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TOWN & COUNTRY HOUSING GROUP

GARAGES AT TUTSHAM WAY,
PADDOCK WOOD, TN12 6UA

PARKING ASSESSMENT

April 2017

Contents

- 1.0 INTRODUCTION
- 2.0 SURVEY OF EXISTING PARKING CONDITIONS
- 3.0 THE PROPOSALS & PARKING PROVISION
- 4.0 SUMMARY

Figures

- 1. Site Location
- 2. Parking Survey Area
- 3 a-c. Parking Survey Inventory

Appendices

- A Site Boundary & Proposed Site Plan
- B Merton Transport's *Parking Survey Methodology*
- C Parking Survey Results

Ref: File path P:\ PI 609 Tutsham Way Parking Assessment April 2017

1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Town and Country Housing Group in relation to the proposed redevelopment of garages at Tutsham Way, Paddock Wood, TN12 6UA.
- 1.2 The application site's location is presented on a map in Figure 1 of this report. The site boundary is displayed on an Ordnance Survey (OS) map base in Appendix A.
- 1.3 The site currently comprises of 23 lock-up garages, 11 of which are currently let out to properties in the immediate vicinity, with tenants on Tutsham Way and Cogate Road.
- 1.4 The proposal will see the existing garages removed and the site redeveloped to provide two three-bedroom houses. The existing vehicular accesses to the site will be maintained and seven off-street car parking spaces will be provided under the proposals.
- 1.5 The proposed site plan is presented in Appendix A.
- 1.6 This report has been prepared to assess the parking impact of the proposed development on the adjoining highway, in terms of highway capacity, safety, and neighbouring amenity.

2.0 SURVEY OF EXISTING PARKING CONDITIONS

- 2.1 The first stage of assessing the parking impact of the proposal is to survey the existing or baseline conditions on the adjoining road network.

Parking Survey Methodology

- 2.2 Neither Tunbridge Wells Borough Council nor Kent County Council Highway Authority prescribes a parking survey methodology for these types of study. We have considerable experience in carrying out this type of work. Our assessments are predominantly based on the industry standard London Borough of Merton parking survey methodology document.
- 2.3 A copy of Merton Transport's *Parking Survey Methodology* document is presented in Appendix B of this report. Paul Mew Associates has applied this methodology to very similar studies in Kent County Council in the recent past.

Parking Survey Area

- 2.4 The first stage of the parking assessment is to map out the parking survey area. All kerb space largely within a 200 metre distance of the application site has been measured using a measuring wheel and the on-street parking opportunities have been recorded onto Ordnance Survey mapping.
- 2.5 The parking study area has been curtailed or extended where it has been deemed appropriate as it is unlikely that someone seeking a parking spot would simply stop at an imaginary 200 metre line, surveyor discretion has therefore been applied. Refer to Figure 2.
- 2.6 The site is not situated within a controlled parking zone (CPZ).
- 2.7 All vehicle crossovers, kerb space within 7.5 metres of junctions, and kerb space where it is too narrow to park on both sides of a road has been eliminated from the surveys. The remainder of the parkable kerb space within the survey area

has been measured on-site. The total distance of kerb space between crossovers / junctions has been recorded and split into increments of 5 metres in accordance with the Merton parking survey methodology (extract as follows):

“The distance between crossovers is to be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m is to be counted in the survey. If the space between crossovers is less than 5m this length is to be discounted from the calculation.”

- 2.8 The parking survey inventory is presented in Table 1 as follows (additionally refer to Figures 3 a-c):

Table 1. Tutsham Way Parking Survey Inventory

| Street | PARKING STUDY INVENTORY | |
|-------------|--|--|
| | Kerb Side Inventory | |
| | Length of parallel kerb side parking (m) | No. of parallel kerb side parking spaces |
| Ringden Ave | 160 | 32 |
| Goldings | 40 | 8 |
| Tutsham Way | 160 | 32 |
| Cogate Rd* | 200 | 46 |
| Total | 560 | 118 |

Notes:

All areas of kerb side parking have been counted. To calculate parking capacity each length of road between obstructions (such as crossovers, kerb build-outs, etc) has been measured and converted into parking spaces by dividing the length by 5m and rounding down to the nearest whole number.

* 6 end on parking spaces in addition on turning head

Source: PMA Survey

- 2.9 The parking survey inventory demonstrates that there are 118 safe and legal unrestricted kerb side parking opportunities within the identified study area.
- 2.10 The parking survey inventory as set out above and as displayed in Figures 3 a-c has been based on the current observed parking arrangements as well as in terms of the parking survey methodology.

