133.3			132	22
Hanover Road	E N-S	Crossover	6.1			6	1
Hanover Road	E N-S	Parking (Mon-Sat 7am-7pm) 1 Hour No Return within 2 Hours	13.3			12	2
Hanover Road	E N-S	Double Red Lines	17.2			12	2
Hanover Road	W S-N	Double Red Lines	21.3			18	3
Hanover Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	45.8			42	7
Hanover Road	W S-N	Crossover	12.5			12	2
Hanover Road	W S-N	Single Yellow Line	5.2			0	0
Hanover Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	79			78	13

Hanover Road	W S-N	Disabled Parking	6.7			6	1
Hanover Road	W S-N	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	17.2			12	2
Hanover Road	W S-N	Double Yellow Lines	9.2			6	1
Tynemouth Road	S E-W	Junction	11.1			6	1
Tynemouth Road	S E-W	Double Yellow Lines	12.9			12	2
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	30.6			30	5
Tynemouth Road	S E-W	Crossover	8.9			6	1
Tynemouth Road	S E-W	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	21.3			18	3
Tynemouth Road	S E-W	Double Yellow Lines	8.5			6	1
Tynemouth Road	S E-W	Single Yellow Line	25			24	4
Talbot Road	E N-S	Crossover	2.9			0	0
Talbot Road	E N-S	Single Yellow Line	17.9			12	2
Talbot Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	49.9			48	8
Talbot Road	E N-S	Crossover	4.8			0	0
Talbot Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	15.3			12	2
Talbot Road	E N-S	Crossover	5.6			0	0
Talbot Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.4			12	2
Talbot Road	E N-S	Crossover	6.6			6	1
Talbot Road	E N-S	Single Yellow Line	6.3			6	1
Talbot Road	E N-S	Crossover	3.8			0	0
Talbot Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	12.7			12	2
Talbot Road	E N-S	Crossover	3.9			0	0
Talbot Road	E N-S	Single Yellow Line	3.4			0	0
Talbot Road	E N-S	Crossover	12.4			12	2
Talbot Road	E N-S	Single Yellow Line	11.2			6	1
Talbot Road	E N-S	Resident Permit Holders Only 75 (Mon-Sat 8am-6.30pm)	11.2			6	1
Talbot Road	E N-S	Crossover	3.7			0	0
Talbot Road	E N-S	Single Yellow Line	6.5			6	1
Talbot Road	E N-S	Crossover	3			0	0
Talbot Road	E N-S	Single Yellow Line	4.7			0	0
Talbot Road	E N-S	Crossover	9.8			6	1
Talbot Road	E N-S	Single Yellow Line	6			6	1
Talbot Road	E N-S	Electric Vehicles Parking	18			18	3
Talbot Road	E N-S	Double Red Lines	11.2			6	1
Rycroft Way	E S-N	Double Yellow Lines	7			6	1
Rycroft Way	E S-N	Permit Holders TH (Mon-Fri 8.30am-6.30pm) - Event Days (Mon-Fri 8am-8.30pm & Sat & Sun 8am-8pm & Public Holiday Noon-8pm)	68			66	11
Rycroft Way	E S-N	Double Yellow Lines	38.4			36	6
Rycroft Way	W N-S	Double Yellow Lines	106.3			102	17
Chesnut Road	N E-W	Double Yellow Lines	31.8			30	5
Chesnut Road	N E-W	Parking (Mon-Sat 7am-7pm) 1 Hour No Return within 2 Hours	24.3			24	4
Chesnut Road	N E-W	Double Red Lines	11			6	1
Chesnut Road	S W-E	Double Red Lines	9.7			6	1
Chesnut Road	S W-E	Parking (Mon-Sat 7am-7pm) 1 Hour No Return within 2 Hours	21.1			18	3
Chesnut Road	S W-E	Double Yellow Lines	4.2			0	0
Chesnut Road	S W-E	Crossover	3.7			0	0
Chesnut Road	S W-E	Double Yellow Lines	19.8			18	3

