



BioPark, Broadwater Road, Welwyn

Transport and Highways Rebuttal Proof of  
Evidence of Neil Marshall

On Behalf of HG Group

Appeal Ref: APP/C1950/W/22/3294860

Date: 27 June 2022

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## Quality Management

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## Section 1 Introduction

1.1.1 In this rebuttal Proof of Evidence, I comment on the evidence of Welwyn Hatfield Borough Council (WHBC) and the Rule 6 Parties, produced by:

- Mark Powers (on behalf of WHBC);
- Tim Parton (on behalf of Keep the G in Welwyn Garden City and the Welwyn Garden City Heritage Trust); and
- Cllr Russ Platt (on behalf of Welwyn Garden City Society).

1.1.2 Whilst the three proofs of evidence focus on different aspects, they broadly cover two topics;

- 1 Quantum of on-site car parking and the impacts of any under-provision; and
- 2 Public transport accessibility and access to services and facilities beyond Welwyn Garden City.

1.1.3 The remainder of this rebuttal therefore considers each of these broad topics in turn, and cross references the authors where relevant.

## Section 2 Car Parking

### 2.1 Introduction

2.1.1 WHBC and both Rule 6 Parties make various claims about the provision of car parking at the Appeal site, under the following headings:

- An opinion that 2011 Census data is too dated to calculate anticipated future car ownership demand;
- An allegation that under-provision may result in overspill parking and harm on the local highways, with no evidence submitted to demonstrate spare capacity; and
- Local consented provision and emerging on-street parking controls.

### 2.2 Census Data

2.2.1 The Transport Assessment (CD C4) submitted in support of the planning application made an assessment of the likely car ownership of future occupiers of the Appeal site based on data from the 2011 Census. This is the most recent year available, with 2021 Census data unlikely to be available until early 2023.

2.2.2 Mark Powers makes a point (at paragraph 2.17 of his Proof) that the data is now over ten years old, and therefore suggests that a trend by considering data from the 2001 Census data (over 20 years old) be used to forecast growth towards the present day. He also considers other data to show a growth trend in car ownership since 1970s.

2.2.3 Notwithstanding the irony of Mr Powers' position that data from 2011 is too old to accurately predict car ownership data by using data sources between 20 to 50 years old, his evidence suggests that there may be a growth of 6% and 13% in car ownership for house and flat owners respectively from 2011. However, at no point does Mr Powers actually undertake a calculation to determine if such an alleged growth would result in more car ownership at the Appeal site than spaces available.

2.2.4 In paragraph 6.3.14 of my evidence, I presented an assessment based on a uniform growth from 2011 to 2021 of 6% based on the WHBC's Statement of Case. This demonstrated, at paragraph 6.3.14 of my Proof, that such a growth would result in the Appeal site providing 10 car parking

spaces more (excluding visitor provision) than the actual demand. Therefore, no overspill parking would be created with all demand accommodated within the Appeal site.

2.2.5 Further, the Transport Assessment (TA) (CD C4), at Table 3.5 and paragraph 3.8.5, provided the car ownership data for all households, as well as a more specific assessment based on the occupiers of flats (in Tables 3.6 and paragraph 3.8.7 of the TA). Should the calculation be updated to accurately reflect car ownership for the eight houses at the Appeal site, and the 281 flatted units, the total ownership would be 179 cars (8 for the houses and 171 for the flats). Applying the 6% growth to the cars owned by the occupiers of the houses, and a 13% growth to the cars owned by the occupiers of the flats gives a total car ownership at the Appeal site of 202 cars. This is simplified in my Table 2.1 below.

**Table 2.1: Car Ownership – Growth**

| Car or Van Availability                            | Car Free | 1 Car | 2 Cars | Cars       |
|--|----------|-------|--------|------------|
| Flats  | 49%      | 43%   | 8%     |            |
| 281 Flats – Total Cars                             | 138      | 121   | 44     | 170        |
| Houses   | 26%      | 45%   | 29%    |            |
| 8 Houses – Total Cars                              | 2        | 4     | 5      | 9          |
| <b>Total Car Ownership (2011 Census)</b>           |          |       |        | <b>179</b> |
| 13% Growth (Flats)                                 |          |       |        | 192        |
| 6% Growth (Houses)                                 |          |       |        | 10         |
| <b>Total Car Ownership (WHBC Suggested growth)</b> |          |       |        | <b>202</b> |

Source: 2011 Census and Consultant's Estimates

Note: Numbers may not sum due to rounding

2.2.6 Therefore, even using the unfounded accusation that future car ownership growth will follow a linear trend from historic growth, the Appeal site will still largely accommodate all anticipated demand, with the data suggesting only five more cars than spaces provided may be owned by future occupiers.

2.2.7 However, such a linear growth in car ownership from 2001 to 2011 will not have continued from 2011 to 2021, due a number of societal changes, including, but not limited to:

- a growth in home working (led by both the Covid pandemic and access to high speed internet);

- increased access to car clubs (one of which will be provided at the Appeal site); and
- that the Census data used includes many of the outlying suburban areas of Welwyn, as opposed to this urban, central site, with high quality access to services and facilities via walking, cycling, and public transport.

2.2.8 At this point, it is worth noting that Mr Powers signed off a report for Waterman Infrastructure and Environment Ltd (his employer) in Thurrock, Essex in March 2021 for a Car Parking Strategy condition discharge at a residential development (provided as Appendix A to this rebuttal). In this report, he used all of the reasons I set out above for justifying car parking provision, as follows:

- 2011 Census data on car ownership used as the starting point for calculating local car ownership (paragraph 2.15);
- Use of Car Clubs to reduce the need to own a car (paragraph 2.19);
- Increased home working (from Covid impacts and home internet access) reducing the need for car ownership (paragraph 3.36); and
- Access to frequent public transport services to reduce reliance on lower parking provision (paragraph 3.15).

2.2.9 It is therefore clear that Mr Powers has used exactly the same methodology previously elsewhere for calculating appropriate levels of car parking provision as I have done so to support this Appeal scheme. In fact, he went further, using it as the starting point to further reduce parking provision below that estimated by 2011 data, rather than suggesting any form of further growth be necessary.

## 2.3 On Street Parking Demand

2.3.1 The TA (CD C4) supporting the application provided an assessment of likely car ownership demand at the Appeal site. This point was further elaborated in my Proof of Evidence, and in Section 2.2 of this Rebuttal. It is clear that the future car ownership of occupants of the Appeal scheme will be accommodated within the onsite car parking provision. Therefore, no parking demand on local streets will be created by the Appeal site and no assessment of existing on-street parking was necessary at the application stage as there will be no impact. Neither Hertfordshire County Council (HCC) as the local highway authority, nor WHBC's parking officer requested a parking survey during any pre- or post-application discussions.

- 2.3.2 Mr Powers notes, at paragraph 2.31 of his Proof, that no parking occupancy survey of the uncontrolled streets surrounding the Appeal site was provided by the Appellant. Mr Powers therefore goes on to provide the results of his photographic review on on-street conditions based on his visit to the Appeal site between 1900-2100 hours in the evening of 9<sup>th</sup> June 2022. However, no official parking study, undertaken in accordance with industry standards, has been presented by Mr Powers.
- 2.3.3 Therefore, in order to respond to that evidence, I present the results of surveys which accurately record the actual parking demands on local roads. This follows the Lambeth Methodology (which was originally devised by the London Borough of Lambeth, but is now the standard method used by transport planning professionals across England). Surveys were undertaken on two weekday evenings in May 2022, including Tuesday 24 and Wednesday 25 (avoiding school and public holidays) covering an area of 200m or more from the site access between the hours of 0030-0530. The full results are provided at Appendix B of this rebuttal. The assessment is based on a parked car being 5.0m in length.
- 2.3.4 A summary of the total parking capacity, across the study area, is provided in Tables 2.2 and 2.3. The total capacity has been broken down into “available” and “unavailable” spaces across each road. The “available” spaces consist of the unclassified road space (i.e. no parking restrictions and thus parking is allowed). The “unavailable spaces” consist of dedicated disabled parking spaces, dropped kerbs, and single yellow lines.
- 2.3.5 In addition, the unavailable spaces include some areas of unclassified parking area which is accessed via a nose in kerb (see Image 2.1). These spaces, whilst available for anyone to park in, are generally located outside the frontages of individual dwellings and therefore are assumed to operate more akin to dedicated parking. As such, for a robust assessment of the parking demand and capacity on the nearby roads these spaces have also been excluded from the assessment.
- 2.3.6 It is noted that vehicles are able to park legally on the single yellow line road space during the times of the survey (noting the single yellow restrictions are not enforced overnight). However, for the purposes of illustrating a robust assessment of the existing demand and capacity, this assessment excludes these spaces from the available parking capacity.

**Image 2.1: Example of Nose-In Parking**



Source: Google Maps (Goblins Gardens)

2.3.7 Industry standard methodology is to calculate the number of spaces available within a circa 200m walk, or to a logical end point (as people will generally navigate roads using junctions as natural breaks). However, due to the nature of Broadwater Crescent, such “breaks” are not fully clear. Therefore, the data has analysed all roads west of Broadwater Road to the south of the Appeal site. These are all within 500m of the Appeal site’s access, a distance that Mr Powers states, at paragraph 2.28 of his evidence, is a reasonable distance to expect any potential overspill parking to occur.

**Table 2.2: Summary of Local On-Street Parking Capacity**

| Road                    | Available Parking Capacity | Unavailable Parking Capacity | Total Parking Capacity |
|-------------------------|----------------------------|------------------------------|------------------------|
| Athelstan Walk (N)      | 16                         | 31                           | 47                     |
| Athelstan Walk (S)      | 30                         | 20                           | 50                     |
| Bedwell Close           | 18                         | 10                           | 28                     |
| Broadwater Crescent     | 35                         | 4                            | 39                     |
| Broadwater Road         | 1                          | 106                          | 107                    |
| By The Mount            | 12                         | 5                            | 17                     |
| Coralsmead              | 16                         | 0                            | 16                     |
| Creswick Court          | 15                         | 4                            | 19                     |
| Edgars Court            | 20                         | 0                            | 20                     |
| Goblins Green           | 12                         | 8                            | 20                     |
| Holwell Road            | 27                         | 0                            | 27                     |
| Pear tree Court         | 20                         | 14                           | 34                     |
| Pear tree Lane          | 36                         | 0                            | 36                     |
| Pond Croft              | 22                         | 12                           | 34                     |
| The Reeds               | 35                         | 0                            | 35                     |
| The Spinney             | 12                         | 7                            | 19                     |
| Well Garth              | 16                         | 9                            | 25                     |
| <b>Total Study Area</b> | <b>343</b>                 | <b>230</b>                   | <b>573</b>             |

**Table 2.3: Summary of the Local Parking Demand and Parking Stress**

| Road                    | Tuesday        | Wednesday      | Average        |                |                  |
|-------------------------|----------------|----------------|----------------|----------------|------------------|
|                         | Parking Demand | Parking Demand | Parking Demand | Parking Stress | Available Spaces |
| Athelstan Walk (N)      | 2              | 3              | 3              | 16%            | 14               |
| Athelstan Walk (S)      | 15             | 12             | 14             | 45%            | 17               |
| Bedwell Close           | 8              | 8              | 8              | 44%            | 10               |
| Broadwater Crescent     | 23             | 25             | 24             | 69%            | 11               |
| Broadwater Road         | 0              | 0              | 0              | 0%             | 1                |
| By The Mount            | 10             | 10             | 10             | 83%            | 2                |
| Coralsmead              | 4              | 3              | 4              | 22%            | 13               |
| Creswick Court          | 12             | 14             | 13             | 87%            | 2                |
| Edgars Court            | 9              | 8              | 9              | 43%            | 12               |
| Goblins Green           | 3              | 3              | 3              | 25%            | 9                |
| Holwell Road            | 4              | 5              | 5              | 17%            | 23               |
| Peartree Court          | 8              | 10             | 9              | 45%            | 11               |
| Peartree Lane           | 6              | 5              | 6              | 15%            | 31               |
| Pond Croft              | 4              | 4              | 4              | 18%            | 18               |
| The Reeds               | 2              | 1              | 2              | 4%             | 34               |
| The Spinney             | 10             | 12             | 11             | 92%            | 1                |
| Well Garth              | 9              | 9              | 9              | 56%            | 7                |
| <b>Total Study Area</b> | <b>129</b>     | <b>132</b>     | <b>131</b>     | <b>38%</b>     | <b>213</b>       |

2.3.8 The results confirm that, on average, there remains the ability to park 213 cars on the local roads in accordance with the standard methodology. As noted above, these present a robust assessment of the parking capacity on the local roads, noting the figures outlined in Table 2.2 exclude other legal parking spaces within the study area which vehicles are able to park within.

2.3.9 Therefore, whilst my position remains that the provision of car parking within the Appeal site is more than enough to accommodate the anticipated demand, in the unlikely event that overspill parking does occur, there is significant spare capacity to accommodate such demand on the local streets, without detriment to local highway safety of capacity.

2.3.10 This therefore provides the robust evidence of legitimate on-street parking capacity requested by Mr Powers in paragraph 2.31 of his evidence, demonstrating large amounts of available space remain.

## 2.4 Other Matters

### Local Parking Comparisons

2.4.1 The evidence of Mr Parton states, at paragraph 5.8, that the Appellant has sought to demonstrate the appropriateness of the Appeal site's car parking provision, based on the adjacent approved Shredded Wheat Quarter.

2.4.2 However, this is not correct. It is only WHBC, in their report to committee (CD C24) that used the Shredded Wheat Quarter parking provision to justify their support for this Appeal site's provision. I clarify this point in paragraphs 6.3.2-6.3.4 of my Proof of Evidence.

2.4.3 Cllr Russ Platt has provided, within an Appendix of his evidence, a number of survey results of local residents. I will not comment in detail on these, other than to point out the following:

- The questions are very leading;
- The response rate was only circa 45%; and
- In the Key Statistics summary, references to "residents" should actually be "respondents" (for example, "100% of respondents (who make up less than half of actual residents) state that parking is inadequate", not "100% of residents state that parking is inadequate").

2.4.4 I also note that the Mirage development which Cllr Russ Platt presents consists of 209 units of which 74% are flats and 26% are houses. The Appeal site consists of 97% flats and 3% houses. It is a point of agreement between WHBC and the Appellant that car ownership for houses is greater than for flats.

### Controlled Parking Zone

2.4.5 Paragraph 2.27 of Mr Powers' evidence acknowledges that the council is considering a Resident Parking Zone (RPZ) in the areas to the south of the site. However, Mr Powers' states these are not confirmed, nor have an implementation date.

2.4.6 I provided an update on the progress of the RPZ in paragraphs 6.3.15-6.3.17 of my Proof, confirming that the principle of the RPZ is agreed, and it is just the timings that are being reconsulted on. I believe there is a high certainty that the RPZ will be introduced shortly. This point is confirmed in the evidence of the local Councillor, Russ Platt, who states at paragraph

2.1.10 of his evidence that there is an “imminent installation of council parking restrictions in the surrounding roads”.

2.4.7 The result of such a parking zone would be to prohibit any overspill parking from the Appeal site occurring during restricted time periods (and being overly inconvenient for non-permit holders outside of the restricted period).

## **Section 3      Public Transport Accessibility and Access to Services and Facilities**

**3.1.1** The second part of this rebuttal focuses on the access to public transport from the Appeal site, and the services and facilities accessible via this public transport. This responds to comments made by Mr Tim Parton and Cllr Russ Platt.

### **3.2      Routes to Public Transport**

**3.2.1** Mr Parton confirms that the Appeal site is within walking distance of the railway station (paragraph 5.7), but is of the opinion that the pedestrian and cycle routes to the station (and also the adjacent town centre) are not good quality.

**3.2.2** However, notwithstanding that the site is safeguarding a dedicated pedestrian and cycle route to the Wheat Quarter (and therefore the station and town centre to the north), the current route from the site to the station is of a high quality. As established in paragraph 2.3.1 of my Proof, footways of 3.0m are provided from the site access along the western side of Broadwater Road to the junction with Hydeway. Pedestrians are only required to cross a small number of minor accesses, facilitated by way of dropped kerbs and tactile paving along this route. They then turn in to Hydeway towards the station, where a direct pedestrian route is provided, without the need to cross any roads. Manual for Streets (CD B21) (the main “design guide” for streetspace in England) recommends, at paragraph 6.3.22, that the minimum unobstructed width for pedestrian routes is 2.0m. The route provides in excess of this recommendation.

**3.2.3** The Appeal site will also improve BioPark Drive from the building entrances to Broadwater Road to provide a landscaped shared foot/cycleway 3.1m.

**3.2.4** I am therefore of the opinion that the existing infrastructure, even without the link to the Shredded Wheat Quarter provides a high quality pedestrian route to the station and town centre. The bridge at the station is also undergoing improvements (partly funded by this Appeal site) to enhance its appearance and provide lifts to ensure access for all.

### 3.3 East – West Public Transport Links

3.3.1 Whilst acknowledging that north-south public transport links via the railway line are good, both Tim Parton, at paragraph 5.7, and Cllr Russ Platt, at paragraph 3.1, of their Proofs of Evidence, state that east-west public transport links are poor.

3.3.2 Whilst I have already considered this point in Sections 2.9 and 7.2 of my Proof of Evidence, I provide further clarification in the following.

#### Local Bus Services and Destinations

3.3.3 The bus stops adjacent to the Appeal site's access on Broadwater Road serve major destinations such as Welwyn Garden City, Borehamwood and St Albans. In addition, the bus stops on Bridge Road, a circa 750m walk from the Appeal site access (or accessible via the bus stops from Broadwater Road) provide access to additional bus services towards destinations such as Panshanger, Hertford, Luton, Hatfield, Harlow, and Heathrow Airport.

3.3.4 In his evidence, Cllr Platt refers to public transport access to various town and villages in Hertfordshire, to seek to demonstrate journey time comparisons to locations beyond Welwyn Garden City. Whilst some of the locations listed by Cllr Platt are large towns, with a range of facilities, others are small villages. The destinations listed by Cllr Platt are listed below, alongside their settlement hierarchy identifications (based on their respective Local Plans):

- Harpenden – 'town';
- Ware – 'market town' ;
- Wheathampstead – 'large village';
- London Colney – 'large village'; and
- St Albans – 'town'.

3.3.5 With the exceptions of St Albans and Harpenden, the other destinations are unlikely to be significant trip attractors. As set out in Table 2.6 of my PoE, the main reasons for travel are for leisure, retail, commuting and education. Based on this, the smaller towns and villages listed above are unlikely to attract a significant number of future trips, compared to the facilities and services available in Welwyn Garden City and also the larger town of St Albans.

3.3.6 For those wishing to travel to St Albans, as outlined above, the bus stops on Broadwater Road provide access to a direct bus service. For Harpenden, future users of the site will be able to

access the 366 bus service, from the Bridge Road bus stops, which provide an hourly service towards Luton, via the centre of Harpenden. This bus route also serves the village of Wheathampstead. However, other than providing additional areas for employment, and alternative retail choice, I can see little need for regular travel to even St Albans and Harpenden, with Welwyn Garden City providing all necessary, and occasional (e.g. cinema, leisure centre), trip destinations.

- 3.3.7 The planning policy test is not to ensure that public transport is available to every single possible location, nor to always provide a quicker journey time than private car, but to ensure that opportunities for travel by sustainable modes can be taken up (NPPF paragraph 110 (a)).

# **APPENDIX A** Zone 1 Car Parking Strategy (Condition I1) & Cycle Parking Strategy (Condition I3)



## **Zone 1 Car Parking Strategy (Condition I1) & Cycle Parking Strategy (Condition I3)**

Purfleet Centre Regeneration Scheme (20/01129/CV)

March 2021

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**Client Name:** Purfleet Centre Regeneration Limited  
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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

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|--------------|-------------|------------------------------|---------------------------------|---------------------------------|
| 8.5.3        | March 2021  | D. Martin<br>Senior Engineer | M. Powers<br>Technical Director | M. Powers<br>Technical Director |

## Comments

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Final

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Zone 1 Car Parking Strategy (Condition I1) & Cycle Parking Strategy (Condition I3)

Project Number: WIE13745

Document Reference: WIE13745.103.R.8.5.3.CPS

## 1. INTRODUCTION

### General

- 1.1. Waterman Infrastructure & Environment Limited (Waterman) has been instructed by Purfleet Centre Regeneration Limited (PCRL, the Applicant) to provide a Car Parking Strategy and Cycle Parking Strategy for Zone 1 of approved proposals for the redevelopment of land located north of the River Thames and south of the Channel Tunnel Rail Link in Purfleet-on-Thames, Essex (the Purfleet Centre Regeneration Scheme), approved under application reference 20/01129/CV.
- 1.2. The strategy presented in this report will be refined as each Zone of the proposed development is brought forward for detailed design and reserved matters applications.

### Development Summary

- 1.3. Outline planning permission for the development has been approved, with all matters of detail reserved for later determination, save for access. The description of the approved development is as follows:

*Minor material amendment under Section 73 of the Town and Country Planning Act 1990 in respect of planning permission ref. 17/01668/OUT (Application for outline planning permission, with all matters reserved for subsequent approval, except for means of access, for mixed-use redevelopment involving the demolition of existing buildings and other structures, site preparation works, and the development of up to 2,850 dwelling houses, up to 11,000 sq.m (f/s) of business uses, up to 8,880 sq.m (f/s) of shops, up to 5,220 sq.m (f/s) of restaurants and cafes, up to 900 sq.m (f/s) drinking establishments, up to 20,000 sq.m (f/s) of hotel accommodation, up to 18,300 sq.m (f/s) of non-residential institutions uses, comprising a primary school, secondary school and sixth form, medical and community uses, up to 6,200 sq.m (f/s) of assembly and leisure uses, up to 135,000 sq.m (f/s together with external backlot production space) film and television production space including ancillary workshops, offices and post production facilities and ancillary infrastructure, together with ancillary car park, provision of temporary railway station facilities, up to 1,600 sq.m (f/s) of upgraded railway station facilities and local waste and power facilities, all together with associated vehicle parking, open space, landscape and public realm provision, ecological mitigation, highways, pedestrian and vehicular access routes, and other associated engineering, utilities and infrastructure works etc.- Purfleet Centre) to seek approval for a number of amended parameter plans and variations to planning conditions, including B2 (Accordance with plans), to account for three key changes to the approved scheme comprising the relocation of the primary school site, realignment of a primary road and repositioning of the improved Purfleet railway station facilities.*

- 1.4. PCRL has obtained outline planning permission<sup>1</sup> for the Purfleet regeneration scheme and has been granted approval of reserved matters<sup>2</sup> for Sub-Zone 1A. This assessment focuses on the remaining zones of the Purfleet masterplan area awaiting detailed design (i.e. all zones excluding Sub-Zone 1A).

### New Train Station

- 1.5. As part of a new Town Centre for Purfleet-on-Thames, a new train station building will be built in Development Zone 1, replacing the existing Purfleet Station building. The new station building will be adjacent to a mix of new land uses and be integrated into the existing rail network infrastructure,

<sup>1</sup> 20/01129/CV granted on 8 January 2021.

<sup>2</sup> 18/00313/REM granted on 10 January 2020 pursuant to 17/01668/OUT.

including the existing platforms, which would be retained. Alongside the new station building, a new highway and pedestrian bridge would be constructed over the railway line to replace the existing level crossing which shall become redundant.

### Highway Infrastructure

- 1.6. The development team is in the process of developing the carriageway, pedestrian and cycle design on this regeneration project with the emphases being on environmentally friendly measure such as excellent pedestrian access.

### Report Scope

- 1.7. The purpose of this report is to provide a Car Parking Strategy and Cycle Parking Strategy for Zone 1 of the Purfleet Centre Regeneration Scheme, in accordance with Condition I1 and I3 of application reference 20/00129/CV. This document also proposes the strategy for Zone 1 within the context of the strategy that has been considered for parking provision and management across the wider Purfleet Centre site. In accordance with Condition I1, the specific purpose of this report is to ‘...identify the standard of car parking provision that is to apply within each Sub-Zone of that Zone of development’. Condition I1 and the reason for it, reads as follows:

*‘Save in respect of Reserved Matters for Sub-Zone 1A, no applications for Reserved Matters approval shall be submitted in respect of any Zone until a Car Parking Strategy has been submitted to, and approved in writing by, the local planning authority to identify the standard of car parking provision that is to apply within each Sub-Zone of that Zone of development. The submitted Car Parking Strategy for each Zone shall be in accordance with Thurrock Council’s parking policy from time to time.*

*The details of car parking contained within Reserved Matters applications shall accord with the approved Car Parking Strategy for the Sub-Zone to which the Reserved Matters application relates. The parking areas shall be constructed, surfaced, laid out and made available for such purposes in accordance with the relevant Reserved Matters approval prior to the first occupation of the buildings/uses to which they relate and permanently retained as such thereafter.*

*Reason: In the interests of highway safety and to ensure that adequate car parking provision is available in accordance with policies PMD8 and PMD9 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).’*

### Site-wide Considerations

- 1.8. The strategy presented in this report will be refined as each Zone of the proposed development is brought forward for detailed design and reserved matters submissions.
- 1.9. The strategies for car parking provision and management across the Purfleet Centre site include, but are not limited to a site wide Controlled Parking Zone enforced in the private areas by the appointed site wide parking management company and in the public area by an arrangement with Thurrock Council.
- 1.10. Appropriate parking ratios will be utilised for the residential elements, including reduced parking ratios for apartments near the railway station, particularly private rental sector apartments.
- 1.11. The strategies also seek to minimise employment parking provision to an appropriate level. All on-street and off-street parking bays will be demarcated, and it is anticipated that a zonal parking arrangement will be used to allocate on-street parking.