- 2.11 In accordance with Merton Transport's Parking Survey Methodology, one overnight parking survey on two separate typical weekday nights between the hours of 0030 and 0530 has been carried out to determine the current parking uptake on the streets within the study area.
- 2.12 The surveys are carried out at this time so as to capture the peak demand for parking by local residents as it is expected that the majority of people would be at home and parked for the night.
- 2.13 The surveys were carried out on Wednesday 7th and Thursday 8th December 2016 at approximately 0200 and 0100 respectively.
- 2.14 The average results of the two overnight on-street parking surveys are presented in Table 2 as follows and are displayed in the format generally required. Full details including the number of cars parked during each individual overnight survey is presented in Appendix C.

Table 2. Tutsham Way Parking Survey Results

| Street Name | Total no. parking spaces | Total no. of cars parked | Parking Stress (%) |
|-------------|--------------------------|--------------------------|--------------------|
| Ringden Ave | 32 | 21 | 64% |
| Goldings | 8 | 6 | 75% |
| Tutsham Way | 32 | 14 | 44% |
| Cogate Rd | 46 | 40 | 87% |
| Total | 118 | 81 | 68% |

NB: any arithmetic errors are due to roundings

Source: PMA Survey

- 2.15 The results in Table 2 demonstrate that the average parking 'stress' of unrestricted kerb side parking space within the identified survey area is 68%. Of the 118 unrestricted kerb side parking opportunities identified within the survey area, an average of 81 cars have been observed to be parked leaving 37 free spaces.
- 2.16 In addition, one car has been observed to park in the garage site itself on both surveys.

- 2.17 The broad conclusion of this baseline parking assessment is that parking on the neighbouring streets is well within theoretical capacity.

Garages

- 2.18 The proposal comprises of the redevelopment of 23 lock-up garages. The internal width of these older style garages on the site are only around 2.5 metres wide and it would be very difficult to use them for car parking on a day-to-day basis.
- 2.19 Cars have evolved to become much bigger than they were when the garages were originally built, both in terms of the overall dimensions of the vehicles and the size of the doors which has an impact when attempting to get out of a car once it is in the confines of a garage. In effect they are sub-standard to modern day standards and requirements.
- 2.20 The applicant has provided letting details for the 23 garages at Tutsham Way. The data illustrates that 11 garages are currently rented out to properties on Tutsham Way and Cogate Road, which are all within the parking survey area. Of the remaining garages eight are void / unused, one is used by the applicant for storage purposes, and three are let to properties outside of the parking survey area.

3.0 THE PROPOSALS & PARKING PROVISION

- 3.1 This chapter sets out the proposals' parking provision with reference to the Council's parking policy guidance, and the projected impacts of the proposed development on the adjoining highway.

Local Parking Policy

- 3.2 The Tunbridge Wells Borough Council Local Plan provides local planning policies to provide for both change and conservation in the Borough.
- 3.3 At the time of preparing this report most of the policies in the Council's adopted Local Plan are still in force. Policy TP5 of the Council's adopted Local Plan sets out the approach to parking standards in new development at the local level, extracted as follows:

"POLICY TP5

Vehicle parking in connection with development proposals other than those covered by POLICIES TP6, TP7 and TP8 will be restricted to the maximum necessary having regard to local highway conditions. Kent County Council's Vehicle Parking Standards, adopted by the Council, will be applied to such development proposals."

- 3.4 Kent County Council's adopted parking standards are set out in the Kent Design Guide Review: Interim Guidance Note 3 (IGN3) on Residential Parking, published in November 2008.
- 3.5 The Council's 'Guidance Table for Residential Parking' is extracted as follows for ease of reference:

GUIDANCE TABLE FOR RESIDENTIAL PARKING

| LOCATION | CITY/TOWN CENTRE | EDGE OF CENTRE | SUBURBAN | SUBURBAN EDGE/VILLAGE/RURAL |
|-------------------------------------|--|---|---|---|
| ON-STREET CONTROLS | On-street controls preventing all (or all long stay) parking | On-street controls, residents' scheme and/or existing saturation (Note 3) | No, or very limited, on-street controls | No on-street controls, but possibly a tight street layout |
| NATURE OF GUIDANCE | MAXIMUM (Note 1) | MAXIMUM | MINIMUM (Note 6) | MINIMUM (Note 6) |
| 1 & 2 BED FLATS | 1 space per unit | 1 space per unit | 1 space per unit | 1 space per unit |
| FORM | Controlled (Note 2) | Not allocated | Not allocated | Not allocated |
| 1 & 2 BED HOUSES | 1 space per unit | 1 space per unit | 1 space per unit | 1.5 spaces per unit |
| FORM | Controlled (Note 2) | Allocation possible | Allocation possible | Allocation of one space per unit possible |
| 3 BED HOUSES | 1 space per unit | 1 space per unit | 1.5 spaces per unit | 2 independently accessible spaces per unit |
| FORM | Controlled (Note 2) | Allocation possible | Allocation of one space per unit possible | Allocation of one or both spaces possible |
| 4+ BED HOUSES | 1 space per unit | 1.5 spaces per unit | 2 independently accessible spaces per unit | 2 independently accessible spaces per unit |
| FORM | Controlled (Note 2) | Allocation of one space per unit possible | Allocation of both spaces possible (Note 7) | Allocation of both spaces possible (Note 7) |
| ARE GARAGES ACCEPTABLE? (Note 4) | Yes, but with areas of communal space for washing etc. | Yes, but not as a significant proportion of overall provision | Additional to amount given above only | Additional to amount given above only |
| ADDITIONAL VISITOR PARKING (Note 5) | Public car parks | Communal areas, 0.2 per unit maximum | On-street areas, 0.2 per unit | On-street areas, 0.2 per unit |

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

3.6 The site is considered to be located within a suburban setting and therefore the parking standards in the second to last column of the table above are relevant to this study.

3.7 In accordance with the Council's residential parking standards, the proposal for two three-bedroom dwellings would require a minimum of 1.5 car parking spaces per unit, therefore totalling three spaces.

Parking Provision/Impact

3.8 The proposal will see the existing garages removed and the site redeveloped to provide two three-bedroom dwellings and seven off-street car parking spaces.

3.9 This level of provision is in accordance with the Council's adopted minimum parking standards and is also expected to accommodate some of the existing demand for parking as observed through the parking surveys set out herein.

3.10 Three of the parking spaces are expected to be required for the new dwelling in accordance with the Council's policy requirements. This leaves four parking spaces to accommodate any existing displaced demand.

- 3.11 At present a maximum of one car has been observed to park in the garage site itself during the two overnight parking surveys. There are 11 garage occupiers located within the survey area. This may create a maximum displacement of six extra cars due to Kent Council research that 50% of garages currently being used for other uses other than for storing vehicles, as set out in the Kent Design Guide Review, Interim Guidance Note 3. The redevelopment of the site is therefore anticipated to result in a worst case three cars being displaced onto the adjoining highway.
- 3.12 The parking survey results demonstrate that the average overnight parking 'stress' of unrestricted kerb side parking space within the identified survey area is 68%.
- 3.13 An additional three cars parked on the roads within the survey area would increase the total observed parking stress by 3% from 68% to 71%.
- 3.14 The Merton parking survey methodology document does not prescribe specific thresholds for when a parking survey area is deemed to suffer from undue parking stress. However it is widely perceived that an observed parking stress of 90% or more is deemed to represent a high uptake of kerb side parking.
- 3.15 The proposals are therefore considered to be satisfactory and will not result in conditions prejudicial to highway capacity, safety, or neighbouring amenity.

4.0 SUMMARY

- 4.1 The proposal comprises the redevelopment of 23 lock-up garages at Tutsham Way. The planned scheme will provide two three-bedroom dwellings and seven off-street car parking spaces.
- 4.2 This report has been prepared to assess the parking impact of the development on the adjoining highway.
- 4.3 The existing 'baseline' parking conditions on the streets surrounding the site has been surveyed in accordance with the standardised approach. The results demonstrate that on-street parking demand within the survey area is within maximum capacity during the peak resident's demand for parking which is overnight.
- 4.4 The applicant has provided letting details for the garages on the site. 11 of the 23 garages are currently let out to properties within the parking survey area.
- 4.5 The planned level of parking provision is in accordance with the Council's published minimum parking standards. The development is not expected to result in conditions prejudicial to highway safety, capacity or neighbouring amenity.