How did you travel today?										Are you a staff member or student?	If you drove in, where did you park?			
Car (as driver)	Car (as passenger)	Van	Pedal Cycle	Bus	Train	Underground	E Scooter	Walk	Staff	Student	College Premises	Paid to park off site	Parked off site for free	Other (please specify)
	Car (as passenger)				Train					Student				
				Bus				Walk		Student				
				Bus						Student				
					Train					Student				
			Pedal Cycle							Student				
								Walk		Student				
				Bus						Student				
					Train					Student				
									Staff					
								Walk		Student				
					Train					Student				
								Walk		Student				
				Bus						Student				
				Bus						Student				
					Train					Student				
						Underground				Student				
								Walk		Student				
				Bus						Student				
					Train					Student				
Car (as driver)									Staff		College Premises			
					Train				Staff					
					Train					Student				
				Bus						Student				
								Walk		Student				
							E Scooter			Student				
								Walk		Student				
								Walk		Student				
				Bus						Student				
								Walk		Student				
	Car (as passenger)							Walk		Student				
								Walk		Student				
								Walk	Staff					Dropped off
								Walk		Student				
				Bus						Student				
				Bus						Student				
					Train					Student				
					Train					Student				
				Bus						Student				
								Walk		Student				
								Walk		Student				
				Bus						Student				
				Bus						Student				
								Walk		Student				
				Bus						Student				
				Bus						Student				
								Staff						
								Walk		Student				
Car (as driver)					Train				Staff	Student				Friends
								Walk		Student				
								Walk	Staff					
				Bus						Student				
					Train					Student				
								Walk		Student				
				Bus					Staff					
								Walk		Student				
				Bus						Student				
					Train					Student				
								Walk		Student				
				Bus						Student				
								Walk		Student				
					Train				Staff					
				Bus	Train					Student				
										Student				
			Pedal Cycle							Student				
				Bus						Student				
			Pedal Cycle						Staff					
			Pedal Cycle						Staff					
				Bus						Student				

				Train				Student				
				Underground				Student				
			Bus					Student				
			Bus					Student				
						Walk		Student				
						Walk		Student				
			Pedal Cycle					Student				
			Bus					Student				
			Bus					Student				
				Train				Student				
				Train				Student				
			Bus					Student				
						Walk		Student				
			Bus					Student				
				Train			Staff					
			Bus					Student				
				Train				Student				
Car (as driver)							Staff			Paid to park off site		
			Bus					Student				
			Bus				Staff					
				Train				Student				
						Walk		Student				
				Train				Student				
			Bus					Student				
				Train				Student				
							Staff					
Car (as passenger)				Train				Student				
			Bus					Student				
						Walk		Student				
			Bus					Student				
				Train				Student				
						Walk	Staff					
			Bus					Student				
						Walk		Student				
				Underground			Staff					
						Walk		Student				
Car (as passenger)								Student				
								Student				
			Pedal Cycle					Student				
				Underground				Student				
			Pedal Cycle					Student				
			Bus					Student				
			Bus					Student				
Car (as driver)							Staff		College Premises			
			Bus					Student				
				Train				Student				
				Train				Student				
			Bus					Student				
			Bus					Student				
			Pedal Cycle					Student				
				Underground				Student				
				Train				Student				
						Walk		Student				
			Pedal Cycle					Student				
			Bus					Student				
			Bus					Student				
								Student				
Car (as passenger)								Student				Dropped off
						Walk		Student				
						Walk		Student				
			Bus					Student				
				Underground				Student				
			Pedal Cycle					Student				
			Bus					Student				
								Student				
Car (as passenger)								Student				Dropped off
				Train				Student				
Car (as passenger)							Staff					Dropped off
			Pedal Cycle					Student				
			Bus					Student				

Drawings



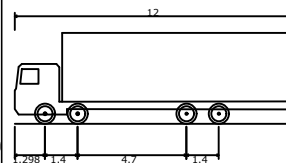
12m RIGID TRUCK RIGHT INTO SITE
SCALE -1:500

12m RIGID TRUCK LEFT OUT SITE
SCALE -1:500

KEY:

--- LAND OWNERSHIP
BOUNDARY

VEHICLE USED:



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

ONE - WAY BUS / CYCLE ONLY
ROUTE SOUTHBOUND

OFF-STREET CYCLE ROUTE
NORTHBOUND

2.4m x 17m VISIBILITY SPLAY
(BASED ON 15mph
CYCLE SPEED)

2.4m x 25m VISIBILITY SPLAY
(MfS STANDARD BASED ON 20mph
SPEED LIMIT)

R4.00m

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Rev	Description	Drn	Chk	App	Date
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Client