- 1.12. The parking strategy will include provision for off-street and on-street electrical charging bays and management structure of the private parking service.
- 1.13. Blue Badge and accessible parking will be appropriately accommodated and prioritised when parking allocations are established.

#### Cycle Parking

- 1.14. The report also provides a Cycle Parking Strategy for Zone 1 of the Purfleet Centre Regeneration Scheme, in accordance with Condition I3 of application reference 20/00129/CV, as follows:

*'Save in respect of Reserved Matters for Sub-Zone 1A, no applications for Reserved Matters approval shall be submitted in respect of any Zone until a Cycle Parking Strategy has been submitted to, and approved in writing by, the local planning authority in respect of that Zone. The Cycle Parking Strategy shall:*

- 1. provide for not less than 1 secure and covered space per Residential Unit (which for the avoidance of doubt can be included in garage space);*
- 2. identify the standards of cycle parking provision for all non-residential uses that are to apply within each Sub-Zone of that Zone of development;*
- 3. identify how all cycle parking shall be secure and weather protected, and capable of use by electric cycles; and*
- 4. accord with Thurrock Council's parking policy from time to time.*

*Each Reserved Matters application shall provide full details of the number, size, location, design and materials of secure and weather protected cycle parking facilities to serve the proposed development in the Sub-Zone to which the Reserved Matters application relates and shall be in accordance with the approved Cycle Parking Strategy for the relevant Zone. Such secure and weather protected cycle parking approved in writing by the local planning authority shall be installed on site prior to the first occupation of the buildings/uses to which it relates and shall thereafter be permanently retained for sole use as cycle parking/powered two wheelers for the users and visitors of the development.*

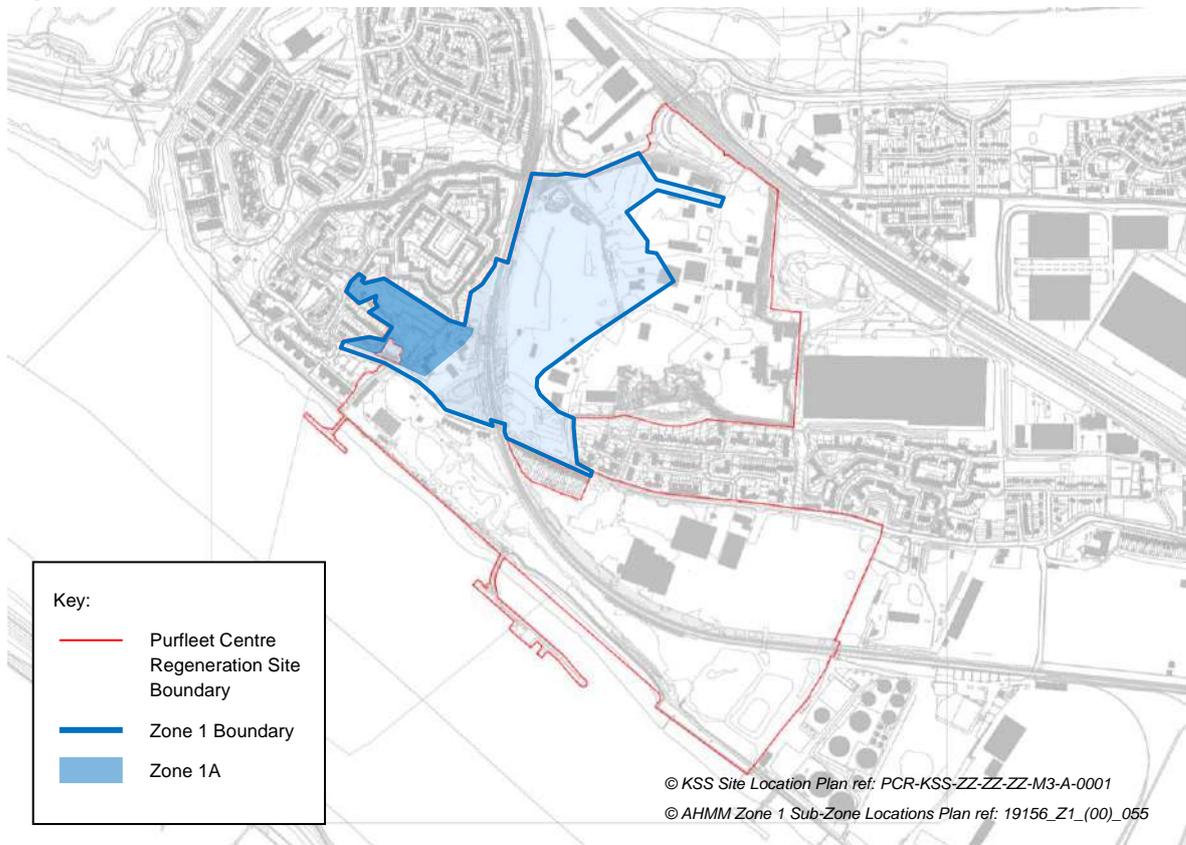
*Reason: To reduce reliance on the use of private cars, in the interests of sustainability, highway safety and amenity in accordance with Policies PMD2 and PMD8 of the adopted Thurrock LDF Core Strategy and Policies for the Management of Development (2015).'*

## 2. BASELINE CONDITIONS

### Site Location

- 2.1. The Site is located on the north bank of the River Thames, upstream of the Queen Elizabeth II Bridge. It comprises a substantial part of the community of Purfleet-on-Thames and occupies an area of 62.85 hectares of previously developed land, stretching between the River Thames and the High Speed 1 railway line (CTRL) (High Speed 1 Rail Link) in the north. The location of the Site is shown in Figure 1 below.

Figure 1: Site Location



### Site Accessibility

#### Bus Services

- 2.2. The existing bus routes that serve the Site are routes 11, 25 and 44. A summary of the existing routes is provided in Table 1 overleaf.

Table 1: Bus Service Summary

| Route              | Route Summary  | Day                   | First Bus               | Last Bus                              | Frequency                   |
|--------------------|--|-----------------------|-------------------------|---------------------------------------|-----------------------------|
| 11                 | Purfleet Stn – Usk Road, Aveley - Ockendon Railway Stn – North Stifford – Palmers College – Orsett Hospital – Stanford le Hope - Basildon Hospital - Basildon Bus Stn  | Mon-Fri               | 07:15                   | 19:05                                 | 120 min                     |
|                    | Basildon Bus Stn – Basildon Hospital – Stanford le Hope – Orsett Hospital – Palmers College – North Stifford – Ockendon Railway Stn – Usk Road, Aveley – Purfleet Stn  | Mon-Fri               | 08:56                   | 19:00                                 | 120 min                     |
| 25<br>(School Bus) | Tank Hill Road, Purfleet - Garrison Estate, Purfleet – Purfleet Stn - Stonehouse Corner - West Thurrock - Grays Bus Stn - Hathaway Road Shops - Hathaway Academy – Crawford Avenue – Kingsman Drive (for William Edwards School) | Mon-Fri               | 07:37                   | -                                     | -                           |
|                    | Kingsman Drive (for William Edwards School) – Stifford Clays – Hathaway Academy – Hathaway Road Shops – Grays Bus Station – West Thurrock – Stonehouse Corner – Purfleet Stn – Garrison Estate, Purfleet – RSPB Purfleet         | Mon-Fri               | -                       | 16:04<br>(Mon)<br>15:49<br>(Tues-Fri) | -                           |
| 44                 | Lakeside Bus Stn - Lakeside Retail Park - Uplands Estate, Purfleet - Garrison Estate, Purfleet - Purfleet Stn - Stonehouse Corner - West Thurrock - Grays Bus Stn  | Mon-Fri<br>Sat<br>Sun | 04:32<br>06:13<br>06:22 | 22:48<br>17:38<br>18:53               | 30 min<br>30 min<br>120 min |
|                    | Grays Bus Stn – West Thurrock – Stonehouse Corner – Purfleet Stn – Garrison Estate, Purfleet – Uplands Estate, Purfleet – Lakeside Retail Park – Lakeside Bus Stn  | Mon-Fri<br>Sat<br>Sun | 07:02<br>08:16<br>08:40 | 22:05<br>18:32<br>18:25               | 30 min<br>30 min<br>120 min |
|                    |  |                       |                         |                                       |                             |

- 2.3. It is intended that the development will provide a bus service to Lakeside subject to a minimum half hour frequency of service, with proposed access to bus stops and bus services to be provided within 400m of every dwelling.

### Rail Services

- 2.4. Purfleet Station is located in the south-western part of the Site, which is operated by c2c providing services between Grays and London Fenchurch Street, which takes an average of 40 minutes' travel time. In total, Purfleet Station has a frequency of 4 trains per hour.
- 2.5. As part of the development, a new train station building will be built in Development Zone 1, replacing the existing Purfleet Station building. The new station building will be adjacent to a mix of new land uses and be integrated into the existing rail network infrastructure, including the existing platforms, which would be retained.

- 2.6. Alongside the new station building, a new highway and pedestrian bridge would be constructed over the railway line to replace the existing level crossing which shall become redundant.

### Walking and Cycling

- 2.7. The Site has appropriate footways in the local area which benefit from street lighting, with the National Cycle Network Route 13 located to the east and south of the Site. Much of the cycling route section provides an excellent environment for cyclists, with designated or defined shared use cycle paths which are clearly marked on the surface and vertical signage is present. Most of the current crossing points at side roads and accesses have dropped kerbs and tactile paving.
- 2.8. Overall, the roads surrounding the vicinity of the Site are considered conducive to cycling, (as outlined within the Transport Assessment) given the relatively low number of collisions recorded involving cyclists, over the latest 5-year period.
- 2.9. At present, the Site is highly car dependent, however there is the ambition to enable modal shift and a reduction in congestion through encouraging walking, cycling and the servicing of daily needs locally through the delivery of Purfleet-on-Thames Town Centre.

### Controlled Parking Zones

- 2.10. There are two existing Controlled Parking Zones (CPZ) within Purfleet-on-Thames:

#### Purfleet parking zone P1 ( Monday to Friday, 10am to 3pm):

- Beacon Hill;
- Church Hollow, numbers 1 to 47;
- Church Lane, numbers 1 to 10;
- Caspian Way, numbers 2, 4, 6 and 8;
- Dipping Bungalows, Caspian Way;
- Hollow Cottage, Caspian Way;
- Hollow Cottages, numbers 1 to 18, Caspian Way;
- Linnet Way;
- The Parsonage, Caspian Way.

#### Purfleet parking zone P2 (Monday to Friday, 10am to 3pm):

- Botany Cottages, London Road;
- Botany Terrace, London Road;
- High Street, numbers 1 to 7, London Road;
- Railway Cottages, London Road;
- Riverview Flats, London Road;
- Riverview Terrace, London Road;
- Southland Terrace, London Road;
- Station Terrace, London Road;
- Sussex Terrace, London Road.

## Existing Car Ownership

2.11. To provide an indication of the current level of local car ownership the 2011 Census data has been interrogated for car ownership/availability within the 'E01015921 : Thurrock 015A', 'E01016013 : Thurrock 015D' and 'E01016014 : Thurrock 015E' output areas, within which the Site and neighbouring residential areas are located.

Figure 2: E01015921 : Thurrock 015A Census Data Output Area



Figure 3: E01016013 : Thurrock 015D Census Data Output Area



Figure 4: E01016014 : Thurrock 015E Census Data Output Area



2.12. The resultant car ownership data is provided in Table 2 below.

Table 2: Car Ownership Levels (Number of Households)

| Output Area                  | Category                            | Houses or Bungalows | Flat, Maisonette or Apartment | All Dwellings |
|------------------------------|-------------------------------------|---------------------|-------------------------------|---------------|
| E01015921 :<br>Thurrock 015A | Dwellings                           | 328                 | 220                           | 548           |
|                              | No cars or vans in household        | 46                  | 42                            | 88            |
|                              | 1 car or van in household           | 152                 | 137                           | 289           |
|                              | 2 cars or vans in household         | 130                 | 41                            | 171           |
|                              | Sum of All cars or vans in the area | <b>412</b>          | <b>219</b>                    | <b>631</b>    |
|                              | <b>Car Ownership per Household</b>  | <b>1.3</b>          | <b>1.0</b>                    | <b>1.2</b>    |
| E01016013 :<br>Thurrock 015D | Dwellings                           | 467                 | 548                           | 1,015         |
|                              | No cars or vans in household        | 71                  | 137                           | 208           |
|                              | 1 car or van in household           | 233                 | 318                           | 551           |
|                              | 2 cars or vans in household         | 163                 | 93                            | 256           |
|                              | Sum of All cars or vans in the area | <b>559</b>          | <b>504</b>                    | <b>1,063</b>  |
|                              | <b>Car Ownership per Household</b>  | <b>1.2</b>          | <b>0.9</b>                    | <b>1.1</b>    |
| E01016014 :<br>Thurrock 015E | Dwellings                           | 410                 | 599                           | 1,009         |
|                              | No cars or vans in household        | 91                  | 165                           | 256           |
|                              | 1 car or van in household           | 195                 | 338                           | 533           |
|                              | 2 cars or vans in household         | 124                 | 96                            | 220           |
|                              | Sum of All cars or vans in the area | <b>443</b>          | <b>530</b>                    | <b>973</b>    |
|                              | <b>Car Ownership per Household</b>  | <b>1.1</b>          | <b>0.9</b>                    | <b>1.0</b>    |

Note: Data based on LC4415EW - Accommodation type by car or van availability by number of usual residents aged 17 or over in household Census Data 2011, per number of households. This data is available on the NOMIS website - [https://www.nomisweb.co.uk/census/2011/local\\_characteristics](https://www.nomisweb.co.uk/census/2011/local_characteristics)

- 2.13. The above Census data indicates that the existing car ownership for houses is between 1.1 and 1.3 cars per dwelling, and the car ownership for flats/apartments is between 0.9 and 1 car per dwelling. This results in an overall average car ownership level of between 1 and 1.2 cars per dwelling across the local area.
- 2.14. Additional interrogation has been undertaken to establish the existing level of car ownership based on tenure, considering private ownership, social rented and private rented households located within the output areas assessed. The resulting car ownership by tenure data is provided in Table 3 below.

Table 3: Car Ownership Levels (Number of Households)

| Output Area                  | Category                            | Private owned or shared ownership | Social rented | Private rented |
|------------------------------|-------------------------------------|-----------------------------------|---------------|----------------|
| E01015921 :<br>Thurrock 015A | Dwellings                           | 430                               | 357           | 222            |
|                              | No cars or vans in household        | 37                                | 148           | 71             |
|                              | 1 car or van in household           | 243                               | 173           | 117            |
|                              | 2 cars or vans in household         | 150                               | 36            | 34             |
|                              | Sum of All cars or vans in the area | <b>543</b>                        | <b>245</b>    | <b>185</b>     |
|                              | <b>Car Ownership per Household</b>  | <b>1.3</b>                        | <b>0.7</b>    | <b>0.8</b>     |
| E01016013 :<br>Thurrock 015D | Dwellings                           | 568                               | 47            | 400            |
|                              | No cars or vans in household        | 61                                | 20            | 127            |
|                              | 1 car or van in household           | 311                               | 25            | 215            |
|                              | 2 cars or vans in household         | 196                               | 2             | 58             |
|                              | Sum of All cars or vans in the area | <b>703</b>                        | <b>29</b>     | <b>331</b>     |
|                              | <b>Car Ownership per Household</b>  | <b>1.2</b>                        | <b>0.6</b>    | <b>0.8</b>     |
| E01016014 :<br>Thurrock 015E | Dwellings                           | 357                               | 44            | 147            |
|                              | No cars or vans in household        | 26                                | 19            | 43             |
|                              | 1 car or van in household           | 193                               | 20            | 76             |
|                              | 2 cars or vans in household         | 138                               | 5             | 28             |
|                              | Sum of All cars or vans in the area | <b>469</b>                        | <b>30</b>     | <b>132</b>     |
|                              | <b>Car Ownership per Household</b>  | <b>1.3</b>                        | <b>0.7</b>    | <b>0.9</b>     |

Note: Data based on LC4416EW - Tenure by car or van availability by number of usual residents aged 17 or over in household Census Data 2011, per number of households. This data is available on the NOMIS website - [https://www.nomisweb.co.uk/census/2011/local\\_characteristics](https://www.nomisweb.co.uk/census/2011/local_characteristics)

- 2.15. The above census data indicates that the existing car ownership for private owned/shared ownership households is between 1.2 and 1.3 cars per dwelling, the car ownership for social rented households is between 0.6 and 0.7 cars per dwelling and the existing level of car ownership for private rented households is between 0.8 and 0.9 cars per dwelling.

## Thurrock Car Parking Standards

- 2.16. The Thurrock Parking Standards and Good Practice (March 2012) document provides details of the

existing car parking standards for all developments within the Thurrock area.

2.17. The minimum residential car parking standards are detailed in [Table 4](#) below.

**Table 4: Residential Car Parking Standards (minimum)**

| <b>Dwelling Type/Use</b>                    | <b>Range</b>   |
|---|--|
| Flats – High Accessibility <sup>1</sup>     | 0 - 1.0 spaces per dwelling  |
| Flats – Medium Accessibility <sup>2</sup>   | 1.0 - 1.25 spaces per dwelling   |
| Flats – Low Accessibility <sup>3</sup>      | Minimum 1.25 spaces per dwelling   |
| Houses* – High Accessibility <sup>1</sup>   | 0 – 1.5 spaces per dwelling  |
| Houses* – Medium Accessibility <sup>2</sup> | 1.5 - 2.0 spaces per dwelling  |
| Houses* – Low Accessibility <sup>3</sup>    | Minimum 2.0 spaces per dwelling  |
| Visitors and unallocated                    | 0.25 spaces per dwelling in addition to the above unallocated and designed on-street where appropriate |

(1) *High Accessibility – High accessibility is defined as within 1km walking distance of a rail station and within an existing or proposed controlled parking zone.*

(2) *Medium Accessibility – Medium accessibility is defined as within 1km walking distance of a designated Town Centre or within 400metres of a bus stop that is subject to a minimum service of 20mins or less.*

(3) *Low Accessibility – includes those areas outside medium and high accessibility areas.*

*\* For houses with one bedroom the standards for flats will apply. For houses with 4 or more bedrooms, an additional parking space will be permitted.*

2.18. It should be noted that the existing level of car ownership is in line with the ‘High Accessibility’ Thurrock parking requirements, despite the existing low levels of accessibility to services, facilities and public transport within Purfleet-on-Thames.

## **Car Club**

2.19. Car Clubs are very popular in urban areas outside of London where there is low car ownership and good access to public transport, such as the proposed Site. Car Clubs give local people freedom to access a car or van where and when they need one, without any of the difficulties or expense of ownership (e.g. no servicing, insurance, parking, MOT or repairs) in addition to reducing demand for second car ownership.

2.20. As Thurrock Council is also responsible for parking controls in the area, there is also strong interest in making such facilities available.

2.21. The Car Club will be open to the wider community which would encourage further low car ownership and give potential to expand the car club to provide more vehicles in possibly more locations.

2.22. A Car Club facility will be provided and available for use by residents, employees and site users, with car club vehicles provided on-site providing there is sufficient demand from the local community. The Car Club provision will be monitored and spaces for dedicated car club use increased as demand grows within the development.

2.23. In addition, the literature surrounding car clubs provides a range of equivalent parking spaces per Car Club bay. For instance, ‘Sustrans’<sup>3</sup> states

<sup>3</sup> <https://www.sustrans.org.uk/what-you-can-do/use-your-car-less/car-clubs-and-car-sharing>

*'One car club car replaces over 20 private cars, helping to reduce traffic jams and free up parking spaces.'*

2.24. A more moderate view by 'CarPlus'<sup>4</sup> states:

*'...5.4 people per car club car give up their personal vehicle. This means that for each new car club car, 4 parking spaces are no longer required'*

2.25. Therefore, a single Car Club facility can be deemed equivalent to between 4-20 car parking spaces, whilst removing many of the negative associations with owning a car.

2.26. The proposals to design a minimum of 5 Car Club spaces within each zone, to be increased in line with demand over time, which is the equivalent to the replacement of up to 20 cars per Car Club vehicle based on industry findings. The provision of Car Club facilities is expected to negate the need for car ownership, particularly second car ownership, for residents, therefore limiting the overall parking requirements across the Site.

### **Space Syntax Walkability Index Analysis**

2.27. Space Syntax has undertaken 'Walkability Index' analysis to evaluate "outflow" movement demand from the development into the wider area. The results of its work have informed the overall Transport Assessment, providing evidence for the Sustainable Urban Mobility strategy by demonstrating how the designs release pressure on:

- a) the wider road network; and
- b) parking capacity on site by encouraging local trip containment.

#### **Local trip containment**

2.28. 'Walkability Index' analysis has evaluated the potential of the development to generate local walking trips and, as a consequence, to reduce levels of car-dependence. The factors that influence walkability are:

#### **Public Transport Accessibility**

2.29. The location of bus and train stops within a short walk from households and other local buildings.

#### **Land Use Mix**

2.30. The number of different 'everyday' land uses, including shops, schools/education and offices/workplaces within a short walk from households and other local buildings.

#### **Spatial Layout Attraction**

2.31. The connectedness of the street and footway/cycleway network, allowing effective non-car movement across the local area.

2.32. A Walkability Index has been calculated for the current site as well as for a set of case study locations. This analysis has been used to produce a Future Scenario Walkability Index to evaluate the likely impact of the development. A commentary has then been produced to describe the consequential benefits of the design approach to local road capacity, attached at [Appendix A](#) of this document for reference.

2.33. The assessment indicates that Purfleet-on-Thames at present has a has a middle-order Walkability

<sup>4</sup> <https://www.rgp.co.uk/publications/car-clubs/>

Index score. In combination with a low-Density Score, this result suggests that significant development could be supported while maintaining strong walkability.

- 2.34. With the implementation of the proposed Phase 1 development, the Land Use Mix and Public Transport Accessibility improve significantly from the existing condition, while local Spatial Connectivity also improves. These characteristics produce a higher Walkability Index than existing and are likely to encourage trips to be conducted within the development using active sustainable modes. This in turn is likely to reduce car-dependence and demand for parking.
- 2.35. The catchment analysis, undertaken as part of the assessment, shows the whole of Purfleet-on-Thames to be accessible on foot for people living within the development. This suggests significant potential to reduce outflow private vehicle trips when coupled with a high level of Land Use Mix within the development.
- 2.36. Much of the borough is currently accessible within a 30-minute cycle journey, demonstrating the significant potential for an increase in cycling to and from the site and, as a result, reduce car trips. This is particularly important when combined with local planning and design measures to promote cycling within the development.
- 2.37. Alongside Walkability, Cyclability is a factor that has the potential to be enhanced across the local Thurrock area.
- 2.38. Overall, the Walkability Index has informed the Urban Design strategy, providing evidence to demonstrate how the design supports a 'slow speed, active mobility' urban design approach that, with wide footways, narrow roadways, tight turning radii, minimal road markings, will encourage residents of - and visitors to - the development to move around by walking and cycling.

### 3. PROPOSED DEVELOPMENT

#### The Masterplan Development

3.1. The masterplan envisions a new Town Centre for Purfleet-on-Thames. The illustrative masterplan is included in [Appendix A](#). The intention is to integrate new uses with surrounding residential areas and existing transport infrastructure. It includes the demolition of existing structures and provision of up to:

- 2,850 dwellings (mix of studio, 1 bedroom, 2 bedroom, 3 bedroom and 4 bedroom apartments and houses) including a proportion of affordable housing;
- 11,000m<sup>2</sup> of business uses;
- 8,880m<sup>2</sup> of shops;
- 5,220m<sup>2</sup> of restaurants and cafes;
- 900m<sup>2</sup> of drinking establishments;
- 20,000m<sup>2</sup> of hotel accommodation;
- 18,300m<sup>2</sup> of non-residential institutions, comprising a primary school, a secondary school, integrated medical centre and community uses;
- 6,200m<sup>2</sup> of leisure uses;
- 135,000m<sup>2</sup> of film / TV studios, including workshops, offices and postproduction facilities and infrastructure; and
- 1,600m<sup>2</sup> of new railway station building and local waste and power facilities.

#### Residential Phasing

3.2. The development of the residential units will be split across 13 Sub-Zones across Zones 1, 2, 5, 6 and 8 of the consented development, as shown in [Table 5](#) below.