FIGURES



Date: 25-November-2016
 Scale: NTS
 Source: Google Maps
 Drawing No: PI609/PA/01

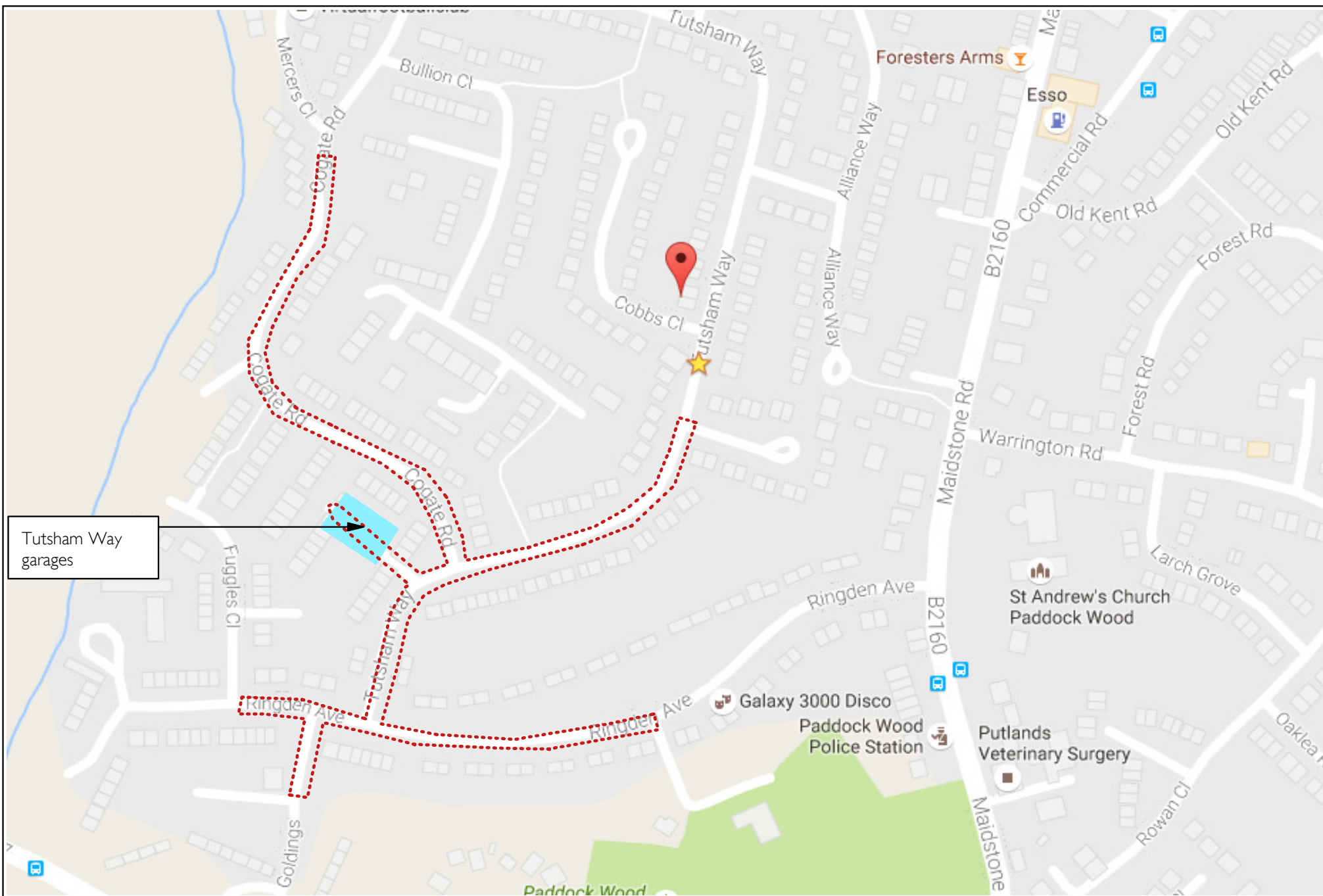


PI609: TCHG PHASE 2, TUTSHAM WAY, PADDOCK WOOD

Figure 1.
 Site Location



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Date: 25-November-2016
 Scale: NTS
 Source: Google Maps
 Drawing No: PI609/PA/02