CAPITAL CITY COLLEGE GROUP

Project Title:

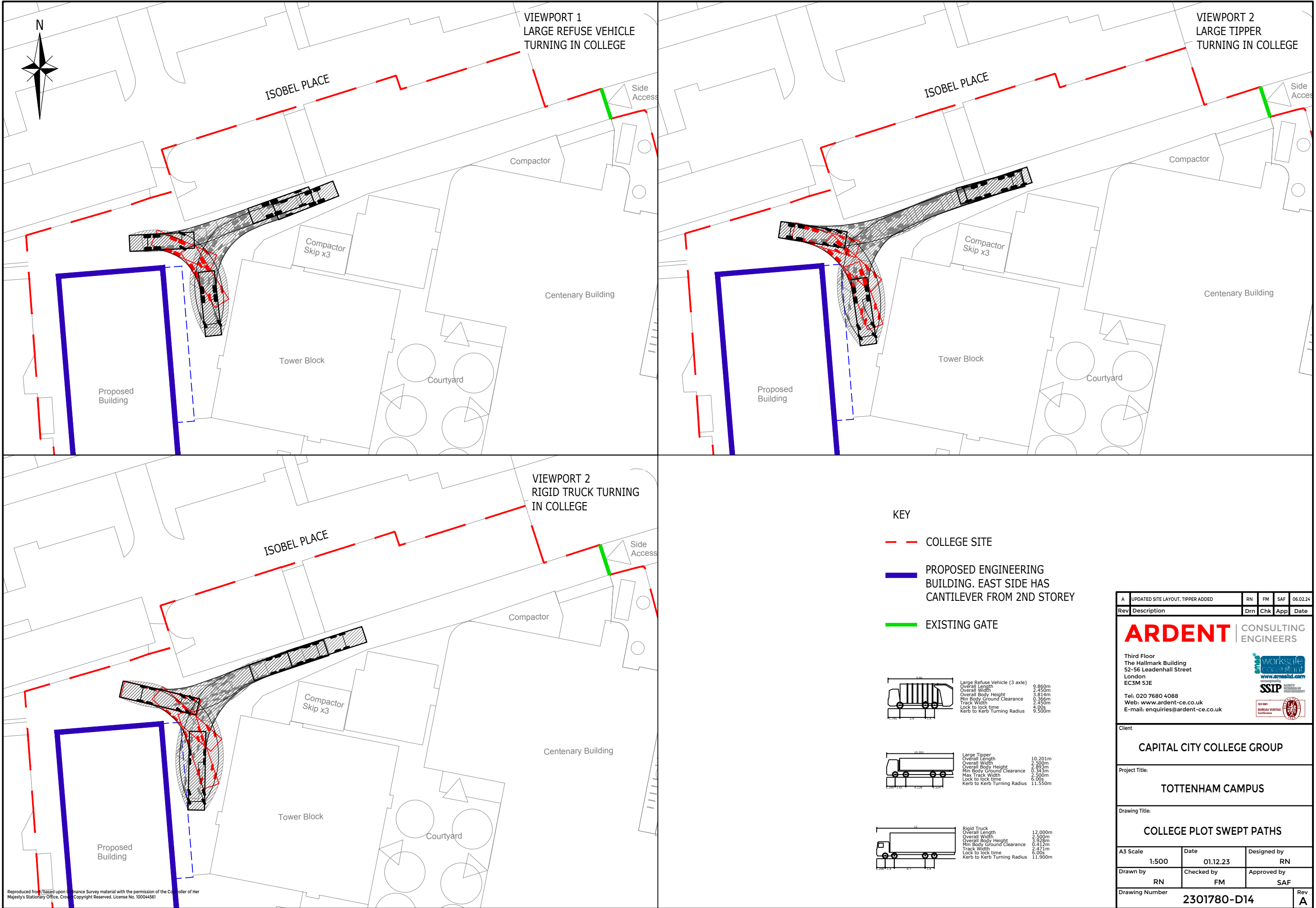
TOTTENHAM CAMPUS

Drawing Title:

SERVICE YARD ACCESS ARRANGEMENT

A4 Scale	Date	Designed by
1:250	17/06/2024	BT
Drawn by	Checked by	Approved by
BT	FM	SAF
Drawing Number	2301780-D027	
Rev	-	





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