Table 5: Masterplan residential phases

| Phase | Number of homes (approximate split between apartments and houses where known) | Build duration (months) (approx.) | Build completion (approx.) |
|-------|---|-----------------------------------|----------------------------|
| 1A    | 61 (all houses)   | 20                                | January 2023               |
| 1B    | 188 (all apartments)  | 20                                | February 2024              |
| 1C    | 165 (151 apartments, 14 houses)   | 22                                | February 2025              |
| 1D1   | 192 (145 apartments, 47 houses)   | 20                                | June 2024                  |
| 1D2   | 194 (167 apartments, 27 houses)   | 22                                | September 2025             |
| 1D3   | 200 (121 apartments, 79 houses)   | 21                                | June 2027                  |
| 2B    | 309   |                                   | Unknown                    |
| 2C    | 261   |                                   | Unknown                    |
| 2D    | 173   |                                   | Unknown                    |
| 5A    | 260   |                                   | Unknown                    |

| Phase        | Number of homes (approximate split between apartments and houses where known) | Build duration (months) (approx.) | Build completion (approx.) |
|--------------|---|-----------------------------------|----------------------------|
| 5B           | 260   |                                   | Unknown                    |
| 6            | 224   |                                   | Unknown                    |
| 8            | 194   |                                   | Unknown                    |
| <b>Total</b> | <b>2,681</b>  |                                   | <b>Unknown</b>             |

### Proposed Site-Wide Car Parking Provision

- 3.3. The proposed strategy is to provide a maximum parking ratio of 0.8 car spaces per apartment/flat and 1.25 spaces for houses across the Site, with a lower variation to the above ratio in highly accessible zones within the Site.
- 3.4. As such, the maximum car parking ratio across the Site for the Proposed Development is as follows:
- Studio/1 bedroom flats and apartments – 0.5 spaces per dwelling;
  - 2+ bedroom flats and apartments – 0.8 spaces per dwelling;
  - 2+ bedroom houses - 1.25 spaces per dwelling.
- 3.5. The ratio for each Zone will be determined based on a matrix which takes into account the Space Syntax 'Walkability Index' and accessibility of each Zone to public transport, local facilities and employment/commercial uses, as summarised in [Table 6](#) below.

Table 6: Site-Wide Car Parking Ratio Matrix

| Accessibility Index  | Private Rented Sector   |                               | Market Housing                |                             |                               |
|----------------------|-------------------------|-------------------------------|-------------------------------|-----------------------------|-------------------------------|
|                      | Flats                   |                               | Flats                         |                             | Houses                        |
|                      | Studio/1 bed            | 2+ bed                        | Studio/1 bed                  | 2+ bed                      | 2+ bed                        |
| High Accessibility   | Car Free                | 0.5 spaces per dwelling       | 0.5 spaces per dwelling       | 0.5-0.8 spaces per dwelling | 1.25 spaces per dwelling      |
| Medium Accessibility | 0.5 spaces per dwelling | 0.5 - 0.8 spaces per dwelling | 0.5 - 0.8 spaces per dwelling | 0.8 spaces per dwelling     | 1.25 spaces per dwelling      |
| Low Accessibility    | 0.5 spaces per dwelling | 0.8 spaces per dwelling       | 0.8 spaces per dwelling       | 1 space per dwelling        | 1.25 – 2* spaces per dwelling |

\*2 spaces in exceptional circumstances e.g., 3-4+ bedroom houses in lowest accessibility areas

### Car Parking Ratio Justification

#### Existing Car Ownership

- 3.6. As identified earlier within this document, 2011 Census data indicates that the existing car ownership for houses is between 1.1 and 1.3 cars per dwelling and the car ownership for

flats/apartments is between 0.9 and 1 car per dwelling, resulting in an overall average car ownership level of between 1 and 1.2 cars per dwelling within the local area.

- 3.7. It should be noted that a large proportion of the proposed residential provision within the Town Centre area is to be Private Rented Sector (PRS) housing, which typically records lower levels of car ownership than privately owned households. The 2011 Census data relating to tenure identified that the existing car ownership for private owned/shared ownership households is between 1.2 and 1.3 cars per dwelling, the car ownership for social rented households is between 0.6 and 0.7 cars per dwelling and the existing level of car ownership for private rented households is between 0.8 and 0.9 cars per dwelling.
- 3.8. The 2011 Census data is based on the existing situation, with Purfleet-on-Thames and the surrounding areas not considered accessible to services, employment or leisure facilities. Without the improvements to accessibility that will be introduced as a result of the development proposals, the existing residential dwellings record a car ownership level that is in line with the proposed site-wide parking ratio, which is representative of the 'High Accessibility' range specified within the Thurrock Parking Standards and Good Practice (March 2012) guidance.
- 3.9. Given the proposed improvements to accessibility and considering the existing levels of car ownership within the area, it is considered that a lower car parking ratio than that specified within the Thurrock guidance is appropriate for the residential elements of the Site, given the improvements to sustainability and access to public transport modes.

#### Internalisation

- 3.10. The genuinely mixed-use nature of the scheme and provision of commercial/employment elements within the Site encourages internalisation of trips, with residents remaining within the Site to access employment, therefore resulting in shorter commuting trips than can be undertaken by sustainable modes of travel (e.g., walking, cycling and the proposed Ensign bus service).
- 3.11. Trip generation and distribution calculations undertaken for the Transport Assessment determined that, based on 2011 Census origin/destination data, that around 32% of trips to work by car stay internal to the home ward. It is reasonable to assume that this figure would remain consistent following the construction and occupation of the Proposed Development given the mix of land uses and transport enhancements proposed within the Site.

#### Private Rented Sector and Build-To-Rent Properties

- 3.12. As previously identified, the existing car ownership for social rented households is between 0.6 and 0.7 cars per dwelling and the existing level of car ownership for private rented households is between 0.8 and 0.9 cars per dwelling.
- 3.13. This level of car ownership is currently provided within an area of poor accessibility to public transport, services and local facilities. With the proposed improvements to accessibility to be implemented as part of the proposed development, the resulting level of car ownership among rented households would be expected to reduce further.
- 3.14. Zone 1, within which a large proportion of the Town Centre households will be PRS, benefits from direct access to retail, employment, education and public transport can be deemed to effectively operate with significantly reduced car parking, with car-free operation to be a viable option taking into account the access to services, and proposed parking controls.

### Access to Public Transport

- 3.15. Accessible and frequent public transport services is key to reduce the dependence on car travel, and as a result justify the lower provision of car parking within the Site.
- 3.16. As previously identified, a new train station building will be built in Development Zone 1, replacing the existing Purfleet Station building. The new station building will be adjacent to a mix of new land uses and be integrated into the existing rail network infrastructure, including the existing platforms, which would be retained. Alongside the new station building, a new highway and pedestrian bridge would be constructed over the railway line to replace the existing level crossing which shall become redundant.
- 3.17. The development will provide a bus service, operated by Ensign Buses, which is to serve the Site, providing access to the local area and is to be subject to a minimum half hour frequency of service. Proposals seek to provide access to bus stops and bus services within 400m of every dwelling, approximately 5 minutes' walk time based on an average walk speed of 1.33m per second.
- 3.18. Within Zone 1, access to bus services is to be provided well within 400m walking distance of every dwelling and both the proposed temporary and new train stations are located well within 1km walking distance of every dwelling in Zone 1. It is therefore considered that all areas of Zone 1 benefit from **High Accessibility**.

### Design

- 3.19. The proposed development is to be designed to ensure pedestrian and cyclist priority over car use, with the internal highway layout designed in such a way that walking and cycling becomes an attractive and realistic alternative to car travel, subsequently reducing the need for car travel and car ownership requirements.
- 3.20. Walking and cycling routes are to be designed to provide direct access to local facilities, amenities and public transport stops, with the routes intended to reduce travel time via these modes at the expense of car use. Dedicated walking and cycle links, one-way routing and restricted car access will be implemented to encourage walking and cycling as an alternative to car use, with all streets designed to be 20mph safe streets anticipating multi-modal movement to be accommodated on the carriageway.
- 3.21. As previously identified, the development is to be designed to ensure that bus routes available with 400m (5 mins walk) of every dwelling within the Site.
- 3.22. In the context of the Proposed Development, the proposals for on-site public realm, amenity areas and recreational space, will offer services to local people within the area, which will reduce the need to travel away from the Site.

### Parking Restrictions

- 3.23. As the residential road network will remain private, a parking control service will be utilised to enforce parking regulations on the site giving the parking control normally achieved by a CPZ.
- 3.24. To ensure that no unauthorised parking, including additional unpermitted household vehicles, and that short stay visitor parking is properly controlled, it is anticipated that a site wide permit scheme will be enforced.
- 3.25. The zonal parking provision and parking strategy will be monitored and reviewed as the Purfleet Centre Regeneration Scheme develops to ensure that parking is not displaced into neighbouring

areas or zones within the Site.

#### Access to Car Clubs

- 3.26. For each of the development zones, 5 Car Club spaces will be provided to give choice in terms of car accessibility. Given Car Clubs are a direct payment service, not only do they result in the reduction of car ownership, they also reduce the frequency and the length of individual car trips. Discounts and introductory offers will be investigated and implemented for residents in early years of scheme operation.
- 3.27. The proposals to provide a minimum of 5 Car Club spaces within each zone, the equivalent to the replacement of up to 20 cars per Car Club vehicle, based on industry findings, is expected to negate the need for car ownership, particularly second car ownership, for residents. This limits the overall parking requirements across the Site, allowing for a reduced parking ratio than that identified in Thurrock's guidance.
- 3.28. Car Club spaces will predominantly be located close to apartment buildings, which are typically subject to lower levels of occupation by families, where the provision is considered more likely to encourage residents to be car free, although car club spaces will be available for use by all members. Additionally, Car Club vehicles will be located within the Town Centre area, close to the railway station, to assist with a reduced dependence on car ownership and encourage modal shift in favour of sustainable travel modes.
- 3.29. The Car Club provision will be monitored and spaces for dedicated Car Club use increased as demand grows within the development.

#### Travel Plan

- 3.30. The implementation of stringent Travel Plan measures would be expected to encourage a modal shift among residents, employees and site users away from car use to more sustainable modes of travel including walking, cycling and public transport use.
- 3.31. This modal shift away from car use would in-turn reduce the overall need for car ownership, particularly taking into account the proposed improvements to access to public transport and access to car club facilities when car use is absolutely necessary.

#### Future Trends, Opportunity and Technology

- 3.32. With the Proposed Development's construction programme extending into the future, the car parking strategy will be reviewed in accordance with ongoing and future travel and car ownership trends.
- 3.33. It is acknowledged that there is current trend for reduced levels of car ownership amongst young people, be it through the expense of owning and maintaining a vehicle, availability of public transport services or environmental choices of the individual. This trend is anticipated to influence future car ownership levels and the necessity for car parking.
- 3.34. There is an ongoing increase to the reach of Mobility-as-a-Service (MaaS) outside of City locations, which is a type of service that through a joint digital channel enables users to plan, book, and pay for multiple types of mobility services such as Uber. The concept of MaaS results in a shift away from personally owned modes of transportation and towards mobility provided as a service.
- 3.35. The trend towards MaaS is being driven by new mobility service providers such as carpool and ridesharing companies, bicycle-sharing systems programs, scooter-sharing systems and

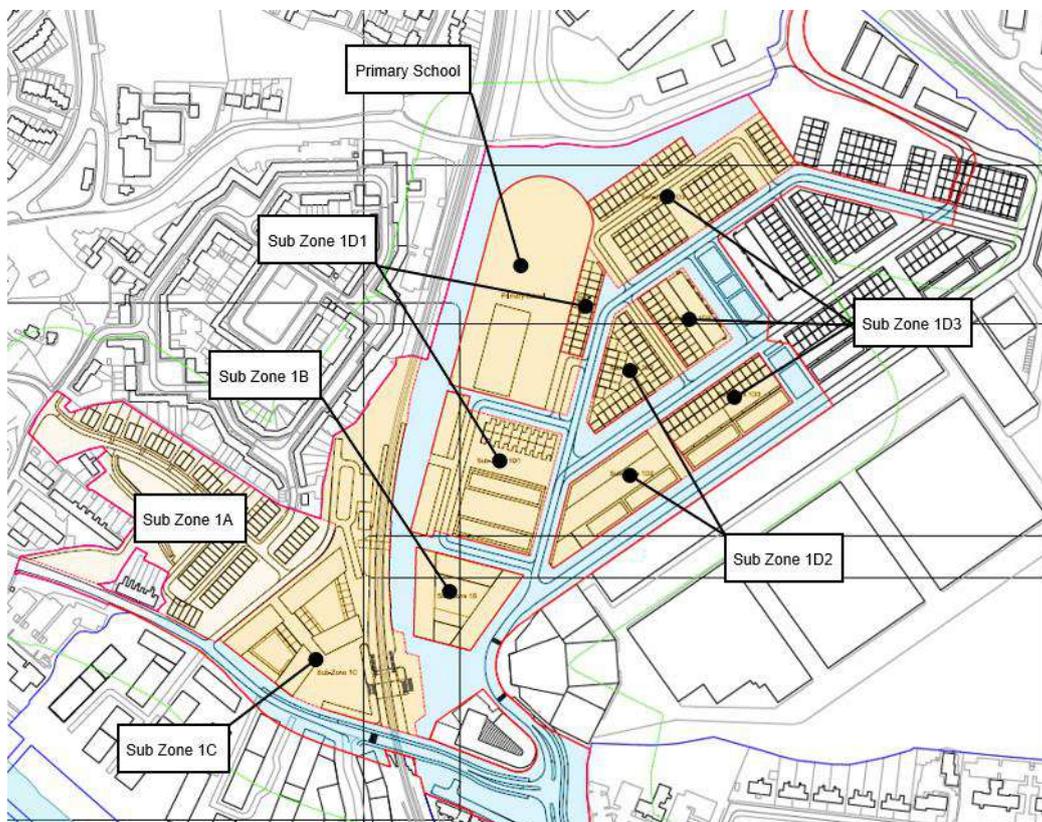
carsharing services as well as on-demand "pop-up" bus services. As such, MaaS is anticipated to result in a decline in private car ownership.

- 3.36. With the ongoing Covid-19 situation significantly restricting movement and travel for many, home, remote and digital working has become the norm for many in employment. The use of digital working had been on the increase in previous years, with the Covid-19 situation significantly accelerating the uptake of this method of working. It is considered highly likely that digital working will continue to increase following a return to non-Covid-19 conditions. The provision of appropriate internet connections within new developments facilitates digital working and negates the need to commute or travel to a place of work regularly, therefore further reducing the necessity of car use and ownership.
- 3.37. The Site benefits from jetty infrastructure that, subject to design and structural considerations, offers the potential to be developed to provide a Thames Clipper berthing facility with tidal access. The provision of Thames Clipper access is a scheme ambition, however, would be the subject of a detailed feasibility assessment and a later application and relevant consents. Should this be made available, the facility would offer a further alternative to car travel, therefore reducing the need for car ownership and subsequently car parking.

### Zone 1 Car Parking Provision

- 3.38. Taking into account the above factors, the proposed strategy is to provide a maximum parking ratio in line with the High Accessibility to public transport, employment, retail, services and facilities within the zone. The proposed Zone 1 layout is identified in [Figure 5](#) below.

Figure 5: Zone 1 Layout



3.39. Zone 1 (excluding Sub Zone 1A) seeks to provide a total of 940 residential dwellings across 5 Sub Zones, as follows:

- Zone 1B - 189 Apartments/Flats;
- Zone 1C - 151 Apartments/Flats, 14 Houses;
- Zone 1D1 - 145 Apartments/Flats, 47 Houses;
- Zone 1D2 - 167 Apartments/Flats, 27 House; and
- Zone 1D3 - 121 Apartments/Flats, 79 Houses.

3.40. As such, the maximum car parking ratio across Zone 1 is as follows:

- PRS Studio flats and apartments – car-free;
- PRS 1 bedroom flats and apartments – car-free;
- PRS 2+ bedroom flats and apartments – 0.5 spaces per dwelling;
- Market Housing Studio flats and apartments – car-free;
- Market Housing 1 bedroom flats and apartments – 0.5 spaces per dwelling;
- Market Housing 2+ bedroom flats and apartments – 0.5 - 0.8 spaces per dwelling;
- Market Housing 2+ bedroom houses - 1.25 spaces per dwelling.

3.41. The above parking ratio, applied to the proposed Zone 1 residential provision provides a range of parking to be provided within the Zone, as detailed in [Table 7](#) (flats and apartments) and [Table 8](#) (houses) overleaf.

Table 7: Zone 1 Car Parking Range – Flats and Apartments

| Sub Zone            | Studio    | Ratio | Spaces   | 1 Bed      | Ratio | Spaces      | 2 Bed      | Ratio   | Spaces         | 3 Bed     | Ratio        | Spaces | Total Flats | Total Spaces   |
|---------------------|-----------|-------|----------|------------|-------|-------------|------------|---------|----------------|-----------|--------------|--------|-------------|----------------|
| Zone 1B             | 19        | 0     | 0        | 38         | 0-0.5 | 0-19        | 132        | 0.5-0.8 | 66-106         | 0         | 0.5-0.8      | 0      | <b>189</b>  | <b>66-135</b>  |
| Zone 1C             | 0         | 0     | 0        | 66         | 0-0.5 | 0-33        | 68         | 0.5-0.8 | 34-54          | 17        | 0.5-0.8      | 9-14   | <b>151</b>  | <b>43-101</b>  |
| Zone 1D1            | 0         | 0     | 0        | 23         | 0-0.5 | 0-12        | 107        | 0.5-0.8 | 54-86          | 15        | 0.5-0.8      | 8-12   | <b>145</b>  | <b>62-110</b>  |
| Zone 1D2            | 0         | 0     | 0        | 23         | 0-0.5 | 0-12        | 117        | 0.5-0.8 | 59-94          | 27        | 0.5-0.8      | 14-22  | <b>167</b>  | <b>73-128</b>  |
| Zone 1D3            | 0         | 0     | 0        | 14         | 0-0.5 | 0-7         | 80         | 0.5-0.8 | 40-64          | 27        | 0.5-0.8      | 14-22  | <b>121</b>  | <b>54-93</b>   |
| <b>Total Zone 1</b> | <b>19</b> |       | <b>0</b> | <b>164</b> |       | <b>0-83</b> | <b>504</b> |         | <b>253-404</b> | <b>86</b> | <b>45-70</b> |        | <b>773</b>  | <b>298-567</b> |

Table 8: Zone 1 Car Parking Range – Houses

| Sub Zone            | 2 Bed     | Ratio | Spaces    | 3 Bed     | Ratio | Spaces    | 4 Bed     | Ratio | Spaces    | Total Houses | Total Spaces |
|---------------------|-----------|-------|-----------|-----------|-------|-----------|-----------|-------|-----------|--------------|--------------|
| Zone 1B             | 0         | 1.25  | 0         | 0         | 1.25  | 0         | 0         | 1.25  | 0         | <b>0</b>     | <b>0</b>     |
| Zone 1C             | 7         | 1.25  | 9         | 7         | 1.25  | 9         | 0         | 1.25  | 0         | <b>14</b>    | <b>18</b>    |
| Zone 1D1            | 12        | 1.25  | 15        | 20        | 1.25  | 25        | 15        | 1.25  | 19        | <b>47</b>    | <b>59</b>    |
| Zone 1D2            | 8         | 1.25  | 10        | 10        | 1.25  | 13        | 9         | 1.25  | 11        | <b>27</b>    | <b>34</b>    |
| Zone 1D3            | 13        | 1.25  | 16        | 30        | 1.25  | 38        | 36        | 1.25  | 45        | <b>79</b>    | <b>99</b>    |
| <b>Total Zone 1</b> | <b>40</b> |       | <b>50</b> | <b>67</b> |       | <b>64</b> | <b>60</b> |       | <b>75</b> | <b>167</b>   | <b>209*</b>  |

\*includes visitor parking

- 3.42. The above tables demonstrate that, in line with the Zone 1 car parking ratios as detailed at paragraph 3.37, the required car parking range for each Sub Zone within Zone 1, based on the proposed number and type of residential dwellings, will be as follows:
- Zone 1B - 66 – 135 parking spaces;
  - Zone 1C - 61 - 119 parking spaces;
  - Zone 1D1 - 121 – 169 parking spaces;
  - Zone 1D2 - 107 – 162 parking spaces; and
  - Zone 1D3 - 153 – 192 parking spaces.
- 3.43. The resulting range of car parking for the 940 residential dwellings provided within Zone 1 (excluding Zone 1A) is between 507 and 776 car parking spaces, which equates to a ratio of 0.54-0.83 car parking spaces per dwelling.
- 3.44. It is considered that the residential parking spaces will not be allocated to specific units, but rather leased to prospective residents. This is to ensure future flexibility in a potential future scenario where the approach to individual car ownership has shifted.
- 3.45. Parking permission will be provided on a first come, first served basis, with a maximum of one vehicle per household in line with the zonal requirements. Once the level of parking has met the provision available within the zone, no additional permission will be granted, until provision becomes available. Should demand remain low within the zone, residential parking will be converted to visitor or car club parking where applicable.
- 3.46. In order to ensure the Site is capable of meeting the demands of future occupants, due to the forthcoming government ban on all petrol/diesel car sales by 2040, recently advanced to 2035, EV parking and charging infrastructure will be provided to further promote sustainable modes of transport.

### **Disabled Parking Bays**

- 3.47. Disabled car parking will be provided in accordance with the Thurrock Parking Standards and Good Practice (March 2012) guidance, as follows:
- “200 vehicle bays or less = 3 bays or 6% of total capacity whichever is greater, over 200 vehicle bays = 4 bays plus 4% of total capacity”*
- 3.48. The residential disabled parking bays will be allocated and provided to blue badge holders upon completion of the permit application and upon appropriate evidence of blue badge status being provided.

### **Motorcycle and Powered Two-Wheeler Parking**

- 3.49. Motorcycle and powered two-wheeler parking will be provided in accordance with the Thurrock Parking Standards and Good Practice (March 2012) guidance, as follows:
- “1 space plus 1 per 20 car parking spaces (for 1<sup>st</sup> 100 car spaces) then 1 space per 30 car spaces”*
- 3.50. Motorcycle parking will be distributed evenly throughout the Zone and monitored to ensure the provision is sufficient for the demand, and will be relocated, increased or decreased where necessary.

## 4. CAR PARKING MANAGEMENT

### Proposed Car Parking Management

- 4.1. This will be managed by the managing agent who will be responsible for the overall running and implementation of the Car Park Management Plan (CPMP). The managing agent details are subject to separate appointment and will be linked to the long-term land stewardship arrangement.
- 4.2. The managing agent will be responsible for the following:
  - Regular liaison with Thurrock Council and relevant parties or individuals;
  - Implementation of the CPMP.
- 4.3. Access to the off-street parking areas will be controlled via an access gate / shutter, with access restricted to those residents through the use of either fob access (RFID or equivalent, allowing out of hours access) and door access, subject to final design and specification.

### Proposed Car Parking Restrictions

- 4.4. Parking will be monitored by one of two methods, to be determined prior to first occupation, following appointment of a managing agent and to be agreed upon by Thurrock Council, as follows:
  - On-site surveillance; to be undertaken by the managing agent through regular walking beats.
  - Automatic Number Plate Recognition (ANPR), with residents, staff and employees to register upon first occupation and employment.
- 4.5. It is anticipated that all deliveries will be subject to a set time limit e.g. maximum of 1 hour, unless pre-registered or registered for longer term on-site dwell times. This is to ensure deliveries can be undertaken easily and without penalty to account for the lower levels of car use and car ownership of residents within the site.
- 4.6. It is also anticipated that visitor parking will be subject to a set time limit unless pre-booked. Additional visitor car parking will be provided within the Town Centre for longer term visitors to the Zone, with parking charges in place to regulate use.
- 4.7. It is acknowledged that private car park management companies are often viewed in a negative light, as such it is proposed that any Parking Charge Notice (PCN) income will be split between the administrative costs of implementing the car parking enforcement and an estate fund to be reinvested into the development.
- 4.8. Motorcycles and powered two-wheelers will not be subject to permits or parking charges.

### Parking Charge Notice Enforcement

- 4.9. It is anticipated that the PCN enforcement process, to be confirmed upon appointment of parking management, is to include the following:
  - **PCN Issue** – this can be issued at the scene, being fixed to the vehicle or by post e.g. if parking enforcement is undertaken by ANPR.
  - **Notice to Owner (at Scene)** – if PCN served at the scene, payment details are provided on the PCN. If paid within 14 days, the cost of the PCN would be reduced. If PCN not paid within 28 days, then the enforcing body reserve right to issue notice to the owner.
  - **Notice to Owner (Post)** – if by post, PCN details are provided on the PCN. If payment received

within first 14 days, the PCN cost is reduced. If PCN not paid within 28 days, then the enforcing body reserve right to issue notice to the owner.