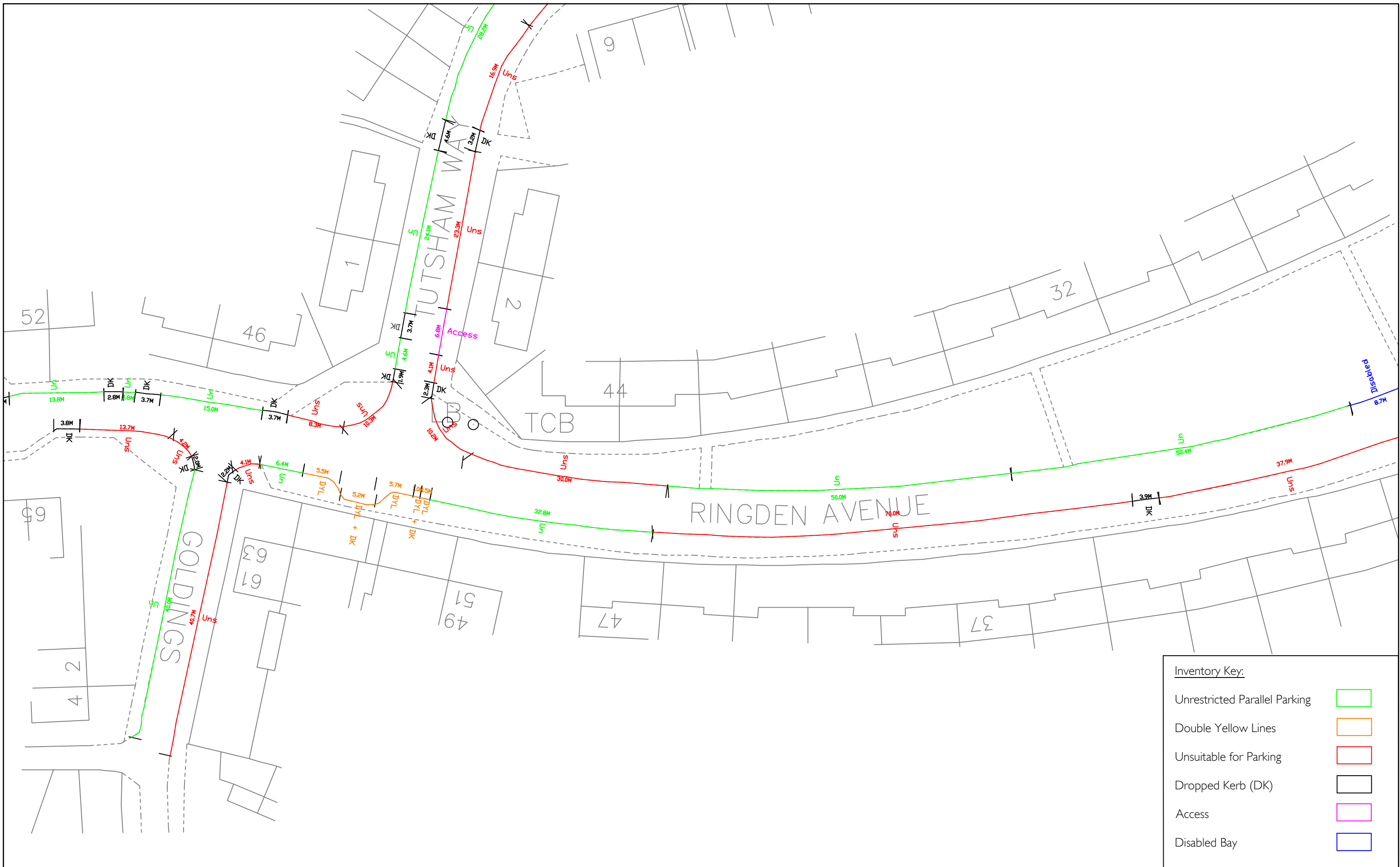


PI609: TCHG PHASE 2, TUTSHAM WAY, PADDOCK WOOD

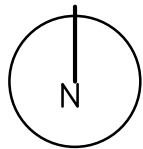
Figure 2.
 Parking Survey Area



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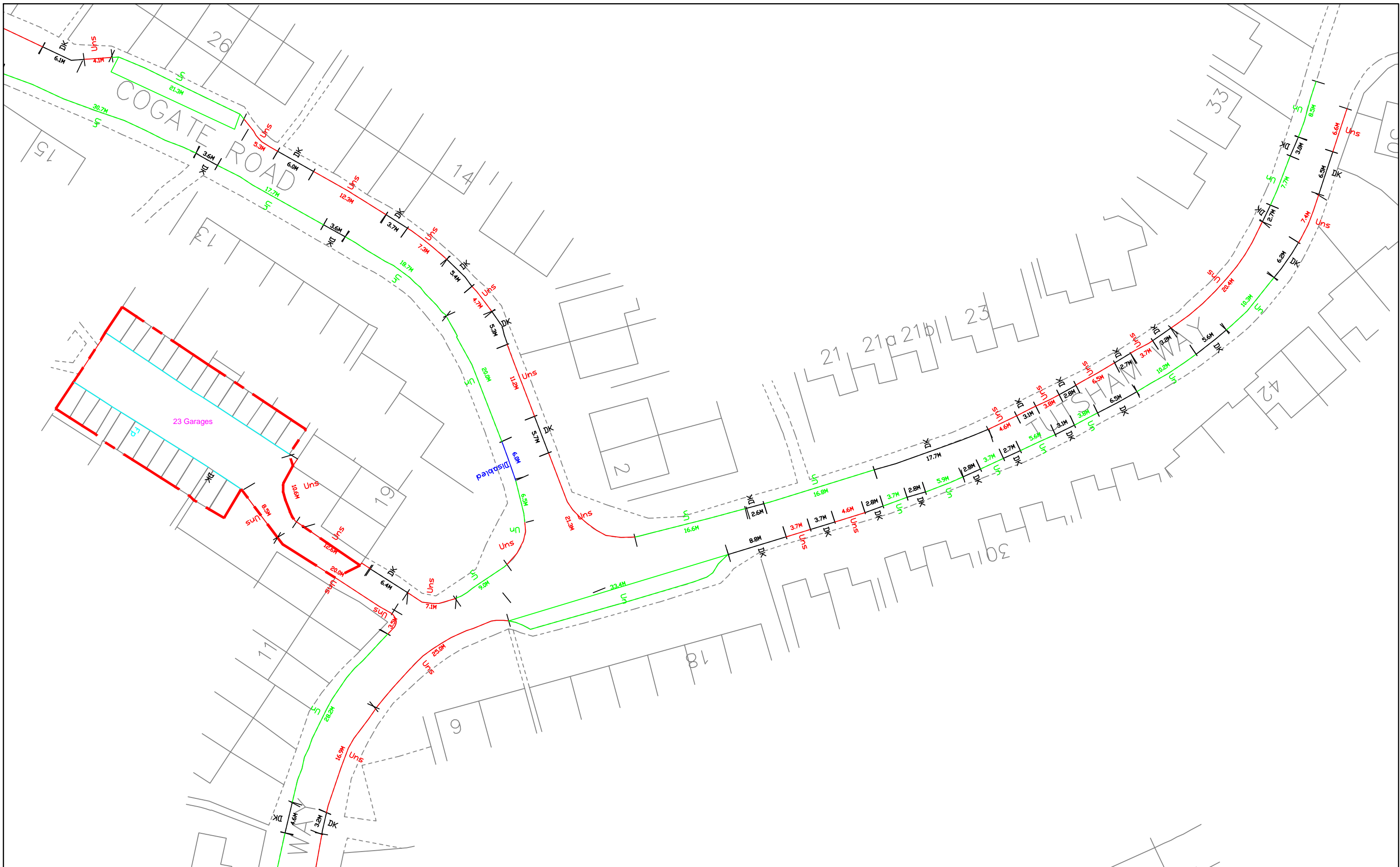


Date: 23-February-2017
 Scale: 1:500@A3
 Source: OS/PMA
 Drawing No. PI609PMA/03



PI609: TUTSHAM WAY GARAGES, TN12 6UA
 Figure 3.a
 Detailed inventory map


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APPENDIX A

Site Boundary & Proposed Site Plan

APPENDIX B

Parking Survey Methodology

MERTON TRANSPORT

RESIDENTIAL PARKING SURVEY METHODOLOGY (DRAFT)

INTRODUCTION

One of the key impacts of many new developments is on traffic and transport. The Council's Transport Planning team is consulted on all planning applications where there is likely to be a transport impact. One of these impacts relates to on-street parking and the Council has developed a methodology to investigate the impact of a development on parking.

The Council has maximum parking standards that are set out in Schedule 6 of the Council's Unitary Development Plan, October 2003 (UDP). As such a developer is not specifically required to provide parking. Consequently, this has led to a significant number of developments in recent years that have little or no on-site parking provision. Although this is in compliance with the Council's parking standards, it does lead to the potential to increase on-street parking around the site.

Parking stress is defined as the number of vehicles parked on a street or in an area in relation to the amount of parking that is available. This is usually expressed as a percentage figure. For example 75% parking stress means that three-quarters of all available parking space is occupied.

In many areas of the Borough parking stress is very high and this can affect highway safety, the free-flow of traffic, amenity, access by emergency services, refuse collection and delivery of goods. Any increase in the likelihood of these situations occurring can lead to a recommendation for refusal of a planning application. In assessing a planning application, therefore, the Council needs to ensure that further development will not add significantly to parking stress.

Policy PK.3 of the UDP explains the Council's policy approach to car parking and new developments. This includes how the impact of additional on-street parking could potentially be mitigated. It also states that the Council will oppose schemes that lead to significant on-street parking problems. Further guidance with respect to Parking Standards is contained in Schedule 6 in the UDP.

Policy PK.6 of the UDP explains the Council's policy approach to car free developments, and circumstances where such developments are supported, regardless of the levels of parking stress within an area.

Based on these policies, the Transport Planning Department requires all applicants to undertake a Parking Survey and submit them with a planning application when it is considered that a development could result in an increase in on-street parking that could potentially have an unacceptable impact on road safety and the free flow of traffic on the adjoining highway. Providing the parking survey with the planning application will enable the Council to make an informed decision on whether or not there would be an adverse impact resulting from a development within the statutory timescales.