- **Representations** – representations to the enforcing body can be made no later than 28 days from the notice being served to the enforcing body, setting out the grounds as to why it is thought the PCN should not be paid. Representations can either be Accepted or Rejected (and consequently Appealed).
  - **Charge Certificate** – if payment is not received or representations (Rejection/Appeal) are not made or are rejected within the 28-day period, the enforcing body can increase the charge, issuing a Charge Certificate.
  - **Registration of Debt and Order for Recovery** – if after 14 days of the Charge Certificate being issued, the PCN is not paid, the enforcing body may register it as a debt at the Traffic Enforcement Centre, which can then be recovered through the County Court. This can then only be challenged, should an appropriate Witness Statement be provided.
- 4.10. Should any circumstances arise where a vehicle becomes unregistered or is left/abandoned on-site for an extended period of time, the enforcing body reserves the right to remove the vehicle from the premises.
- 4.11. Appropriate signage will be displayed upon entry, exit and throughout the Zone to warn potential offenders of the consequences of parking without valid permission or parking ticket depending on the enforcement method.

### **Permit Process and Allocation**

- 4.12. A site-wide permit system will aid in restricting unauthorised use of the car parking facilities. Residents will complete a permit application form, including details of any blue badge permits and vehicle identification details (number plate details for ANPR if used).
- 4.13. Residents who are blue badge holders will be eligible for prioritised on-site car parking.
- 4.14. Residents will not be eligible to apply for other on-street CPZ permits that may come forward in this or the surrounding zones.
- 4.15. Residents may not sub-let, lease or rent out car parking spaces and the spaces will remain in use for the residents only. Any issued permits will be reviewed on an annual basis by the on-site management company.
- 4.16. Permits (including blue badge evidence) will need to be displayed on the windscreen at all times if non-ANPR method of control is used.

### **Vehicles with SORN Notices**

- 4.17. Residents that display a SORN notice will not automatically be given exemption from the parking controls. The resident in question will need to provide detailed information regarding the reason for SORN notice in order to obtain a one month's exemption. Extensions beyond that period need to be applied for in writing and approved by the managing agent.

## 5. CYCLE PARKING

- 5.1. The wider aspiration for the site is to encourage sustainable travel uptake and align itself with future trends in the way people travel and to effectively promote and encourage cycling as one of the main forms of travel (in addition to walking).

### Thurrock Cycle Parking Standards

- 5.2. The Thurrock Parking Standards and Good Practice (March 2012) document provides details of the minimum cycle parking standards for all developments within the Thurrock area. The minimum cycle parking standards for all proposed site uses are detailed in [Table 9](#) below.

Table 9: Cycle Parking Standards (minimum)

| Land Use                                    | Cycle Parking Ratio  |
|---|--|
| Retail – Food and non-food                  | 1 space per 400m <sup>2</sup> for staff and 1 space per 400m <sup>2</sup> for customers  |
| Restaurants and Cafés                       | 1 space per 100m <sup>2</sup> for staff and 1 space per 100m <sup>2</sup> for customers  |
| Business, Financial & Professional services | 1 space per 100m <sup>2</sup> for staff and 1 space per 200m <sup>2</sup> for visitors   |
| Residential (all dwellings)                 | 1 secure and covered space per dwelling (to be provided in garage space where available) |
| Residential visitor and unallocated         | 1 secure and covered space per dwelling in a communal area                               |

### Residential Cycle Parking

- 5.3. In line with the above standards, and specified within Condition I3, all residential dwellings will benefit from the provision of a minimum of 1 cycle parking space per dwelling. Where available, cycle parking will be provided within garage spaces and on-plot for houses.
- 5.4. Where no on-plot space is available for cycle parking, secure, lit communal cycle parking facilities will be provided in accessible locations subject to high levels of natural surveillance.
- 5.5. Communal residential cycle parking will be secured via the use of key fobs or access codes that prevent unauthorised access. Where possible, communal residential cycle parking will be provided internally, close to residential access points or easily accessible by dedicated ramps, lifts and access routes.
- 5.6. Visitor cycle parking associated with the residential dwellings will remain separate from the residents' provision to maintain security, located close to relevant access points.
- 5.7. Appropriate provision will be made for accessible bicycles and electric, with wider cycle parking facilities provided for accessibility and cargo bicycles and electric bicycle charging points to be provided.

### Non-Residential Cycle Parking

- 5.8. As per the Thurrock Cycle Parking minimum standards, all non-residential uses will provide cycle parking in excess of the standards identified in [Table 9](#) above.

- 5.9. Where possible, staff cycle parking will be provided within the non-residential uses, albeit segregated in line with Secure by Design principles. Where multiple non-residential occupiers are present within one building, shared staff cycle parking facilities will be provided which will be subject to security measures (e.g. key fob/access code entry).
- 5.10. All staff and employee cycle parking will be provided in accessible locations, with appropriate access routes, ramps and dedicated cycle lifts provided.
- 5.11. Visitor and customer cycle parking will be located in accessible external locations, although covered from inclement weather conditions and in areas with good levels of natural surveillance. It is proposed that communal cycle parking facilities will be located in the proposed Town Centre area to serve the combined non-residential uses within this area.
- 5.12. Appropriate provision will be made for accessible bicycles and electric, with wider cycle parking facilities provided for accessibility and cargo bicycles and electric bicycle charging points to be provided

### **Proposed Cycle Parking Management**

- 5.13. Communal cycle parking for both residential and non-residential uses will not be allocated, with cycle parking access (key fob/access code) provided upon occupation, with additional provision supplied upon request, with proof of residence or employment provided.
- 5.14. The cycle parking provision will be monitored on a Zonal basis at regular intervals, with additional parking spaces and facilities to be provided if required.

## 6. CONCLUSIONS

### Overview

- 6.1. Waterman Infrastructure & Environment Limited (Waterman) has been instructed by Purfleet Centre Regeneration Limited (PCRL, the Applicant) to provide a site wide car parking management strategy for the redevelopment of land located north of the River Thames and south of the Channel Tunnel Rail Link in Purfleet-on-Thames, Essex.
- 6.2. The proposed **maximum** car parking ratio across the Site for the Proposed Development, with a potential variation to the following on a zonal basis, is as follows:
  - Studio/1 bedroom flats and apartments – 0.5 spaces per dwelling;
  - 2+ bedroom flats and apartments – 0.8 spaces per dwelling;
  - 2+ bedroom houses - 1.25 spaces per dwelling.
- 6.3. Given the proposed improvements to accessibility and taking into account the existing levels of car ownership within the area, it is considered that a lower car parking ratio than that specified within the Thurrock Parking Standards and Good Practice (March 2012) document is appropriate for the Site, with the improvements to sustainability and access to public transport modes allowing for a relaxation of the parking requirements.
- 6.4. Taking into account the high levels of accessibility within Zone 1 of the Proposed Development, owing to the Town Centre provision, train station and primary school, the proposed car parking ratio is as follows:
  - PRS Studio flats and apartments – car-free;
  - PRS 1 bedroom flats and apartments – car-free;
  - PRS 2+ bedroom flats and apartments – 0.5 spaces per dwelling;
  - Market Housing Studio flats and apartments – car-free;
  - Market Housing 1 bedroom flats and apartments – 0.5 spaces per dwelling;
  - Market Housing 2+ bedroom flats and apartments – 0.5 - 0.8 spaces per dwelling;
  - Market Housing 2+ bedroom houses - 1.25 spaces per dwelling.
- 6.5. The resulting range of car parking for the 940 residential dwellings provided within Zone 1 (excluding Zone 1A) is between 507 and 776 car parking spaces, which equates to a ratio of 0.54-0.83 car parking spaces per dwelling, based on the proposed Zone 1 car parking ratio.
- 6.6. The proposed car parking ratios reflect the move away from the existing suburban land use and density towards a more urban development in line with the Purfleet Centre Regeneration aspirations and Thurrock's growth agenda.
- 6.7. Cycle parking will be provided at a level in excess of the minimum Thurrock Parking Standards and Good Practice guidance. Levels of parking use will be monitored and increased when required.
- 6.8. Cycle parking will be provided in secure, covered facilities, when not provided in garage spaces or on-plot and will be located in areas with high levels of natural surveillance. Resident and staff cycle parking will be kept separate from visitor and customer cycle parking provision to maintain security.



## APPENDICES



## **A. Space Syntax Walkability Index & Location Efficiency Analysis**



## **Purfleet Centre Regeneration** **Urban Catalyst**

### **Walkability Index & Location Efficiency analysis**

Draft 01

February 2021

**Space Syntax**

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## DOCUMENT REFERENCE

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## Disclaimer

The scope of this Report, and all Services performed in connection with it, are limited to the Project as disclosed to us and defined in the Proposal. Any models created, and any evaluations and/or recommendations made by Space Syntax Limited in connection with the Project are specifically designed for the parameters of the Project and may only be used in the context of the Project. Space Syntax Limited excludes all liability for any use made by the Client or by its customers of any Space Syntax Deliverables or Services in any other context including in respect of any changes subsequently made to the parameters of the Project.

# Executive Summary

## Walkability Index analysis

Space Syntax has undertaken 'Walkability Index' analysis to evaluate "outflow" movement demand from the development into the wider area. The results of this work have informed the overall Transport Assessment, providing evidence for the Sustainable Urban Mobility strategy by demonstrating how the designs release pressure on a) the wider road network and b) parking capacity on site by encouraging local trip containment.

The factors that comprise the Walkability Index are:

### *Public Transport Accessibility*

The location of bus and train stops within a short walk from homes and other local buildings.

### *Land Use Mix*

The number of different 'everyday' land uses, including shops, schools and offices within a short walk from homes and other local buildings.

### *Spatial Layout Attraction*

The connectedness of the street and foot/cyclepath network, allowing effective movement across the local area.

## Local trip containment

'Walkability Index' analysis has evaluated the potential of the development to contain local trips by generating local walking and, as a consequence, reducing levels of car-dependence and parking.

## Location Efficiency analysis

Walkability Index scores have been used to evaluate the 'Location Efficiency' of a) the existing site, b) the proposed development and c) a set of case study locations.

Location Efficiency is a measure of the *balance* between i) the density of existing or proposed development and ii) the Walkability Index of the area in which that development is located.

A Density Score is calculated based on the quantum of existing/proposed floor area per hectare. This is then compared with the Walkability Index and the difference is calculated as a percentage of the sum of the two scores, then subtracted from 100% to produce a Location Efficiency score.

The difference between the Density Score and the Walkability Index of an area is a measure of 'Location Efficiency'. The higher the Location Efficiency score, the better the balance between the quantum of development and the amount of 'walkable infrastructure' to support that development. An area with a higher Location Efficiency can be considered to be more likely to generate a higher level of local trip containment and, as a consequence, to be less car-dependent.

## Influence on the urban planning & design of the development

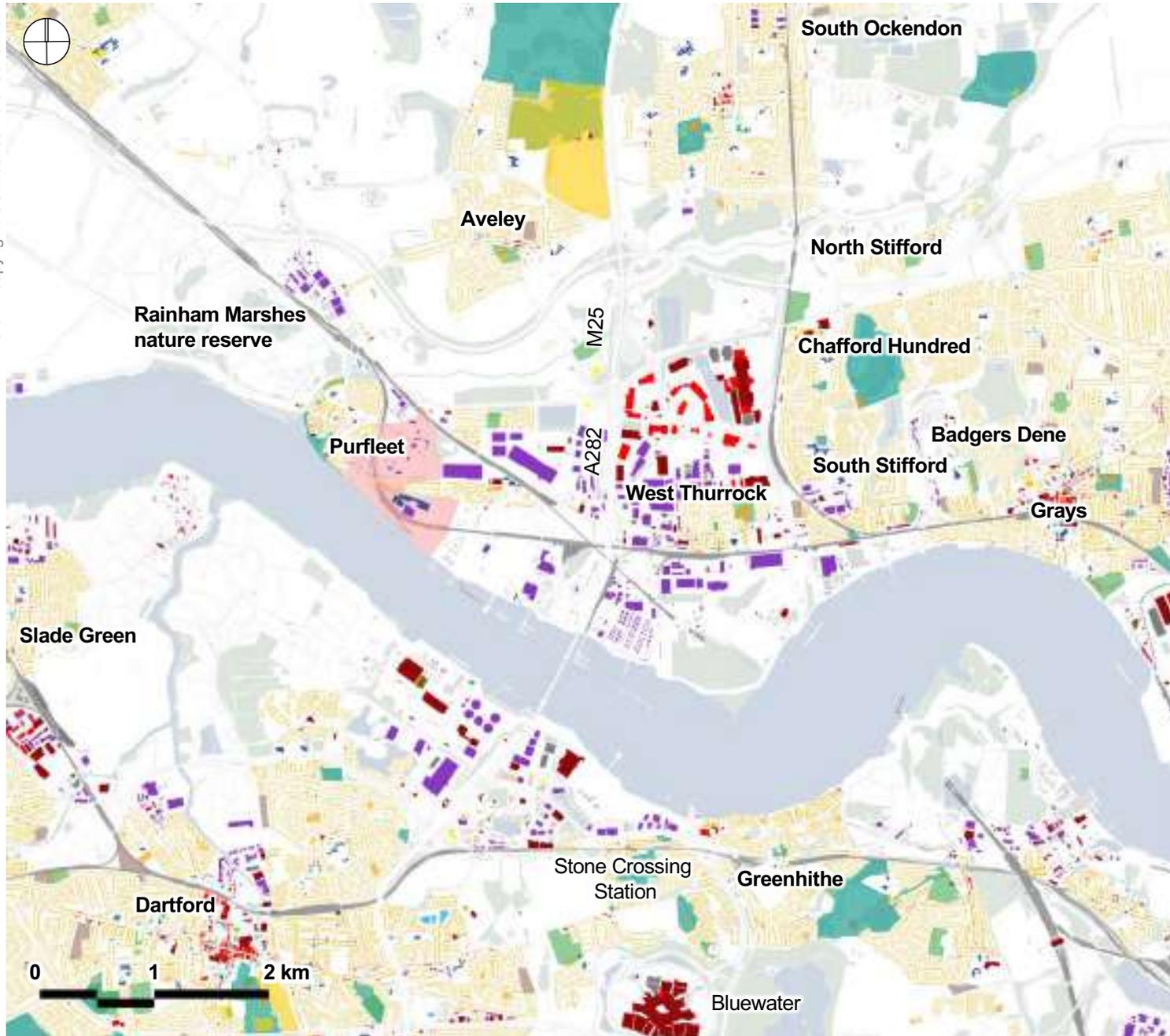
Overall, the Walkability Index analysis has informed the Urban Design strategy, providing evidence to demonstrate how the designs support a 'slow speed, active mobility' urban design approach that, with wide footways, narrow roadways, tight turning radii, minimal road markings, will encourage residents of - and visitors to - the development to move around by walking and cycling.

# **Walkability Index analysis**

The following maps present the Land Use Mix  
& Public Transport Accessibility data used  
in creating the Walkability Index analysis

# Land Use Mix **All land uses** Wider area

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## Data sources

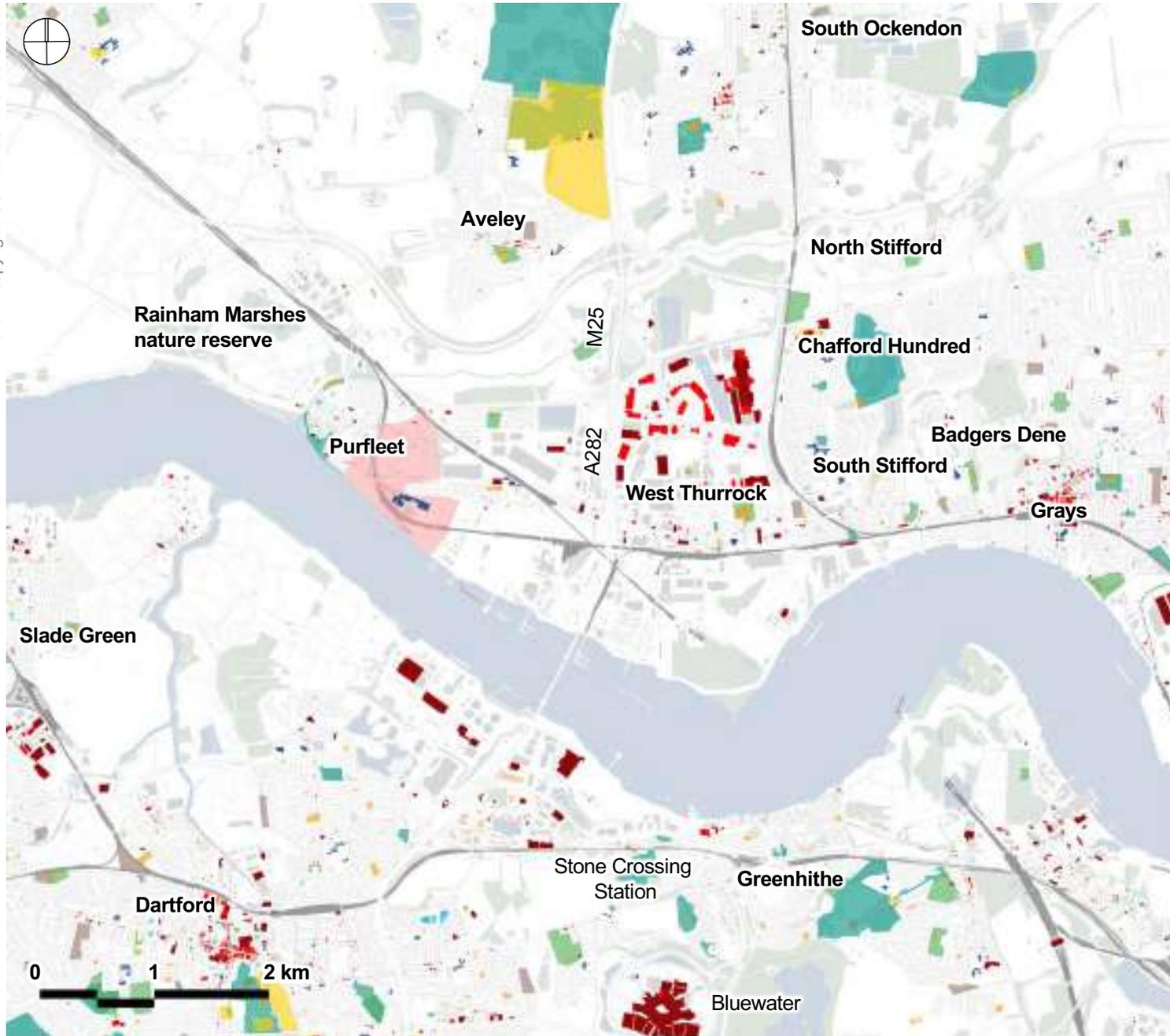
- OS AddressBase Plus
- OS Greenspace
- NHS Digital
- DfE (Department for Education)

## Land use categories

- Retail
- Services
- Office
- Mixed use
- Residential
- Hotel
- Education
- Health
- Leisure
- Community
- Commercial
- Culture
- Religion
- Industry
- Military
- Emergency
- Storage
- Utility
- Agricultural
- Land
- Water
- Allotment or community growing spaces
- Other sports facilities
- Play space
- Playing field
- Public park or garden
- No land use information

# Land Use Mix Land uses included in the Walkability Index analysis Wider area

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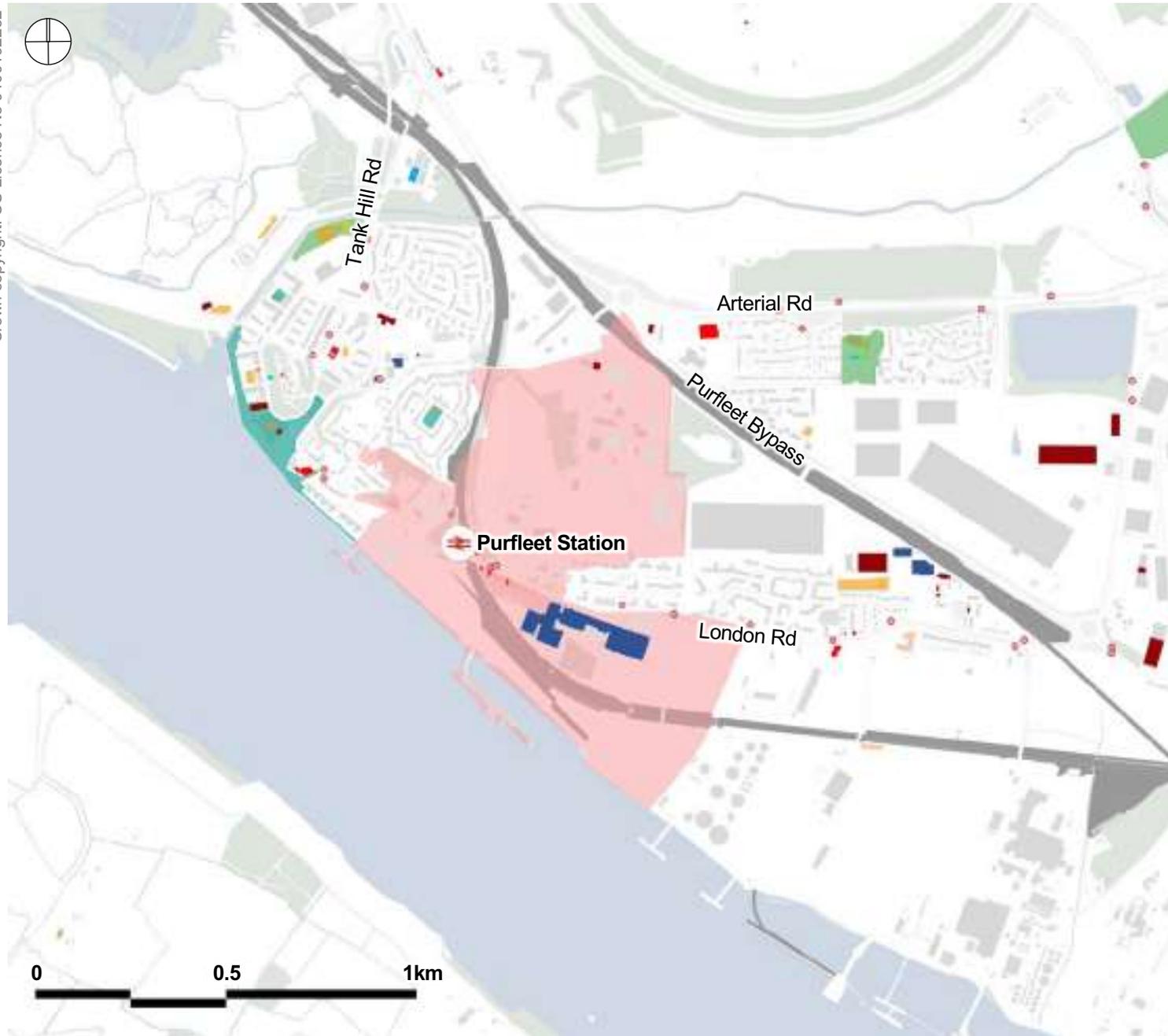
**Data sources**  
 OS AddressBase Plus  
 OS Greenspace  
 NHS Digital  
 DfE (Department for Education)

**Land use categories**

- Retail
- Services
- Office
- Mixed use
- Residential
- Hotel
- Education
- Health
- Leisure
- Community
- Commercial
- Culture
- Religion
- Industry
- Military
- Emergency
- Storage
- Utility
- Agricultural
- Land
- Water
- Allotment or community growing spaces
- Other sports facilities
- Play space
- Playing field
- Public park or garden
- No land use information

# Land Use Mix Land uses included in the Walkability Index analysis Site & surroundings

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## Data sources

- OS AddressBase Plus
- OS Greenspace
- NHS Digital
- DfE (Department for Education)
- NAPTAN Database