UNDERTAKING A SURVEY

1. Survey times

One survey between the hours of 12.30am-5.30am must be undertaken on two separate weekday nights (i.e. Monday, Tuesday, Wednesday or Thursday). Public Holidays and school holidays should be avoided. Undertaking a survey on a date when an event taking place locally may impact on the results of the survey must also be avoided.

The reason for selecting these times is to capture maximum demand for residential parking, i.e. when most residents will be at home.

In some cases, the hours of the survey may need to be extended or amended. Applicants will be informed by the Council in such circumstances or if there is any doubt the applicants should contact the Council themselves prior to undertaking a survey.

In particular, where there are commercial uses close to the site, or it is in or close to a town centre, morning and early evening surveys may also be required. The evening period is a potential time of conflict, when residents are returning home to find parking spaces occupied by visitors to commercial premises such as restaurants, etc. In these cases a survey between the hours of 1800-2100 may be required, noting the amount of parking on a 15-minute basis over this time. This will generally not be required for small conversions from a single-family dwelling.

In areas close to railway stations morning and evening peak hour surveys may be required in order to assess the impact of commuter parking. These should be done between 7-8am and 6-7pm.

2. Extent of survey

The survey is to cover a two-minute walk-time from the application site, covering all roads within 200 metres of the site. This is based on consideration of how far a resident would reasonably leave their vehicle from their home.

In all cases, the survey area is to be consistent with the local environment. In this respect, the survey area may need to be reduced in size, extended, or other amendments made. The Council may request that the applicant undertakes these amendments or may undertake them itself.

The survey area could be amended, for example:

- a) if the 200m boundary occurs halfway along a street the survey when the survey area is to be extended to the next junction.
- b) The survey area can be curtailed if there is no possibility of parking in locations that would fall within the 200m boundary or people would not wish to park there, although satisfactory justification for this must be provided.
- c) Areas that fall outside of Merton are to be excluded.

It should be noted that some factors might not become apparent until the survey has been submitted to the Council for consideration. For instance, the survey itself may

reveal anomalies that require further investigation, or a subsequent Officer site visit may reveal circumstances that require amendments.

REQUIRED INFORMATION

Generally the Borough can be split into 2 areas. Those areas that are within Controlled Parking Zones (CPZs) and those that are not. For ease of understanding, the details that are required in a parking survey are split between these 2 areas.

In all cases a note should be made of the date and time of the survey. A description of the area should be provided noting any significant land uses within the survey area as well as those outside the area which would affect parking within it (e.g. churches, restaurants, train stations, hospitals, large offices, town centres etc).

AREAS WITHIN A CPZ

1. Required Information

A scaled drawing (preferably scale 1:1250 which is generally the size of plan required for a location plan with a planning application) showing the site location and extent of the survey area is to be provided.

Those areas where residents can legally park for 24 hours need to be recorded and shown on this plan. This means that Resident Permit Holder (RPH) Bays as well as Shared Bays that residents can park in (although they may be shared with Pay-and-Display parking and/or Business Permit Holders) need to be indicated. These are defined as RPH in the table shown on the following page.

All other restrictions such as Double Yellow Lines and Double Red Lines, bus lay-bys, kerb build-outs, etc should also be shown on the plan. All crossovers (vehicular accesses) are excluded from the calculation of parking stress and omitted from the table below but a separate note is to be made of any vehicles parked on these types of restriction.

2. Results

The number of cars parked on each road within the survey area on each night should be counted and recorded in a table as shown below. The location of each car should be noted approximately on the plan (marked with an X).

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The results should be presented generally in the following format:

| Street Name | No. of parking spaces | No. of cars parked in RPH bays | RPH Parking Stress (%) | No. of SYL/SRL parking spaces | No. of cars parked | SYL/SRL Parking Stress (%) |
|-------------|-----------------------|--------------------------------|------------------------|-------------------------------|--------------------|----------------------------|
| A Street | 70 | 70 | 100 | 4 | 0 | 0 |
| B Street | 50 | 40 | 80 | 6 | 2 | 33 |
| C Street | 30 | 10 | 33 | 10 | 3 | 33 |
| Total | 150 | 120 | 80 | 20 | 5 | 20 |

If possible, photographs should be taken of the parking conditions in the survey area to back-up the results although this is not a requirement. If submitted, the location of each photograph should be clearly marked on the back.

Any unusual observations, e.g. suspended parking bays, spaces out of use because of road works or presence of skips should also be noted.

AREAS NOT IN A CPZ

1. Required Information

A scaled drawing (preferably scale 1:1250 which is generally the size of plan required for a location plan with a planning application) showing the site location and all parking restrictions should be provided.

Those areas where residents can legally park for 24 hours need to be recorded and accurately shown on this plan. This means all areas where there are no waiting restrictions, i.e. Single or Double Yellow Lines, or Red Lines. These areas are defined as Unrestricted in the table below.