## Public transport

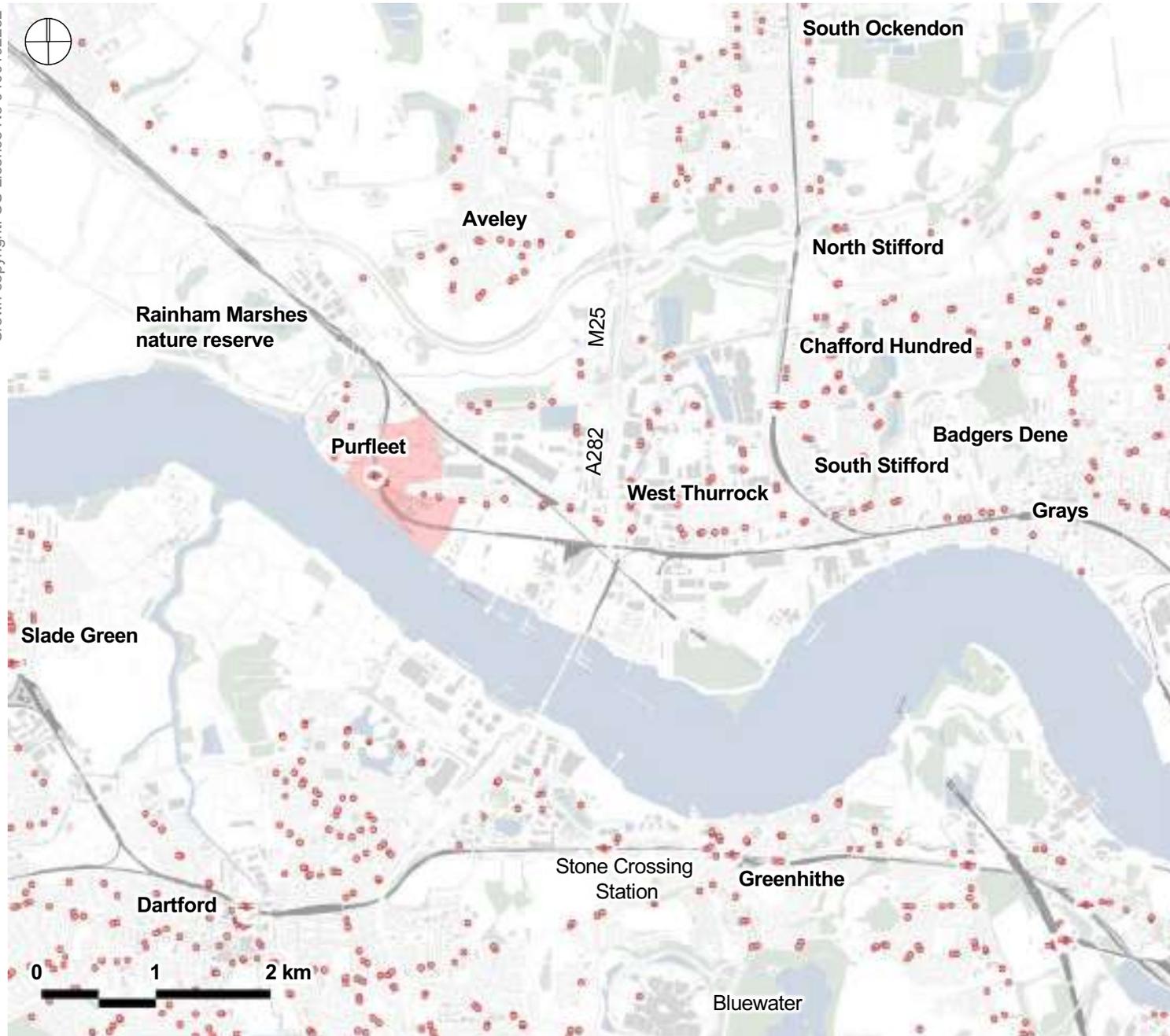
-  Rail station
-  Bus stop

## Land use categories

-  Retail
-  Services
-  Office
-  Mixed use
-  Residential
-  Hotel
-  Education
-  Health
-  Leisure
-  Community
-  Commercial
-  Culture
-  Religion
-  Industry
-  Military
-  Emergency
-  Storage
-  Utility
-  Agricultural
-  Land
-  Water
-  Allotment or community growing spaces
-  Other sports facilities
-  Play space
-  Playing field
-  Public park or garden
-  No land use information

# Public Transport Accessibility **Bus stops & rail stations** Wider area

Crown copyright: OS Licence No 0100192252



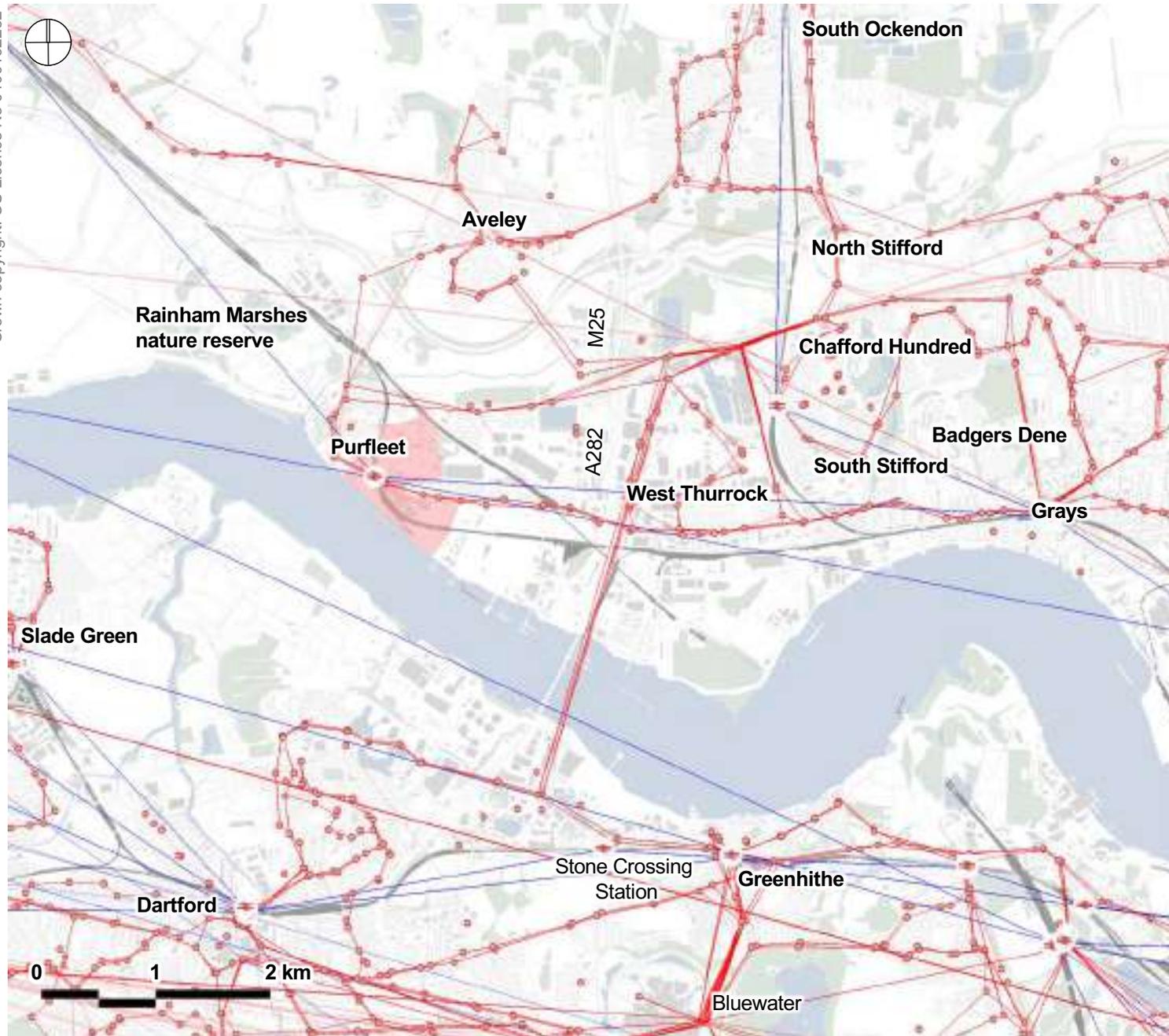
Data sources  
NAPTAN Database

### Public transport

-  Rail station
-  Bus stop

# Public Transport Accessibility **Bus & rail routes** Wider area

Crown copyright: OS Licence No 0100192252



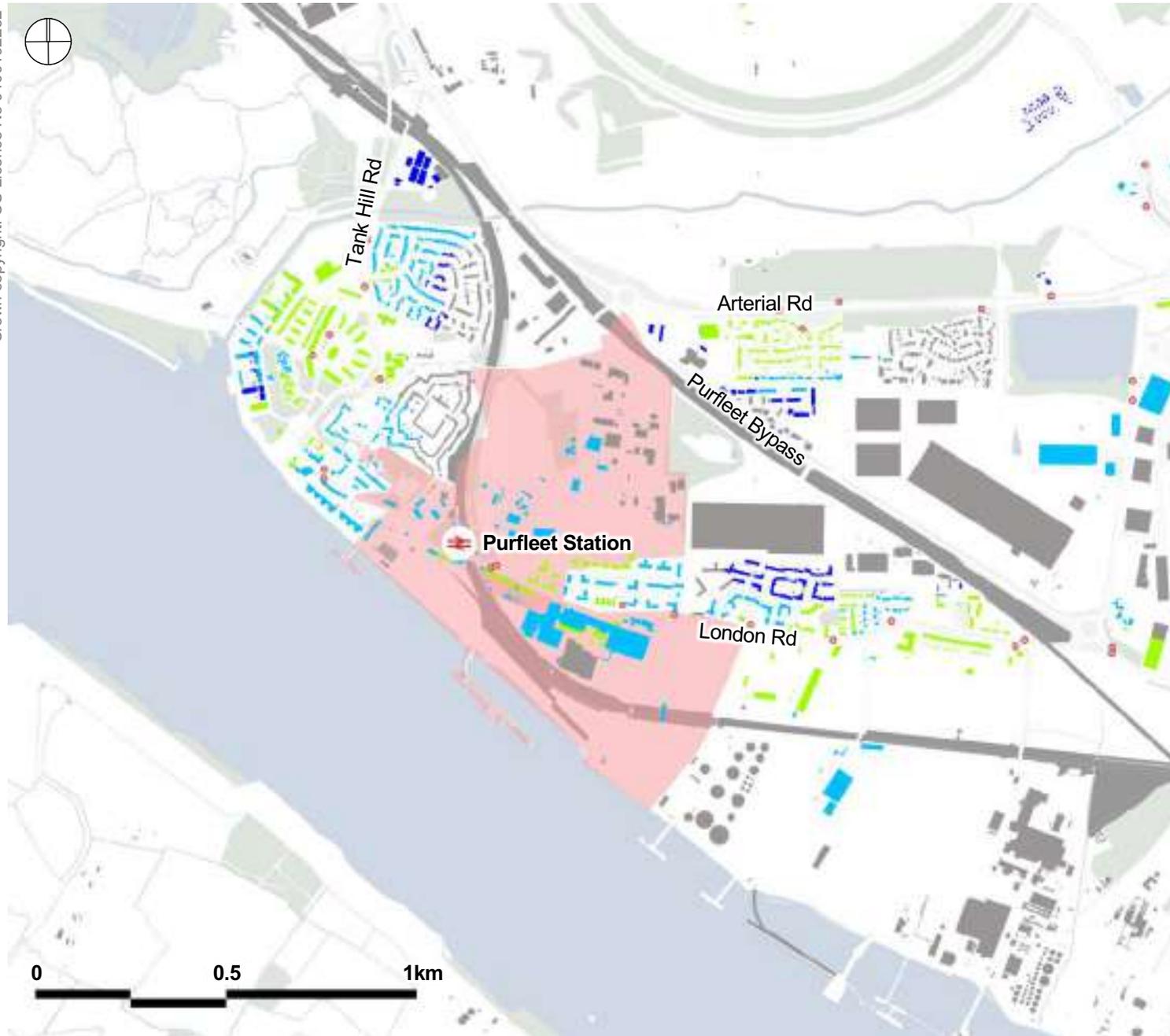
**Data sources**  
NAPTAN Database  
GTFS TRANSPORT API

## Public transport

- Rail station
- Bus stop
- Rail route
- Bus route

# Public Transport Accessibility **Bus stop accessibility** Site & surroundings

Crown copyright. OS Licence No 0100192252



## Public transport

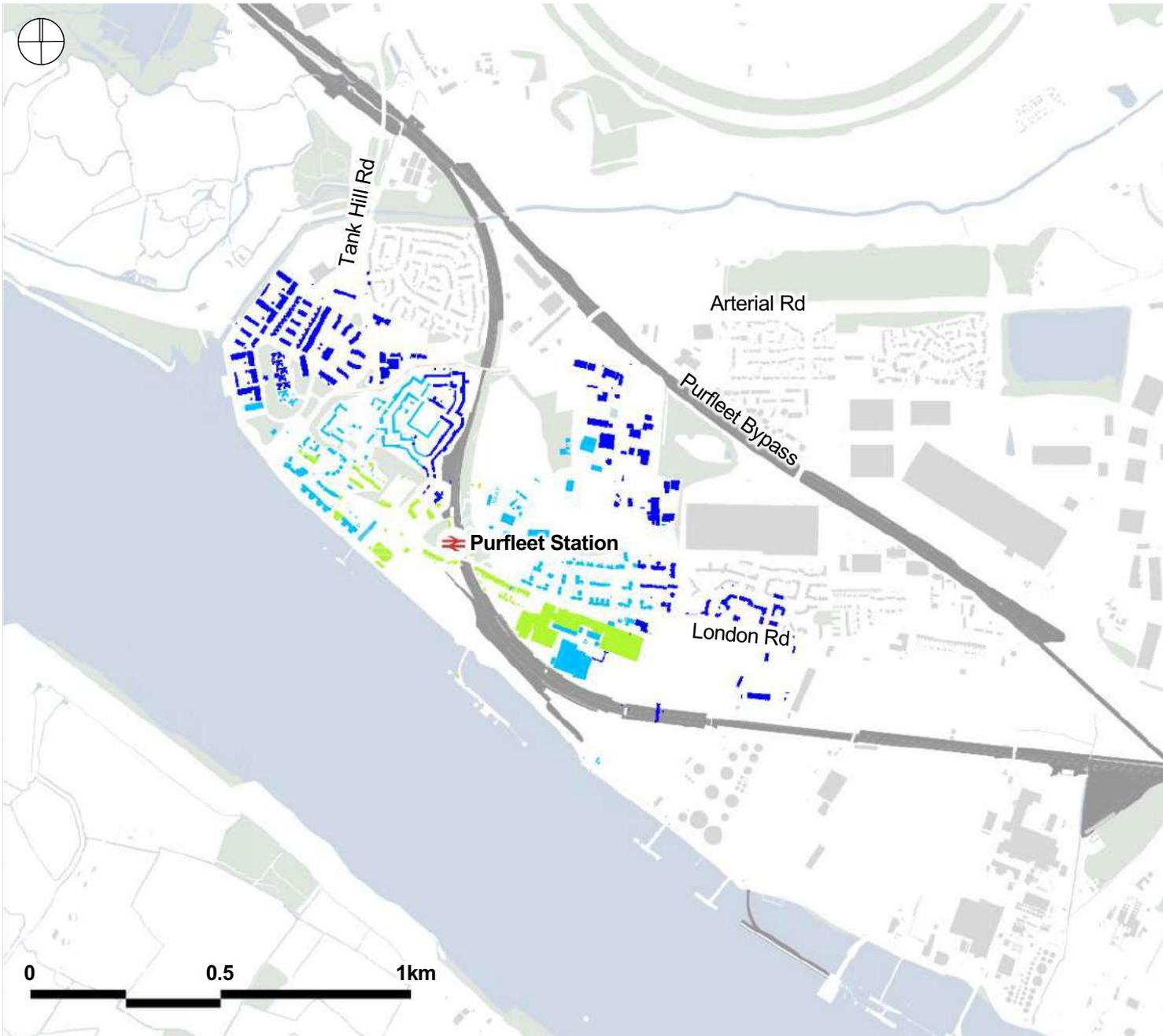
 Bus stop

## Count of bus stops 5 minutes walking

-  >10 choices
-  5 – 10 choices
-  2 – 5 choices
-  2 choices
-  1 choice
-  None

# Public Transport Accessibility **Train station accessibility** Site & surroundings

Crown copyright. OS Licence No 0100192252



## Public transport

 Rail station

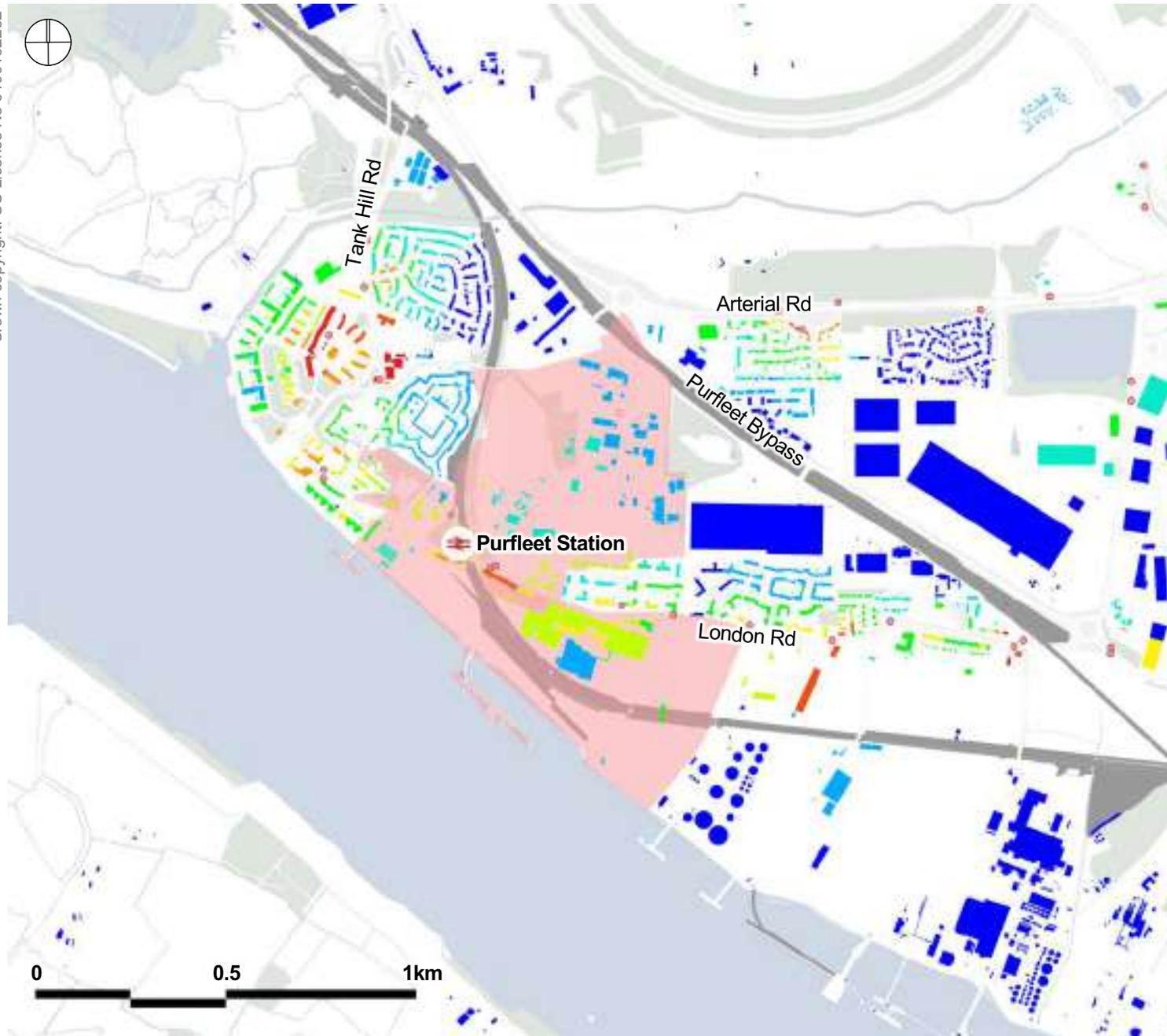
## Distance to rail stations

15 minutes walking

-  < 5min
-  5 – 10 min
-  10 – 15 min
-  > 15 min

# Public Transport Accessibility **Bus & train accessibility** Site & surroundings

Crown copyright. OS Licence No 0100192252



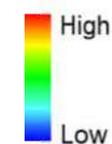
At first sight, the area appears to have a relatively high level of Public Transport Accessibility, being served by both bus and rail connections. However, development in close proximity to the station is low which, in combination with low bus frequency and limited route choice, brings down the overall score.

## Public transport

-  Rail station
-  Bus stop

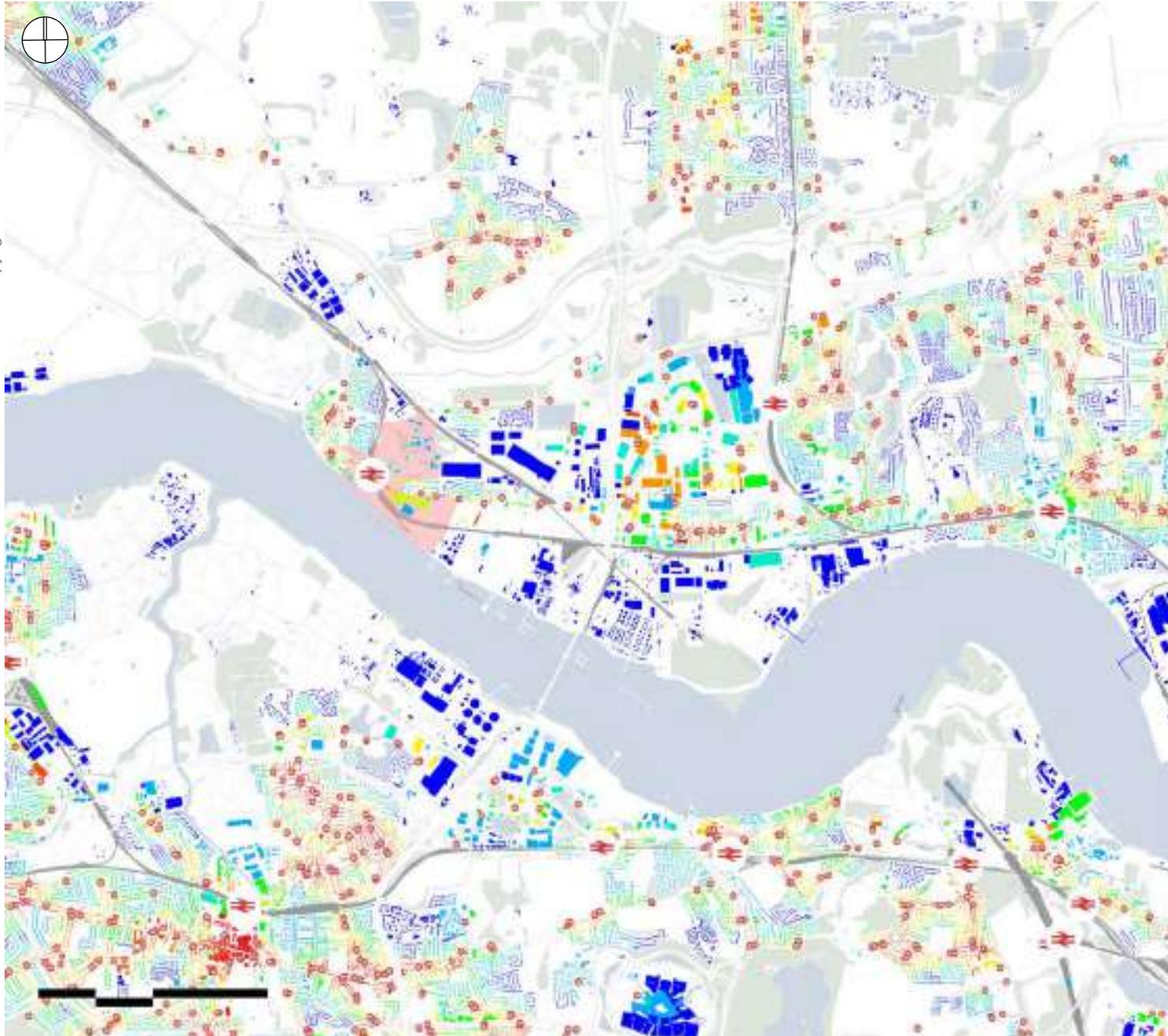
## Public transport accessibility

5 minutes walking (bus)  
15 minutes walking (rail)



# Public Transport Accessibility **Bus & train accessibility** Wider area

Crown copyright. OS Licence No 0100192252

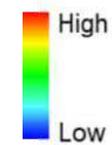


## Public transport

-  Rail station
-  Bus stop

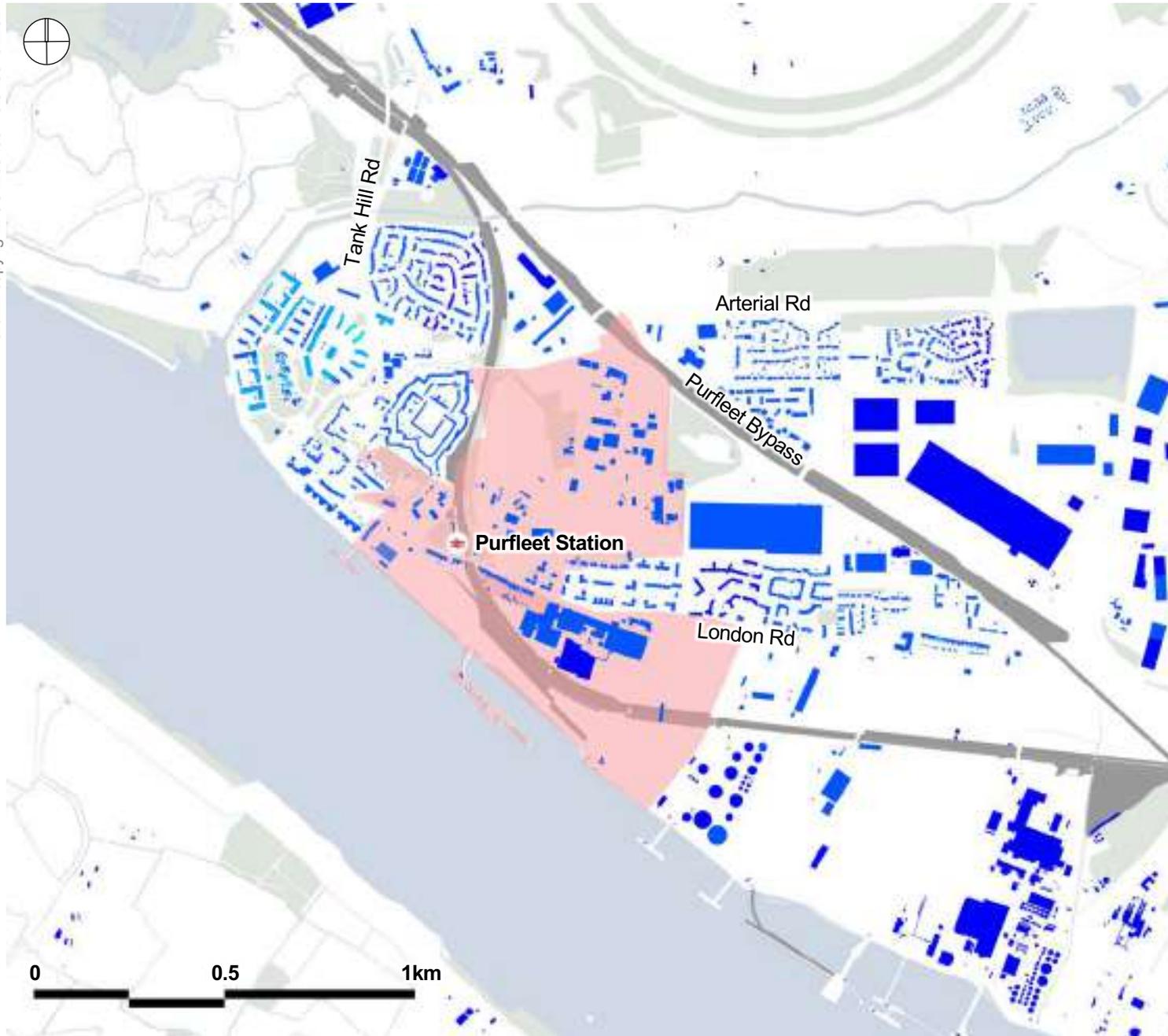
## Public transport accessibility

5 minutes walking (bus)  
15 minutes walking (rail)



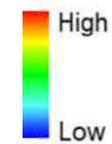
# Walkability Index Site & surroundings

Crown copyright. OS Licence No 0100192252



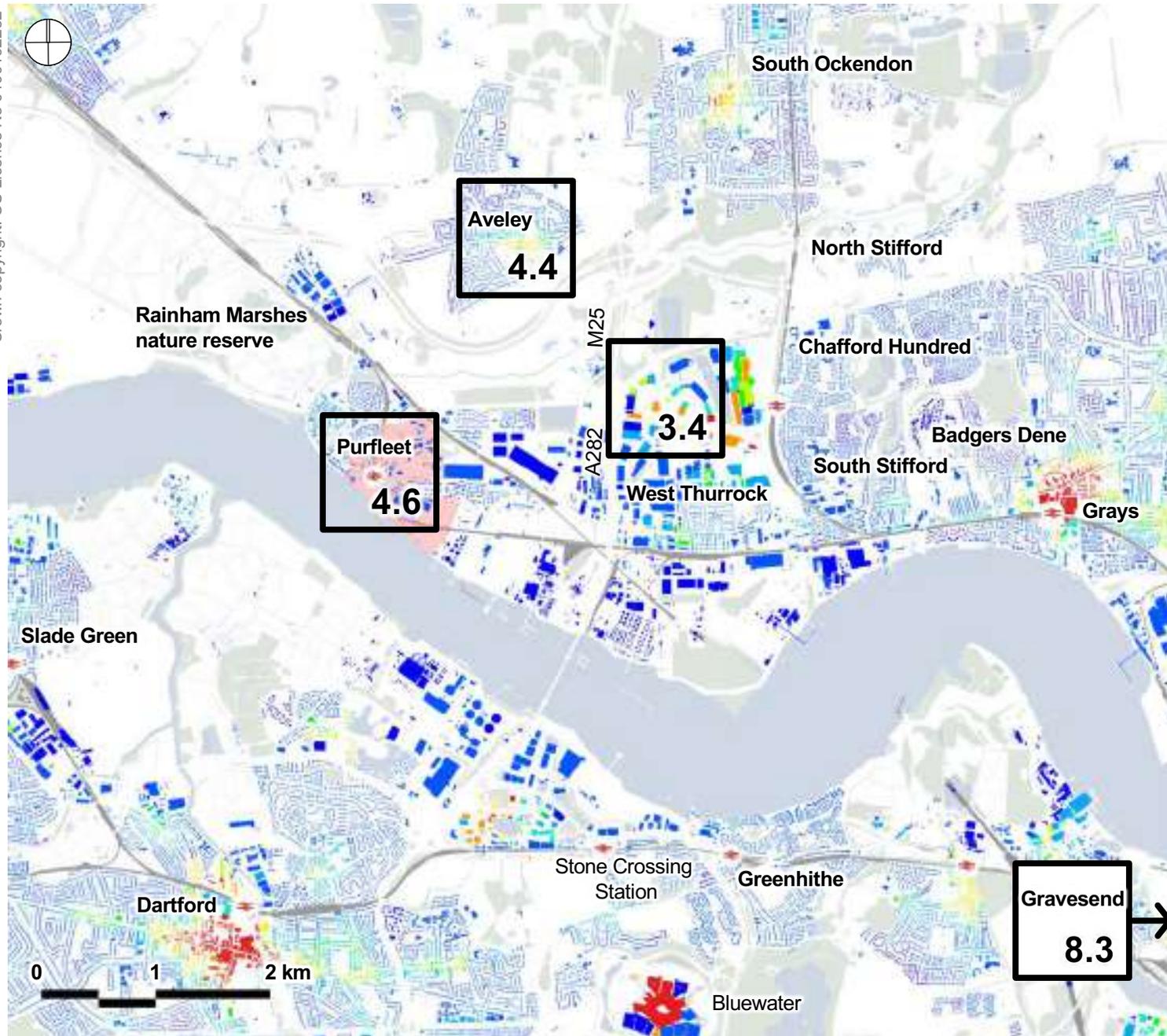
By combining the results of the Land Use Mix and Public Transport Accessibility analysis with an evaluation of the area's local and global patterns of Spatial Connectivity, a Walkability Index for Purfleet has been calculated.

Walkability Index



# Walkability Index analysis Wider area

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For the purposes of this study, Purfleet plus three case study areas have been selected. A Walkability Index has been calculated for each, based on an assessment of Land Use Mix, Public Transport Accessibility and Spatial Connectivity within a 1km by 1km area

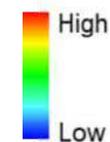
The aim in doing so has been first, to identify areas with similar, lower and higher Walkability Index scores to Purfleet and then second, to examine the relationship between these scores and the density of development within each case study – the ‘Density Score’.

The difference between the Density Score and the Walkability Index of an area is a measure of ‘Location Efficiency’. The higher the Location Efficiency score, the better the balance between the quantum of development and the amount of ‘walkable infrastructure’ to support that development.

An area with a higher Location Efficiency can be considered to be more likely to generate a higher level of local trip containment and, as a consequence, to be less car-dependent.

The Location Efficiency of each of the case studies is considered in the following part of this report.

## Walkability Index



# **Location Efficiency analysis**

# Location Efficiency **Aveley**



**56%**

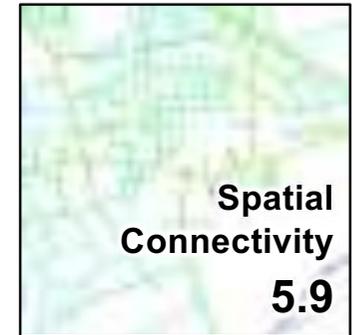
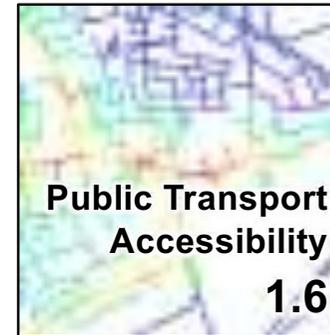
**Imbalanced with high potential for further development**

Aveley is an established local centre scoring highly on Land Use Mix and Spatial Connectivity (both global and local). While bus services are reasonable there is no access to rail, which may lead to greater use of private vehicles. Overall, this creates a middle-order Walkability Index which, when compared with the low Density Score, creates a high potential for further, walkable development.

**Density Score 1.7**



**Walkability Index 4.4**



# Location Efficiency **West Thurrock**



**71%**

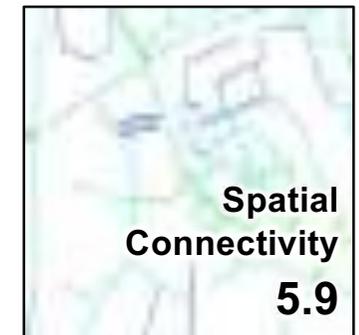
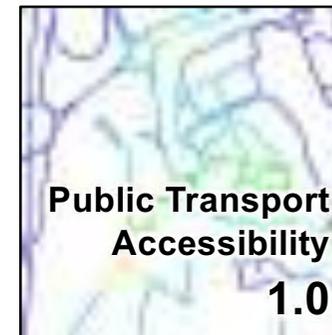
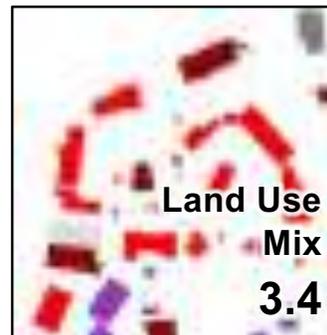
## Imbalanced with potential for walkable infrastructure

West Thurrock has a high Density Score and low Walkability Index, scoring lowest for Public Transport Accessibility and Land Use Mix. This creates the potential for the development of walkable infrastructure. In the absence of this infrastructure, the area is highly car-dependent.

**Density Score 6.2**



**Walkability Index 3.4**



# Location Efficiency **Gravesend**



**89%**

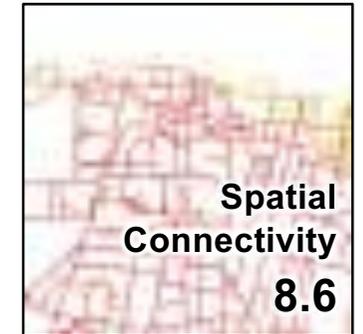
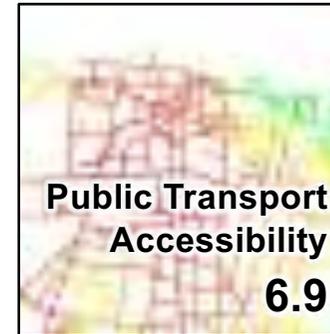
**Balanced with potential for further development**

Gravesend demonstrates many of the spatial qualities of a successful centre; having high Land Use Mix, Public Transport Accessibility and Spatial Connectivity. The relatively lower density suggests that the centre could support higher density as long as this does not negatively impact its current characteristics. It is also likely to be able to support further regeneration.

**Density Score 6.6**



**Walkability Index 8.3**



# Location Efficiency **Purfleet existing**



**49%**

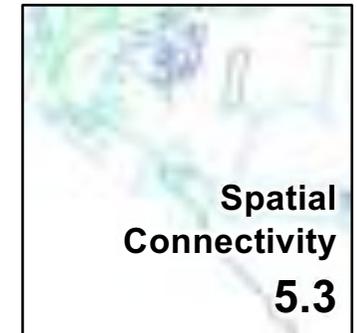
**Imbalanced with high potential for further development**

Purfleet currently has a middle-order Walkability Index score. In combination with a low Density Score, this result suggests that significant development could be supported while maintaining strong walkability.

**Density Score 1.5**



**Walkability Index 4.6**



# **Development assessment**

# Location Efficiency **Purfleet Phase 1**



**80%**

**Balanced with potential for further development**

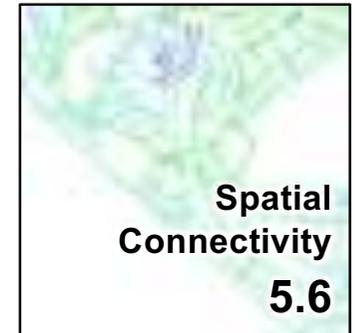
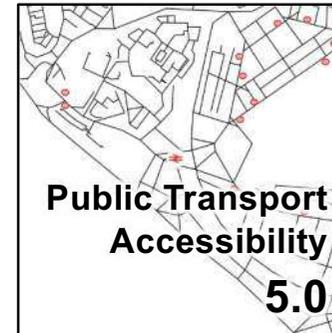
Land Use Mix and Public Transport Accessibility improve significantly from the existing condition, while local Spatial Connectivity also improves.

These characteristics produce a higher Walkability Index than existing and are likely to encourage trips to be conducted within the development using active modes. This in turn is likely to reduce car-dependence and demand for parking.

## Density Score 4.1



## Walkability Index 6.2

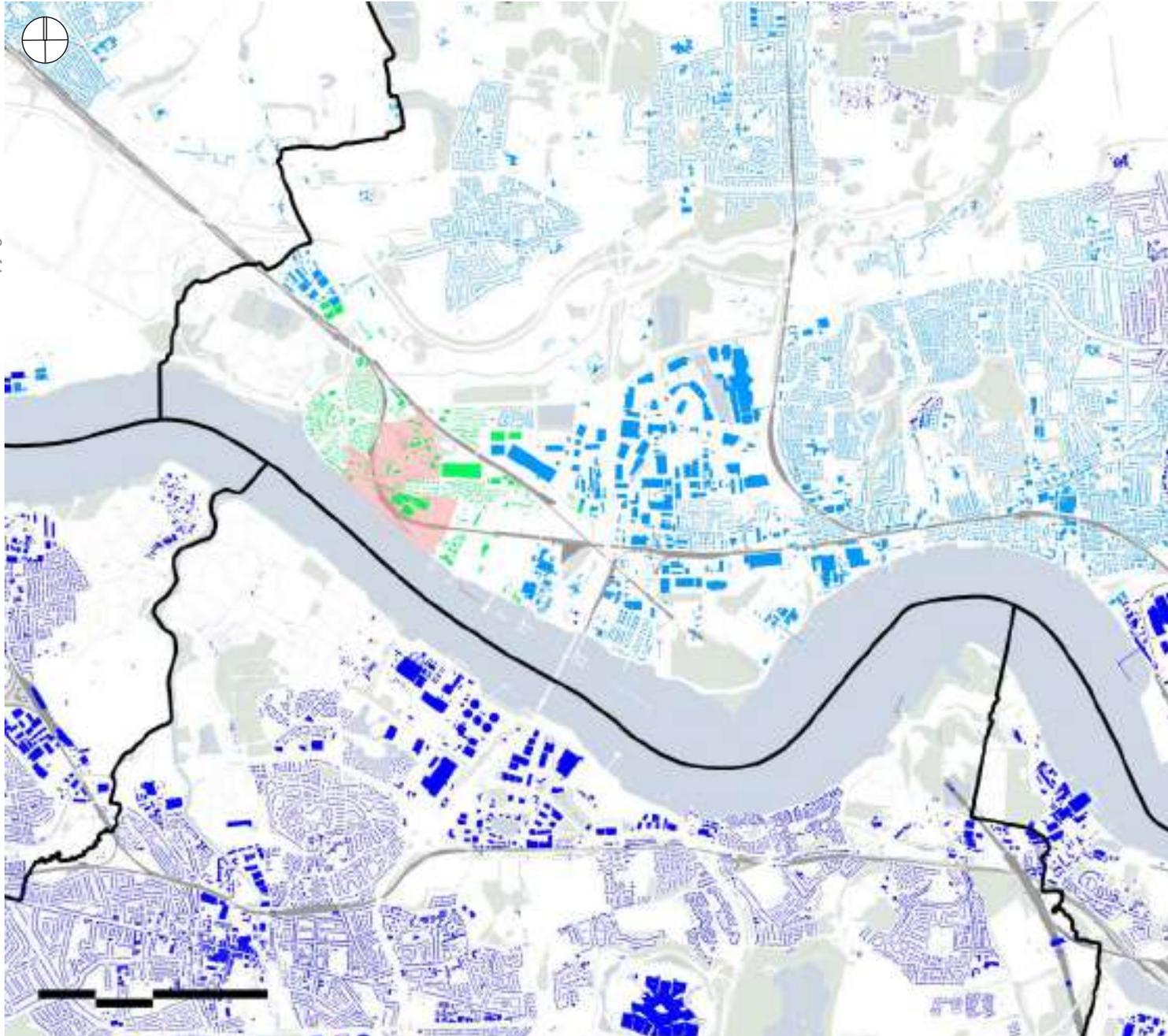


# Appendix

## Catchment analysis

# Catchment analysis Wider area

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## Walking

The catchment analysis shows the whole of Purfleet to be accessible on foot for people living within the development. This suggests significant potential to reduce outflow private vehicle trips when coupled with a high level of Land Use Mix within the development.

## Cycling

Much of the borough is currently accessible within a 30-minute cycle journey, demonstrating the significant potential for an increase in cycling to and from the site and, as a result, reduce car trips. This is particularly important when combined with local planning and design measures to promote cycling within the development.

The location and quality of cycle infrastructure has not yet been factored into the calculation of Location Efficiency but it is worth noting that, alongside Walkability, *Cyclability* is a factor that has the potential to be enhanced across the Borough..

## Public transport

-  Rail station
-  Bus stop

## Catchment analysis

30 minute journey time

-  car
-  cycle
-  walk

# UK and Ireland Office Locations



## **APPENDIX B** Parking Beat Surveys

# Welwyn Garden City - Tuesday 24th May 2022 (00:30 - 05:30)

## Occupation & Capacity

### Parking Location

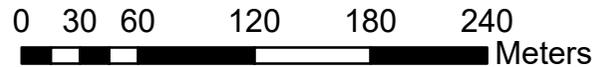
#### CLASS

- Disabled Nose-In
- Dropped Kerb
- Unclassified
- Unclassified Nose-In

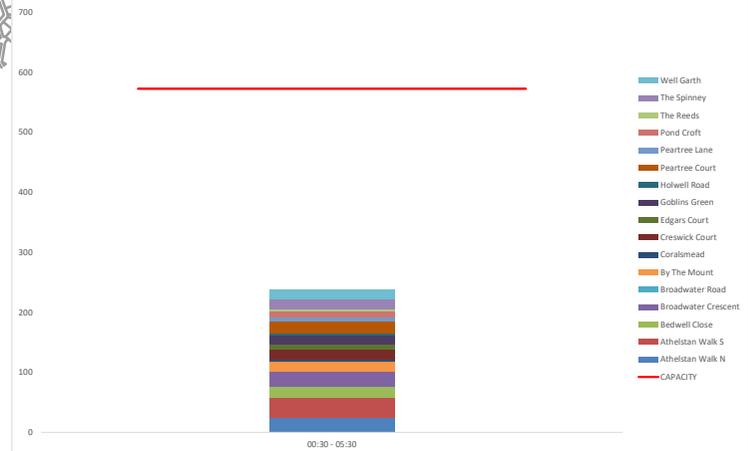
### Classified links

#### CLASS

- Box Junction
- Disabled Nose-In
- Dropped Kerb
- I-Bar
- School Keep Clear
- Single yellow line
- Unclassified
- Unclassified Nose-In
- Zig zag

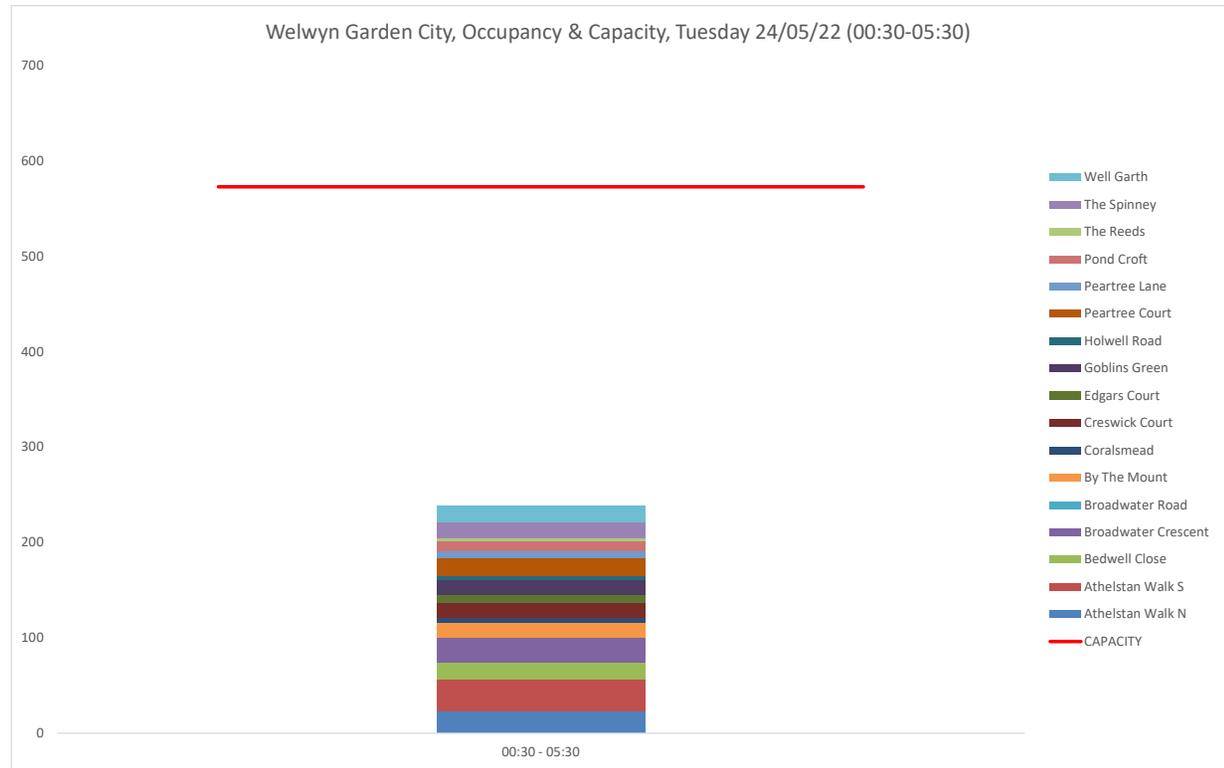


Welwyn Garden City, Occupancy & Capacity, Tuesday 24/05/22 (00:30-05:30)





| Vehicle Occupancy by Link |               |
|---------------------------|---------------|
| LINK                      | TIME PERIOD   |
|                           | 00:30 - 05:30 |
| Athelstan Walk N          | 25            |
| Athelstan Walk S          | 33            |
| Bedwell Close             | 18            |
| Broadwater Crescent       | 26            |
| Broadwater Road           | 0             |
| By The Mount              | 16            |
| Coralsmead                | 4             |
| Creswick Court            | 16            |
| Edgars Court              | 9             |
| Goblins Green             | 15            |
| Holwell Road              | 4             |
| Peartree Court            | 19            |
| Peartree Lane             | 7             |
| Pond Croft                | 10            |
| The Reeds                 | 3             |
| The Spinney               | 17            |
| Well Garth                | 16            |
| <b>OCCUPANCY</b>          | <b>238</b>    |
| <b>CAPACITY</b>           | <b>573</b>    |