It is also important that all areas of Single Yellow Lines and Single Red Lines are recorded. These are areas where people can park in the evenings and at weekends and provide an important additional source of information. These are defined as SYL/SRL in the table below.

All other restrictions such as bus lay-bys, kerb build-outs, etc should also be shown on the plan. All crossovers (vehicular accesses) must be shown accurately on the plan together with a note of their width. All of these areas are to be excluded from the calculation of parking stress and omitted from the table below but a separate note is to be made of any vehicles parked on these types of restriction.

The distance between crossovers is to be measured in units of 5m. For example, if the distance between 2 crossovers or a crossover and a junction is 12m then only 10m is to be counted in the survey. If the space between crossovers is less than 5m this length is to be discounted from the calculation.

This is because a car could not park in that space without blocking a crossover.

For reasons of highway safety, the first 7.5m from a junction should also be omitted from the calculation. Additional parking at junctions, or that would lead to parking at junctions, can lead to a situation prejudicial to highway safety.

If an accurate plan is not submitted the survey may be rejected.

2. Results

The number of cars within the survey area on each night should be counted on a street-by-street basis and recorded in a table as shown below. Their location should be marked approximately on the plan.

The number of cars parked on other restrictions, e.g. single yellow lines, must be noted separately.

For the purposes of calculating parking stress, it is assumed that each vehicle measures 5m in length.

The results should be presented generally in the following format:

| Street Name | Total Length (m) of kerb space | Length of unrestricted parking (m) | No. of parking spaces | No. of cars parked on unrestricted length of road | Unrestricted Parking Stress (%) |
|--------------------|---------------------------------------|---|------------------------------|--|--|
| A Street | 400 | 350 | 70 | 70 | 100 |
| B Street | 300 | 250 | 50 | 40 | 80 |
| C Street | 200 | 150 | 30 | 10 | 33 |
| Total | 900 | 750 | 150 | 120 | 80 |

If possible, photographs should be taken of the parking conditions in the survey area to back-up the results. The location of each photograph should be clearly marked on the back.

Any unusual observations, e.g. presence of skips should also be noted.

UNDERSTANDING THE RESULTS

It may be found that some locations are over 100% stress (or 100% occupancy level). This is because small cars may need less space than 5 metres to park, meaning that additional cars can be accommodated.

The results of the parking survey will be analysed by the Council in accordance with the policies in the Council's UDP, any Supplementary Planning Documents produced

by the Council in relation to parking, and any other Transport policy guidance produced by the Council.

The Council will also take into consideration the impact of any recently permitted schemes in determining the acceptability or not of each proposed development.

FURTHER ASSISTANCE

For further assistance or explanation please contact the Council's Transport Planning team at the address below or by telephone on either 0208 545 3216 or 0208 545 3972.

London Borough of Merton, Draft Parking Survey Methodology June 2007

APPENDIX C

Parking Survey Results

PI 609: GARAGES AT TUTSHAM WAY, PADDOCK WOOD

Parking Survey Results

Overnight Parking Survey 1 Thursday 8th December 2016 at circa 0200

| Street Name | Total no. parking spaces | Total no. of cars parked | Parking Stress (%) |
|--------------|--------------------------|--------------------------|--------------------|
| Ringden Ave | 32 | 21 | 66% |
| Goldings | 8 | 6 | 75% |
| Tutsham Way* | 32 | 14 | 44% |
| Cogate Rd | 46 | 40 | 87% |
| Total | 118 | 81 | 69% |

* 1 car parked in the garage site overnight

Overnight Parking Survey 2 Friday 9thth December 2016 at circa 0100

| Street Name | Total no. parking spaces | Total no. of cars parked | Parking Stress (%) |
|--------------|--------------------------|--------------------------|--------------------|
| Ringden Ave | 32 | 20 | 63% |
| Goldings | 8 | 6 | 75% |
| Tutsham Way* | 32 | 14 | 44% |
| Cogate Rd | 46 | 40 | 87% |
| Total | 118 | 80 | 68% |

* 1 car parked in the garage site overnight

Overnight Parking Average

| Street Name | Total no. parking spaces | Total no. of cars parked | Parking Stress (%) |
|-------------|--------------------------|--------------------------|--------------------|
| Ringden Ave | 32 | 21 | 64% |
| Goldings | 8 | 6 | 75% |
| Tutsham Way | 32 | 14 | 44% |
| Cogate Rd* | 46 | 40 | 87% |
| Total | 118 | 81 | 68% |

NB: any arithmetic errors are due to roundings

Source: PMA Survey