| OBJECTID | TOWN               | LINK                | CLASS                | CAPACITY (Spaces) | NOTES      | RESTRICTIONS | LENGTH (M) |
|----------|--------------------|---------------------|----------------------|-------------------|------------|--------------|------------|
| 3793     | Welwyn Garden City | Broadwater Road     | Zig zag              | 0                 |            |              | 10.230204  |
| 3795     | Welwyn Garden City | Broadwater Road     | Single yellow line   | 24                | CALCULATED |              | 122.234986 |
| 3796     | Welwyn Garden City | Broadwater Road     | Zig zag              | 0                 |            |              | 53.658003  |
| 3797     | Welwyn Garden City | Broadwater Road     | Single yellow line   | 15                | CALCULATED |              | 78.443792  |
| 3798     | Welwyn Garden City | Broadwater Road     | Zig zag              | 0                 |            |              | 63.982185  |
| 3799     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 16.170148  |
| 3800     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 6.911916   |
| 3801     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 6.987792   |
| 3802     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 6.859312   |
| 3803     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 11.418308  |
| 3804     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 7.140567   |
| 3805     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 5.678232   |
| 3806     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 8.664515   |
| 3807     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 4.834238   |
| 3808     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 9.392665   |
| 3809     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 5.08548    |
| 3810     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 8.989409   |
| 3811     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 8.510189   |
| 3812     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 8.95054    |
| 3813     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 8.138992   |
| 3814     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 7.435209   |
| 3815     | Welwyn Garden City | Pear tree Court     | Unclassified Nose-In | 2                 |            |              | 7.316078   |
| 3816     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 7.335265   |
| 3817     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 9.991922   |
| 3818     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 6.394813   |
| 3819     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 5.182024   |
| 3820     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 7.928653   |
| 3821     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 9.871486   |
| 3822     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 6.959352   |
| 3823     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 5.373481   |
| 3824     | Welwyn Garden City | The Spinney         | Dropped Kerb         | 0                 |            |              | 4.018085   |
| 3825     | Welwyn Garden City | The Spinney         | Dropped Kerb         | 0                 |            |              | 8.236419   |
| 3826     | Welwyn Garden City | The Spinney         | Dropped Kerb         | 0                 |            |              | 8.054606   |
| 3827     | Welwyn Garden City | The Spinney         | Unclassified Nose-In | 7                 |            |              | 19.568655  |
| 3828     | Welwyn Garden City | Pear tree Court     | Unclassified Nose-In | 6                 |            |              | 16.757461  |
| 3829     | Welwyn Garden City | Pear tree Court     | Unclassified Nose-In | 4                 |            |              | 11.412625  |
| 3830     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 7.416321   |
| 3831     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 8.78658    |
| 3832     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 3.707029   |
| 3833     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 4.776273   |
| 3834     | Welwyn Garden City | Pear tree Lane      | School Keep Clear    | 0                 |            |              | 19.67813   |
| 3835     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 4.126897   |
| 3836     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 9.090331   |
| 3837     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 10.145155  |
| 3838     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.243359   |
| 3839     | Welwyn Garden City | Well Garth          | Unclassified Nose-In | 7                 |            |              | 17.509713  |
| 3840     | Welwyn Garden City | Well Garth          | Unclassified Nose-In | 2                 |            |              | 5.407864   |
| 3841     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.108957   |
| 3842     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.632424   |
| 3843     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 7.662436   |
| 3844     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.006444   |
| 3845     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 9.564966   |
| 3846     | Welwyn Garden City | Well Garth          | I-Bar                | 0                 |            |              | 4.627034   |
| 3847     | Welwyn Garden City | Bedwell Close       | Unclassified Nose-In | 4                 |            |              | 12.1918    |
| 3848     | Welwyn Garden City | Bedwell Close       | Unclassified Nose-In | 4                 |            |              | 11.985407  |
| 3849     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 9.111549   |
| 3850     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 5.132009   |
| 3851     | Welwyn Garden City | Bedwell Close       | Unclassified Nose-In | 2                 |            |              | 5.667892   |
| 3852     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 9.137136   |
| 3853     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 8.538752   |
| 3854     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 15.792075  |
| 3855     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 14.151225  |
| 3856     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 7.443914   |
| 3857     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 7.399758   |
| 3858     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 9.258012   |
| 3859     | Welwyn Garden City | Pond Croft          | Unclassified Nose-In | 6                 |            |              | 15.294566  |
| 3861     | Welwyn Garden City | Pond Croft          | Unclassified Nose-In | 6                 |            |              | 15.020566  |
| 3862     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 9.839775   |
| 3863     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 6.486547   |
| 3864     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 9.310145   |
| 3865     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 5.530089   |
| 3866     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 13.842084  |
| 3867     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 6.156248   |
| 3868     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 6.121021   |
| 3869     | Welwyn Garden City | Broadwater Road     | Single yellow line   | 18                | CALCULATED |              | 92.948626  |
| 3870     | Welwyn Garden City | Broadwater Crescent | Single yellow line   | 2                 | CALCULATED |              | 10.389685  |
| 3871     | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0                 |            |              | 4.65451    |
| 3872     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 4                 |            |              | 10.144469  |
| 3873     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 6                 |            |              | 17.38655   |
| 3874     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 5                 |            |              | 14.876575  |
| 3875     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 6                 |            |              | 16.55295   |
| 3876     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 5                 |            |              | 14.048932  |
| 3877     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 5                 |            |              | 13.93422   |
| 3878     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 4.377202   |
| 3879     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 4.060607   |
| 3880     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 3.60251    |
| 3881     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 4.039463   |

|      |                    |                     |                      |   |            |           |
|------|--------------------|---------------------|----------------------|---|------------|-----------|
| 3882 | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0 |            | 4.978111  |
| 3883 | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0 |            | 10.773579 |
| 3884 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 22.712657 |
| 3885 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 7.40543   |
| 3886 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 2.331805  |
| 3887 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 8.569271  |
| 3888 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 12.824082 |
| 3889 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 7.483511  |
| 3890 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 4.406566  |
| 3891 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 4.291014  |
| 3892 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 4.037476  |
| 3893 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 5.592801  |
| 3894 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.932499  |
| 3895 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.871464  |
| 3896 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.317037  |
| 3897 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 9.424248  |
| 3898 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.56989   |
| 3899 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 2.836147  |
| 3900 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 2.37579   |
| 3901 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 7.273179  |
| 3902 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 9.235469  |
| 3903 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 9.364496  |
| 3904 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 8.358331  |
| 3905 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 4.976341  |
| 3906 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 8.737714  |
| 3907 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 8.403449  |
| 3908 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 7.703402  |
| 3909 | Welwyn Garden City | Goblins Green       | Unclassified Nose-In | 3 |            | 9.753589  |
| 3910 | Welwyn Garden City | Goblins Green       | Unclassified Nose-In | 3 |            | 9.935416  |
| 3911 | Welwyn Garden City | Goblins Green       | Unclassified Nose-In | 2 |            | 7.134773  |
| 3912 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 7.916798  |
| 3913 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 5.294201  |
| 3914 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 9.186745  |
| 3915 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 3.684497  |
| 3916 | Welwyn Garden City | Creswick Court      | Unclassified Nose-In | 4 |            | 11.028259 |
| 3917 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 7.340561  |
| 3918 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 7.962213  |
| 3919 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 9.311942  |
| 3920 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 6.600761  |
| 3921 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 4.19291   |
| 3922 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 4.454193  |
| 3923 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 3.310589  |
| 3924 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 1.785714  |
| 3925 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 23.923899 |
| 3926 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 6.619365  |
| 3927 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 2.565706  |
| 3928 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.484096  |
| 3929 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.80858   |
| 3930 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 9.359664  |
| 3931 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 5.433897  |
| 3932 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.87919   |
| 3933 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.093288  |
| 3934 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.834112  |
| 3935 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.719734  |
| 3936 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.360258  |
| 3937 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.87136   |
| 3938 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.180226  |
| 3939 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 15.964906 |
| 3940 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 12.272001 |
| 3941 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 9.981117  |
| 3942 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 2.522056  |
| 3943 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 3.67416   |
| 3944 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 4.107753  |
| 3945 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 4.092289  |
| 3946 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 6.47522   |
| 3947 | Welwyn Garden City | Athelstan Walk S    | Disabled Nose-In     | 1 | CALCULATED | 4.431877  |
| 3948 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 4 |            | 10.759732 |
| 3949 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 5 |            | 13.559984 |
| 3950 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 4.263837  |
| 3951 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 5 |            | 12.620717 |
| 3952 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 5 |            | 12.649505 |
| 3953 | Welwyn Garden City | Athelstan Walk S    | Box Junction         | 0 |            | 7.028998  |
| 3954 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 5.596762  |
| 3955 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.397339  |
| 3956 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 11.121018 |
| 3957 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 5.937449  |
| 3958 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.311115  |
| 3959 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.187182  |
| 3960 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 3.508335  |
| 3961 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.800339  |
| 3962 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.116685  |
| 3963 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 3.829394  |
| 3964 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.105718  |
| 3965 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 12.39602  |
| 3966 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 2.616295  |
| 3967 | Welwyn Garden City | By The Mount        | Unclassified Nose-In | 5 |            | 14.964123 |
| 3968 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 5.522448  |
| 3969 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 3.585105  |
| 3970 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 5.097053  |
| 3971 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 9.468928  |
| 3972 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 6.712453  |
| 3973 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 8.888837  |
| 3974 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 8.946912  |

|      |                    |                     |                    |    |                        |  |            |
|------|--------------------|---------------------|--------------------|----|------------------------|--|------------|
| 3975 | Welwyn Garden City | By The Mount        | Dropped Kerb       | 0  |                        |  | 7.771468   |
| 3976 | Welwyn Garden City | By The Mount        | Dropped Kerb       | 0  |                        |  | 4.898217   |
| 3977 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 6.233288   |
| 3978 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.151494   |
| 3979 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 18.034     |
| 3980 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.582187   |
| 3981 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 9.545893   |
| 3982 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 14.647194  |
| 3983 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.379848   |
| 3984 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.185409   |
| 3985 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.076045   |
| 3986 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.546928   |
| 3987 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 10.021985  |
| 3988 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 7.020709   |
| 3989 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 8.330785   |
| 3990 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 8.562527   |
| 3991 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.049193   |
| 3992 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 10.059589  |
| 3993 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 4.664667   |
| 3994 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 16.274943  |
| 3995 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 6.192819   |
| 3996 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 2.758332   |
| 3997 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 2.645633   |
| 3998 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.606327   |
| 3999 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.041459   |
| 4000 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 11.159959  |
| 4001 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.883559   |
| 4002 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.057503   |
| 4003 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 7.824096   |
| 4004 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.313169   |
| 4005 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 10.103173  |
| 4006 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.420509   |
| 4007 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 7.764906   |
| 4008 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.970131   |
| 4009 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 4.275764   |
| 4010 | Welwyn Garden City | Broadwater Crescent | Single yellow line | 2  | CALCULATED             | M-SAT 8AM-6PM NO LOADING M-F 8-9AM 5-6PM | 11.209424  |
| 4011 | Welwyn Garden City | Broadwater Road     | Single yellow line | 22 | CALCULATED             | M-SAT 8AM-6PM NO LOADING M-F 8-9AM 5-6PM | 112.247802 |
| 4012 | Welwyn Garden City | Broadwater Road     | Zig zag            | 0  |                        |  | 9.878711   |
| 4013 | Welwyn Garden City | The Reeds           | Unclassified       | 3  | CALCULATED             |  | 18.581151  |
| 4014 | Welwyn Garden City | The Reeds           | Unclassified       | 8  | CALCULATED             |  | 40.077157  |
| 4015 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 4.740451   |
| 4016 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.042181   |
| 4017 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.188501   |
| 4018 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.112439   |
| 4019 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.271419   |
| 4020 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.926841   |
| 4021 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 5.893779   |
| 4022 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 10.249981  |
| 4023 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.002298   |
| 4024 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.030034   |
| 4025 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 5.419266   |
| 4026 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 5.166975   |
| 4027 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.968246   |
| 4028 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        |  | 3.935557   |
| 4029 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 14.741568  |
| 4030 | Welwyn Garden City | Coralsmead          | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 8.386107   |
| 4031 | Welwyn Garden City | Holwell Road        | Unclassified       | 15 | CALCULATED             |  | 75.644184  |
| 4032 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 28.498789  |
| 4033 | Welwyn Garden City | Holwell Road        | Dropped Kerb       | 0  |                        |  | 10.989074  |
| 4034 | Welwyn Garden City | Bedwell Close       | Unclassified       | 5  | CALCULATED             |  | 28.408341  |
| 4035 | Welwyn Garden City | Broadwater Road     | Unclassified       | 0  |                        |  | 4.642512   |
| 4037 | Welwyn Garden City | Edgars Court        | Unclassified       | 6  | CALCULATED             |  | 31.332245  |
| 4038 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 4  | CALCULATED             |  | 21.760346  |
| 4039 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 17.328294  |
| 4040 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 16.088443  |
| 4041 | Welwyn Garden City | Broadwater Road     | Single yellow line | 13 | CALCULATED             |  | 65.529718  |
| 4042 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 5.270472   |
| 4043 | Welwyn Garden City | The Reeds           | Unclassified       | 1  | CALCULATED             |  | 7.88862    |
| 4044 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 6.245611   |
| 4045 | Welwyn Garden City | The Reeds           | Unclassified       | 1  | CALCULATED             |  | 7.659326   |
| 4046 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 6.034385   |
| 4047 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.680395   |
| 4048 | Welwyn Garden City | The Reeds           | Unclassified       | 3  | CALCULATED             |  | 17.142722  |
| 4050 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 3.296946   |
| 4051 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 2.778776   |
| 4052 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 4.205916   |
| 4053 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 3.365767   |
| 4054 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 3.013738   |
| 4055 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 2  | CALCULATED             |  | 10.946948  |
| 4056 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 31.433013  |
| 4057 | Welwyn Garden City | By The Mount        | Unclassified       | 4  | CALCULATED             |  | 22.20929   |
| 4058 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 5.727128   |
| 4059 | Welwyn Garden City | Coralsmead          | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 16.776941  |
| 4060 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 5.69699    |
| 4061 | Welwyn Garden City | By The Mount        | Unclassified       | 0  |                        |  | 3.178751   |
| 4062 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 6.690921   |
| 4063 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.496289   |
| 4064 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.693636   |
| 4065 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 6.06256    |
| 4066 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 7.340049   |
| 4067 | Welwyn Garden City | By The Mount        | Unclassified       | 3  | CALCULATED             |  | 17.166949  |
| 4068 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 7.395867   |
| 4069 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.61902    |

|      |                    |                     |              |    |                        |           |
|------|--------------------|---------------------|--------------|----|------------------------|-----------|
| 4070 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 6.192255  |
| 4071 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.915791  |
| 4072 | Welwyn Garden City | Coralsmead          | Unclassified | 2  | CALCULATED             | 14.695629 |
| 4073 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 8.161038  |
| 4074 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 7.663841  |
| 4075 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 6.088689  |
| 4076 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 7.041455  |
| 4077 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 5.840763  |
| 4078 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 6.60722   |
| 4079 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 8.851939  |
| 4080 | Welwyn Garden City | Coralsmead          | Unclassified | 2  | CALCULATED             | 11.833274 |
| 4081 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.378327  |
| 4082 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.491962  |
| 4083 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.300033  |
| 4084 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 6.629275  |
| 4085 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 8.469951  |
| 4086 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 22.421261 |
| 4087 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 5.970856  |
| 4088 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 5.285419  |
| 4089 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.849224  |
| 4090 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.639181  |
| 4091 | Welwyn Garden City | Broadwater Crescent | Unclassified | 3  | CALCULATED             | 16.08704  |
| 4092 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.238901  |
| 4093 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 4.337543  |
| 4094 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.978448  |
| 4095 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.38387   |
| 4096 | Welwyn Garden City | Broadwater Crescent | Unclassified | 8  | CALCULATED             | 41.134404 |
| 4097 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 5.768569  |
| 4098 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 20.637724 |
| 4099 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 8.474249  |
| 4100 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 4  | CALCULATED             | 22.77178  |
| 4101 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 5  | CALCULATED             | 27.454651 |
| 4102 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  |                        | 3.449839  |
| 4103 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.114164  |
| 4104 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.347864  |
| 4105 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  |                        | 4.202332  |
| 4106 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 4  | CALCULATED             | 21.169306 |
| 4107 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 2  | CALCULATED             | 10.992615 |
| 4108 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 13.601514 |
| 4109 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 6  | CALCULATED             | 33.696189 |
| 4112 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 1  | CALCULATED             | 7.052205  |
| 4113 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 8.864655  |
| 4114 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 4.155263  |
| 4115 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 16.481183 |
| 4116 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.478414  |
| 4117 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.736978  |
| 4118 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 4.392359  |
| 4119 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.203572  |
| 4120 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.858797  |
| 4121 | Welwyn Garden City | Broadwater Crescent | Unclassified | 3  | CALCULATED             | 19.345723 |
| 4122 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.806813  |
| 4123 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 5.988427  |
| 4124 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.994332  |
| 4125 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.894547  |
| 4126 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 9.074824  |
| 4127 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.449718  |
| 4128 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.669259  |
| 4129 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.945461  |
| 4130 | Welwyn Garden City | Goblins Green       | Unclassified | 1  | CALCULATED             | 6.259373  |
| 4131 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 3.887673  |
| 4132 | Welwyn Garden City | Goblins Green       | Unclassified | 4  | CALCULATED             | 21.565695 |
| 4133 | Welwyn Garden City | Goblins Green       | Unclassified | 1  | CALCULATED             | 7.376149  |
| 4134 | Welwyn Garden City | Goblins Green       | Unclassified | 2  | CALCULATED             | 12.044018 |
| 4135 | Welwyn Garden City | Goblins Green       | Unclassified | 3  | CALCULATED             | 16.550244 |
| 4136 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.35661   |
| 4137 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 3.576841  |
| 4138 | Welwyn Garden City | Creswick Court      | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.555014  |
| 4139 | Welwyn Garden City | Creswick Court      | Unclassified | 1  | CALCULATED             | 7.327595  |
| 4140 | Welwyn Garden City | Creswick Court      | Unclassified | 1  | CALCULATED             | 9.501922  |
| 4141 | Welwyn Garden City | Creswick Court      | Unclassified | 13 | CALCULATED             | 69.755522 |
| 4142 | Welwyn Garden City | Creswick Court      | Unclassified | 0  |                        | 4.18941   |
| 4143 | Welwyn Garden City | Creswick Court      | Unclassified | 0  | UNSUITABLE FOR PARKING | 5.211158  |
| 4144 | Welwyn Garden City | Creswick Court      | Unclassified | 0  | UNSUITABLE FOR PARKING | 13.723182 |
| 4145 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 3.531854  |
| 4146 | Welwyn Garden City | Goblins Green       | Unclassified | 1  | CALCULATED             | 7.248377  |
| 4147 | Welwyn Garden City | Edgars Court        | Unclassified | 0  | UNSUITABLE FOR PARKING | 20.28334  |
| 4148 | Welwyn Garden City | Broadwater Crescent | Unclassified | 9  | CALCULATED             | 48.07584  |
| 4149 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 18.161487 |
| 4150 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb | 0  |                        | 5.357968  |
| 4151 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb | 0  |                        | 9.150172  |
| 4152 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.866932  |
| 4153 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 6.495096  |
| 4154 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.220265  |
| 4155 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.745829  |
| 4156 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.630477  |
| 4157 | Welwyn Garden City | Edgars Court        | Unclassified | 0  | UNSUITABLE FOR PARKING | 13.978021 |
| 4158 | Welwyn Garden City | Edgars Court        | Unclassified | 0  |                        | 3.755538  |
| 4159 | Welwyn Garden City | Edgars Court        | Unclassified | 0  |                        | 3.660947  |
| 4160 | Welwyn Garden City | Edgars Court        | Unclassified | 0  |                        | 4.453936  |
| 4161 | Welwyn Garden City | Edgars Court        | Unclassified | 7  | CALCULATED             | 37.323593 |
| 4162 | Welwyn Garden City | Edgars Court        | Unclassified | 3  | CALCULATED             | 15.21482  |
| 4163 | Welwyn Garden City | Edgars Court        | Unclassified | 4  | CALCULATED             | 21.479904 |
| 4164 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.454524  |

|      |                    |                     |                    |    |                        |           |
|------|--------------------|---------------------|--------------------|----|------------------------|-----------|
| 4165 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING | 5.560737  |
| 4166 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 5  | CALCULATED             | 26.774815 |
| 4167 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 21.846208 |
| 4168 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 3  | CALCULATED             | 18.241297 |
| 4169 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.660084  |
| 4170 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  |                        | 3.129931  |
| 4171 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  |                        | 3.877924  |
| 4172 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.499499  |
| 4173 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 2  | CALCULATED             | 13.829714 |
| 4174 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 2  | CALCULATED             | 10.111564 |
| 4175 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 1  | CALCULATED             | 9.998284  |
| 4176 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 1  | CALCULATED             | 9.520152  |
| 4177 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 1  | CALCULATED             | 9.580685  |
| 4178 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.439192  |
| 4179 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 1  | CALCULATED             | 8.072655  |
| 4180 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 1  | CALCULATED             | 6.586321  |
| 4181 | Welwyn Garden City | Broadwater Road     | Single yellow line | 14 | CALCULATED             | 72.138468 |
| 4183 | Welwyn Garden City | Broadwater Road     | Unclassified       | 1  | CALCULATED             | 5.112776  |
| 4184 | Welwyn Garden City | Holwell Road        | Unclassified       | 3  | CALCULATED             | 16.527261 |
| 4185 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  | UNSUITABLE FOR PARKING | 30.666073 |
| 4186 | Welwyn Garden City | Holwell Road        | Unclassified       | 2  | CALCULATED             | 12.748309 |
| 4187 | Welwyn Garden City | Peartree Lane       | Unclassified       | 3  | CALCULATED             | 18.110782 |
| 4188 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 8.500202  |
| 4189 | Welwyn Garden City | The Spinney         | Unclassified       | 5  | CALCULATED             | 25.356195 |
| 4190 | Welwyn Garden City | The Spinney         | Unclassified       | 3  | CALCULATED             | 15.617674 |
| 4191 | Welwyn Garden City | The Spinney         | Unclassified       | 0  |                        | 3.832048  |
| 4192 | Welwyn Garden City | The Spinney         | Unclassified       | 1  | CALCULATED             | 9.565769  |
| 4193 | Welwyn Garden City | The Spinney         | Unclassified       | 0  | UNSUITABLE FOR PARKING | 36.033388 |
| 4194 | Welwyn Garden City | Peartree Lane       | Unclassified       | 12 | CALCULATED             | 61.794605 |
| 4195 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 3.976565  |
| 4196 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 4.737668  |
| 4197 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 9.051911  |
| 4198 | Welwyn Garden City | Well Garth          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 25.53288  |
| 4199 | Welwyn Garden City | Well Garth          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 15.36276  |
| 4200 | Welwyn Garden City | Well Garth          | Unclassified       | 6  | CALCULATED             | 30.32885  |
| 4202 | Welwyn Garden City | Well Garth          | Unclassified       | 3  | CALCULATED             | 15.418292 |
| 4203 | Welwyn Garden City | Well Garth          | Unclassified       | 1  | CALCULATED             | 5.728353  |
| 4204 | Welwyn Garden City | Well Garth          | Unclassified       | 0  |                        | 4.691726  |
| 4205 | Welwyn Garden City | Well Garth          | Unclassified       | 0  |                        | 3.835057  |
| 4206 | Welwyn Garden City | Well Garth          | Unclassified       | 0  |                        | 4.589269  |
| 4207 | Welwyn Garden City | Well Garth          | Unclassified       | 5  | CALCULATED             | 25.372288 |
| 4208 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 9.313341  |
| 4209 | Welwyn Garden City | Peartree Lane       | Unclassified       | 3  | CALCULATED             | 19.521659 |
| 4211 | Welwyn Garden City | Bedwell Close       | Unclassified       | 2  | CALCULATED             | 11.193202 |
| 4212 | Welwyn Garden City | Bedwell Close       | Unclassified       | 6  | CALCULATED             | 32.09801  |
| 4214 | Welwyn Garden City | Bedwell Close       | Unclassified       | 1  | CALCULATED             | 9.09626   |
| 4216 | Welwyn Garden City | Bedwell Close       | Unclassified       | 0  |                        | 3.924125  |
| 4217 | Welwyn Garden City | Bedwell Close       | Unclassified       | 0  |                        | 3.7604    |
| 4218 | Welwyn Garden City | Bedwell Close       | Unclassified       | 0  |                        | 4.596781  |
| 4219 | Welwyn Garden City | Bedwell Close       | Unclassified       | 4  | CALCULATED             | 22.985709 |
| 4220 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 9.439144  |
| 4221 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 6.535322  |
| 4222 | Welwyn Garden City | Peartree Lane       | Unclassified       | 5  | CALCULATED             | 28.420312 |
| 4223 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 11.492283 |
| 4224 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.198729  |
| 4225 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 28.545773 |
| 4226 | Welwyn Garden City | Pond Croft          | Unclassified       | 10 | CALCULATED             | 50.408074 |
| 4227 | Welwyn Garden City | Pond Croft          | Unclassified       | 9  | CALCULATED             | 49.196644 |
| 4228 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 27.322106 |
| 4229 | Welwyn Garden City | Pond Croft          | Unclassified       | 1  | CALCULATED             | 5.582467  |
| 4230 | Welwyn Garden City | Pond Croft          | Unclassified       | 2  | CALCULATED             | 11.514722 |
| 4231 | Welwyn Garden City | Peartree Lane       | Unclassified       | 5  | CALCULATED             | 26.392082 |
| 4232 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 3.488618  |
| 4233 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 3.717872  |
| 4234 | Welwyn Garden City | Peartree Lane       | Unclassified       | 3  | CALCULATED             | 17.744841 |
| 4235 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  | UNSUITABLE FOR PARKING | 31.171201 |
| 4236 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  | UNSUITABLE FOR PARKING | 7.409366  |
| 4237 | Welwyn Garden City | The Reeds           | Unclassified       | 2  | CALCULATED             | 11.487119 |
| 4238 | Welwyn Garden City | The Reeds           | Unclassified       | 4  | CALCULATED             | 21.161537 |
| 4239 | Welwyn Garden City | Coralsmead          | Unclassified       | 3  | CALCULATED             | 16.178464 |
| 4240 | Welwyn Garden City | Holwell Road        | Unclassified       | 4  | CALCULATED             | 20.049705 |
| 4241 | Welwyn Garden City | Holwell Road        | Unclassified       | 1  | CALCULATED             | 7.452359  |
| 4242 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  |                        | 4.293686  |
| 4243 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  |                        | 4.135316  |
| 4244 | Welwyn Garden City | Holwell Road        | Unclassified       | 1  | CALCULATED             | 8.01123   |
| 4245 | Welwyn Garden City | Peartree Court      | Unclassified       | 4  | CALCULATED             | 21.983303 |
| 4246 | Welwyn Garden City | Peartree Court      | Unclassified       | 2  | CALCULATED             | 12.176179 |
| 4247 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  |                        | 4.35536   |
| 4248 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  |                        | 4.527154  |
| 4249 | Welwyn Garden City | Peartree Court      | Unclassified       | 6  | CALCULATED             | 33.093089 |
| 4250 | Welwyn Garden City | Peartree Court      | Unclassified       | 2  | CALCULATED             | 13.341299 |
| 4252 | Welwyn Garden City | Peartree Court      | Unclassified       | 1  | CALCULATED             | 8.360105  |
| 4253 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  | UNSUITABLE FOR PARKING | 5.306057  |
| 4254 | Welwyn Garden City | Peartree Court      | Unclassified       | 4  | CALCULATED             | 20.909811 |
| 4255 | Welwyn Garden City | The Reeds           | Unclassified       | 2  | CALCULATED             | 12.632061 |
| 4256 | Welwyn Garden City | The Reeds           | Unclassified       | 4  | CALCULATED             | 22.54124  |
| 4257 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  | UNSUITABLE FOR PARKING | 8.541511  |
| 4258 | Welwyn Garden City | Holwell Road        | Dropped Kerb       | 0  |                        | 5.290386  |
| 4263 | Welwyn Garden City | The Reeds           | Unclassified       | 7  | CALCULATED             | 37.530775 |
| 4264 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING | 5.935663  |
| 4269 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        | 4.08659   |
| 4271 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        | 4.873169  |
| 4273 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             | 5.922534  |

|      |                    |                  |                      |   |                        |           |
|------|--------------------|------------------|----------------------|---|------------------------|-----------|
| 4274 | Welwyn Garden City | By The Mount     | Unclassified         | 0 |                        | 4.94695   |
| 4281 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 3 | CALCULATED             | 15.773651 |
| 4283 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 1 | CALCULATED             | 5.285505  |
| 4285 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 3 | CALCULATED             | 18.223239 |
| 4287 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 1 | CALCULATED             | 6.086214  |
| 4301 | Welwyn Garden City | Coralsmead       | Unclassified         | 1 | CALCULATED             | 7.69677   |
| 4304 | Welwyn Garden City | Coralsmead       | Unclassified         | 0 |                        | 4.837364  |
| 4307 | Welwyn Garden City | Coralsmead       | Unclassified         | 0 |                        | 4.696729  |
| 4322 | Welwyn Garden City | Athelstan Walk N | Unclassified         | 1 | CALCULATED             | 6.346271  |
| 4329 | Welwyn Garden City | Broadwater Road  | Unclassified         | 0 |                        | 2.684223  |
| 4330 | Welwyn Garden City | Broadwater Road  | Single yellow line   | 0 |                        | 4.26235   |
| 4333 | Welwyn Garden City | Holwell Road     | Unclassified         | 1 | CALCULATED             | 5.668743  |
| 4336 | Welwyn Garden City | Pear tree Court  | Unclassified Nose-In | 2 |                        | 5.523085  |
| 4341 | Welwyn Garden City | Pear tree Court  | Unclassified         | 1 | CALCULATED             | 5.373566  |
| 4343 | Welwyn Garden City | The Spinney      | Unclassified         | 2 | CALCULATED             | 12.955267 |
| 4345 | Welwyn Garden City | The Spinney      | Unclassified         | 1 | CALCULATED             | 5.192783  |
| 4347 | Welwyn Garden City | The Spinney      | Unclassified         | 0 |                        | 4.182907  |
| 4350 | Welwyn Garden City | The Spinney      | Unclassified         | 0 | UNSUITABLE FOR PARKING | 24.034615 |
| 4357 | Welwyn Garden City | Bedwell Close    | Unclassified         | 0 |                        | 3.639084  |
| 4358 | Welwyn Garden City | Bedwell Close    | Unclassified         | 0 |                        | 2.948976  |
| 4362 | Welwyn Garden City | Well Garth       | Unclassified         | 0 |                        | 4.10588   |
| 4365 | Welwyn Garden City | Well Garth       | Unclassified         | 1 | CALCULATED             | 7.158421  |
| 4368 | Welwyn Garden City | By The Mount     | Unclassified         | 0 |                        | 2.974038  |



Space' Occupied by Beat

| OBJECTID | TYPE | ACTIVITY | LINK ID | TOWN               | LINK           | CLASS                | 00:30 - 05:30 |
|----------|------|----------|---------|--------------------|----------------|----------------------|---------------|
| 1        | LGV  | Parked   | 4031    | Welwyn Garden City | Holwell Road   | Unclassified         | 1             |
| 2        | Car  | Parked   | 4245    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 3        | Car  | Parked   | 4246    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 4        | Car  | Parked   | 4254    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 5        | Car  | Parked   | 4254    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 6        | Car  | Parked   | 4341    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 7        | Car  | Parked   | 4341    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 8        | Car  | Parked   | 4249    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 9        | Car  | Parked   | 4252    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 10       | Car  | Parked   | 3815    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 11       | Car  | Parked   | 3815    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 12       | Car  | Parked   | 3815    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 13       | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 14       | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 15       | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 16       | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 17       | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 18       | Car  | Parked   | 4336    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 19       | Car  | Parked   | 4336    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 20       | Car  | Parked   | 3829    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 21       | Car  | Parked   | 4233    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 22       | Car  | Parked   | 4189    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 23       | Car  | Parked   | 4189    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 24       | Car  | Parked   | 4189    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 25       | Car  | Parked   | 4190    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 26       | Car  | Parked   | 4190    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 27       | Car  | Parked   | 4343    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 28       | Car  | Parked   | 4343    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 29       | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 30       | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 31       | LGV  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 32       | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 33       | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 34       | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 35       | LGV  | Parked   | 4192    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 36       | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 37       | Car  | Parked   | 4345    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 38       | Car  | Parked   | 4345    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 39       | Car  | Parked   | 3865    | Welwyn Garden City | Peartree Lane  | Dropped Kerb         | 1             |
| 40       | Car  | Parked   | 4232    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 41       | Car  | Parked   | 4231    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 42       | Car  | Parked   | 4230    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 43       | Car  | Parked   | 4229    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 44       | LGV  | Parked   | 4229    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 45       | LGV  | Parked   | 4224    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 46       | Car  | Parked   | 3859    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 47       | Car  | Parked   | 3859    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 48       | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 49       | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 50       | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 51       | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 52       | LGV  | Parked   | 4222    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 53       | LGV  | Parked   | 4222    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 54       | Car  | Parked   | 4221    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 55       | Car  | Parked   | 4207    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 56       | Car  | Parked   | 4207    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 57       | Car  | Parked   | 4207    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 58       | Car  | Parked   | 4206    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 59       | LGV  | Parked   | 4203    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 60       | Car  | Parked   | 4365    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 61       | Car  | Parked   | 4365    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 62       | Car  | Parked   | 4365    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 63       | Car  | Parked   | 4202    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |







Length of Classifications by Link (Metres)

| Link                | Box Junction | Disabled Nose-In | Dropped Kerb   | I-Bar       | School Keep Clear | Single yellow line | Unclassified   | Unclassified Nose-In | Zig zag       | Grand Total    |
|---------------------|--------------|------------------|----------------|-------------|-------------------|--------------------|----------------|----------------------|---------------|----------------|
| Athelstan Walk N    | 0.00         | 0.00             | 31.83          | 0.00        | 0.00              | 0.00               | 146.86         | 86.94                | 0.00          | 265.63         |
| Athelstan Walk S    | 7.03         | 4.43             | 68.95          | 0.00        | 0.00              | 0.00               | 216.86         | 49.59                | 0.00          | 346.86         |
| Bedwell Close       | 0.00         | 0.00             | 47.71          | 0.00        | 0.00              | 0.00               | 122.65         | 29.85                | 0.00          | 200.21         |
| Broadwater Crescent | 0.00         | 0.00             | 366.73         | 0.00        | 0.00              | 21.60              | 442.35         | 0.00                 | 0.00          | 830.67         |
| Broadwater Road     | 0.00         | 0.00             | 0.00           | 0.00        | 0.00              | 547.81             | 12.44          | 0.00                 | 137.75        | 697.99         |
| By The Mount        | 0.00         | 0.00             | 75.90          | 0.00        | 0.00              | 0.00               | 128.54         | 14.96                | 0.00          | 219.41         |
| Coralsmead          | 0.00         | 0.00             | 137.42         | 0.00        | 0.00              | 0.00               | 201.02         | 0.00                 | 0.00          | 338.43         |
| Creswick Court      | 0.00         | 0.00             | 46.86          | 0.00        | 0.00              | 0.00               | 117.26         | 11.03                | 0.00          | 175.15         |
| Edgars Court        | 0.00         | 0.00             | 51.35          | 0.00        | 0.00              | 0.00               | 151.48         | 0.00                 | 0.00          | 202.83         |
| Goblins Green       | 0.00         | 0.00             | 123.72         | 0.00        | 0.00              | 0.00               | 114.59         | 26.82                | 0.00          | 265.13         |
| Holwell Road        | 0.00         | 0.00             | 114.41         | 0.00        | 0.00              | 0.00               | 201.65         | 0.00                 | 0.00          | 316.06         |
| Pear tree Court     | 0.00         | 0.00             | 69.87          | 0.00        | 0.00              | 0.00               | 160.09         | 41.01                | 0.00          | 270.97         |
| Pear tree Lane      | 0.00         | 0.00             | 109.45         | 0.00        | 19.68             | 0.00               | 234.68         | 0.00                 | 0.00          | 363.80         |
| Pond Croft          | 0.00         | 0.00             | 32.98          | 0.00        | 0.00              | 0.00               | 188.26         | 30.32                | 0.00          | 251.56         |
| The Reeds           | 0.00         | 0.00             | 94.97          | 0.00        | 0.00              | 0.00               | 224.87         | 0.00                 | 0.00          | 319.84         |
| The Spinney         | 0.00         | 0.00             | 20.31          | 0.00        | 0.00              | 0.00               | 136.77         | 19.57                | 0.00          | 176.65         |
| Well Garth          | 0.00         | 0.00             | 73.58          | 4.63        | 0.00              | 0.00               | 142.12         | 22.92                | 0.00          | 243.25         |
| <b>Grand Total</b>  | <b>7.03</b>  | <b>4.43</b>      | <b>1466.04</b> | <b>4.63</b> | <b>19.68</b>      | <b>569.40</b>      | <b>2942.49</b> | <b>333.01</b>        | <b>137.75</b> | <b>5484.46</b> |

Plated Capacity by Link (Official - No. of Sp

| Link                | Box Junction | Disabled Nose-In | Dropped Kerb | I-Bar    | School Keep Clear | Single yellow line | Unclassified | Unclassified Nose-In | Zig zag  | Grand Total |
|---------------------|--------------|------------------|--------------|----------|-------------------|--------------------|--------------|----------------------|----------|-------------|
| Athelstan Walk N    | 0            | 0                | 0            | 0        | 0                 | 0                  | 16           | 31                   | 0        | 47          |
| Athelstan Walk S    | 0            | 1                | 0            | 0        | 0                 | 0                  | 30           | 19                   | 0        | 50          |
| Bedwell Close       | 0            | 0                | 0            | 0        | 0                 | 0                  | 18           | 10                   | 0        | 28          |
| Broadwater Crescent | 0            | 0                | 0            | 0        | 0                 | 4                  | 35           | 0                    | 0        | 39          |
| Broadwater Road     | 0            | 0                | 0            | 0        | 0                 | 106                | 1            | 0                    | 0        | 107         |
| By The Mount        | 0            | 0                | 0            | 0        | 0                 | 0                  | 12           | 5                    | 0        | 17          |
| Coralsmead          | 0            | 0                | 0            | 0        | 0                 | 0                  | 16           | 0                    | 0        | 16          |
| Creswick Court      | 0            | 0                | 0            | 0        | 0                 | 0                  | 15           | 4                    | 0        | 19          |
| Edgars Court        | 0            | 0                | 0            | 0        | 0                 | 0                  | 20           | 0                    | 0        | 20          |
| Goblins Green       | 0            | 0                | 0            | 0        | 0                 | 0                  | 12           | 8                    | 0        | 20          |
| Holwell Road        | 0            | 0                | 0            | 0        | 0                 | 0                  | 27           | 0                    | 0        | 27          |
| Pear tree Court     | 0            | 0                | 0            | 0        | 0                 | 0                  | 20           | 14                   | 0        | 34          |
| Pear tree Lane      | 0            | 0                | 0            | 0        | 0                 | 0                  | 36           | 0                    | 0        | 36          |
| Pond Croft          | 0            | 0                | 0            | 0        | 0                 | 0                  | 22           | 12                   | 0        | 34          |
| The Reeds           | 0            | 0                | 0            | 0        | 0                 | 0                  | 35           | 0                    | 0        | 35          |
| The Spinney         | 0            | 0                | 0            | 0        | 0                 | 0                  | 12           | 7                    | 0        | 19          |
| Well Garth          | 0            | 0                | 0            | 0        | 0                 | 0                  | 16           | 9                    | 0        | 25          |
| <b>Grand Total</b>  | <b>0</b>     | <b>1</b>         | <b>0</b>     | <b>0</b> | <b>0</b>          | <b>110</b>         | <b>343</b>   | <b>119</b>           | <b>0</b> | <b>573</b>  |

| <b>NUMBER OF VEHICLES PARKED (AT)</b> |                      |            |              |
|---------------------------------------|----------------------|------------|--------------|
| <b>STREET NAME</b>                    | <b>00:30 - 05:30</b> |            |              |
|                                       | <b>CAP</b>           | <b>TOT</b> | <b>%OCC</b>  |
| Athelstan Walk N                      | 47                   | 25         | 53.2%        |
| Athelstan Walk S                      | 50                   | 33         | 66.0%        |
| Bedwell Close                         | 28                   | 18         | 64.3%        |
| Broadwater Crescent                   | 39                   | 26         | 66.7%        |
| Broadwater Road                       | 107                  | 0          | 0.0%         |
| By The Mount                          | 17                   | 16         | 94.1%        |
| Coralsmead                            | 16                   | 4          | 25.0%        |
| Creswick Court                        | 19                   | 16         | 84.2%        |
| Edgars Court                          | 20                   | 9          | 45.0%        |
| Goblins Green                         | 20                   | 15         | 75.0%        |
| Holwell Road                          | 27                   | 4          | 14.8%        |
| Pear tree Court                       | 34                   | 19         | 55.9%        |
| Pear tree Lane                        | 36                   | 7          | 19.4%        |
| Pond Croft                            | 34                   | 10         | 29.4%        |
| The Reeds                             | 35                   | 3          | 8.6%         |
| The Spinney                           | 19                   | 17         | 89.5%        |
| Well Garth                            | 25                   | 16         | 64.0%        |
| <b>TOTAL</b>                          | <b>573</b>           | <b>238</b> | <b>41.5%</b> |

# Welwyn Garden City - Wednesday 25th May 2022 (00:30 - 05:30)

## Occupation & Capacity

### Parking Location

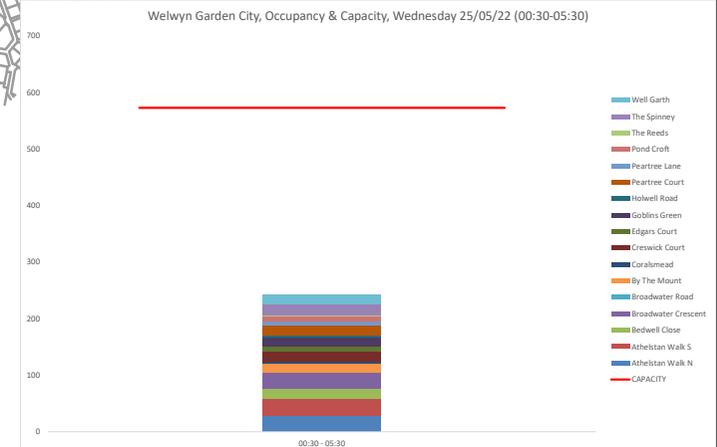
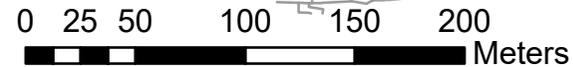
#### CLASS

- Disabled Nose-In
- Dropped Kerb
- Unclassified
- Unclassified Nose-In

### Classified links

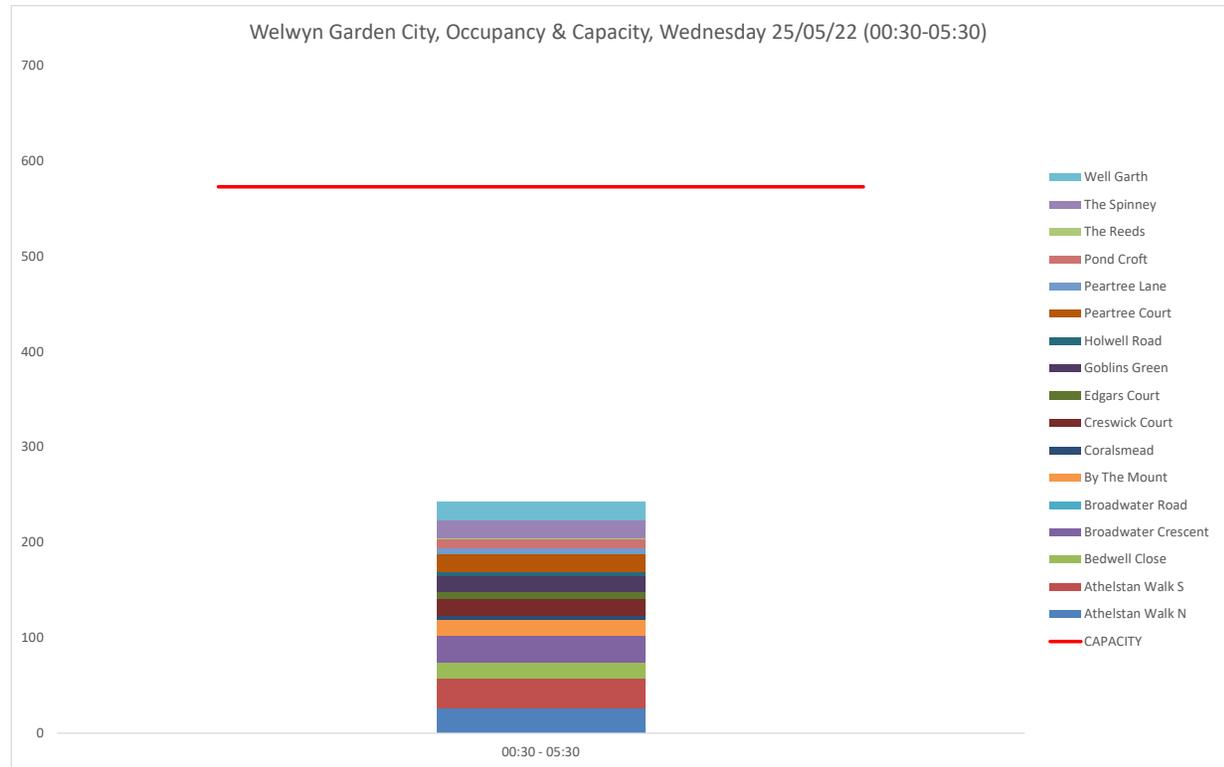
#### CLASS

- Box Junction
- Disabled Nose-In
- Dropped Kerb
- I-Bar
- School Keep Clear
- Single yellow line
- Unclassified
- Unclassified Nose-In
- Zig zag





| Vehicle Occupancy by Link |               |
|---------------------------|---------------|
| LINK \ TIME PERIOD        |               |
|                           | 00:30 - 05:30 |
| Athelstan Walk N          | 28            |
| Athelstan Walk S          | 31            |
| Bedwell Close             | 17            |
| Broadwater Crescent       | 28            |
| Broadwater Road           | 0             |
| By The Mount              | 17            |
| Coralsmead                | 3             |
| Creswick Court            | 18            |
| Edgars Court              | 8             |
| Goblins Green             | 16            |
| Holwell Road              | 5             |
| Peartree Court            | 18            |
| Peartree Lane             | 6             |
| Pond Croft                | 10            |
| The Reeds                 | 1             |
| The Spinney               | 19            |
| Well Garth                | 17            |
| <b>OCCUPANCY</b>          | <b>242</b>    |
| <b>CAPACITY</b>           | <b>573</b>    |





| OBJECTID | TOWN               | LINK                | CLASS                | CAPACITY (Spaces) | NOTES      | RESTRICTIONS | LENGTH (M) |
|----------|--------------------|---------------------|----------------------|-------------------|------------|--------------|------------|
| 3793     | Welwyn Garden City | Broadwater Road     | Zig zag              | 0                 |            |              | 10.230204  |
| 3795     | Welwyn Garden City | Broadwater Road     | Single yellow line   | 24                | CALCULATED |              | 122.234986 |
| 3796     | Welwyn Garden City | Broadwater Road     | Zig zag              | 0                 |            |              | 53.658003  |
| 3797     | Welwyn Garden City | Broadwater Road     | Single yellow line   | 15                | CALCULATED |              | 78.443792  |
| 3798     | Welwyn Garden City | Broadwater Road     | Zig zag              | 0                 |            |              | 63.982185  |
| 3799     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 16.170148  |
| 3800     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 6.911916   |
| 3801     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 6.987792   |
| 3802     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 6.859312   |
| 3803     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 11.418308  |
| 3804     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 7.140567   |
| 3805     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 5.678232   |
| 3806     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 8.664515   |
| 3807     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 4.834238   |
| 3808     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 9.392665   |
| 3809     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 5.08548    |
| 3810     | Welwyn Garden City | Holwell Road        | Dropped Kerb         | 0                 |            |              | 8.989409   |
| 3811     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 8.510189   |
| 3812     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 8.95054    |
| 3813     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 8.138992   |
| 3814     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 7.435209   |
| 3815     | Welwyn Garden City | Pear tree Court     | Unclassified Nose-In | 2                 |            |              | 7.316078   |
| 3816     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 7.335265   |
| 3817     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 9.991922   |
| 3818     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 6.394813   |
| 3819     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 5.182024   |
| 3820     | Welwyn Garden City | Pear tree Court     | Dropped Kerb         | 0                 |            |              | 7.928653   |
| 3821     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 9.871486   |
| 3822     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 6.959352   |
| 3823     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 5.373481   |
| 3824     | Welwyn Garden City | The Spinney         | Dropped Kerb         | 0                 |            |              | 4.018085   |
| 3825     | Welwyn Garden City | The Spinney         | Dropped Kerb         | 0                 |            |              | 8.236419   |
| 3826     | Welwyn Garden City | The Spinney         | Dropped Kerb         | 0                 |            |              | 8.054606   |
| 3827     | Welwyn Garden City | The Spinney         | Unclassified Nose-In | 7                 |            |              | 19.568655  |
| 3828     | Welwyn Garden City | Pear tree Court     | Unclassified Nose-In | 6                 |            |              | 16.757461  |
| 3829     | Welwyn Garden City | Pear tree Court     | Unclassified Nose-In | 4                 |            |              | 11.412625  |
| 3830     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 7.416321   |
| 3831     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 8.78658    |
| 3832     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 3.707029   |
| 3833     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 4.776273   |
| 3834     | Welwyn Garden City | Pear tree Lane      | School Keep Clear    | 0                 |            |              | 19.67813   |
| 3835     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 4.126897   |
| 3836     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 9.090331   |
| 3837     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 10.145155  |
| 3838     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.243359   |
| 3839     | Welwyn Garden City | Well Garth          | Unclassified Nose-In | 7                 |            |              | 17.509713  |
| 3840     | Welwyn Garden City | Well Garth          | Unclassified Nose-In | 2                 |            |              | 5.407864   |
| 3841     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.108957   |
| 3842     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.632424   |
| 3843     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 7.662436   |
| 3844     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 8.006444   |
| 3845     | Welwyn Garden City | Well Garth          | Dropped Kerb         | 0                 |            |              | 9.564966   |
| 3846     | Welwyn Garden City | Well Garth          | I-Bar                | 0                 |            |              | 4.627034   |
| 3847     | Welwyn Garden City | Bedwell Close       | Unclassified Nose-In | 4                 |            |              | 12.1918    |
| 3848     | Welwyn Garden City | Bedwell Close       | Unclassified Nose-In | 4                 |            |              | 11.985407  |
| 3849     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 9.111549   |
| 3850     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 5.132009   |
| 3851     | Welwyn Garden City | Bedwell Close       | Unclassified Nose-In | 2                 |            |              | 5.667892   |
| 3852     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 9.137136   |
| 3853     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 8.538752   |
| 3854     | Welwyn Garden City | Bedwell Close       | Dropped Kerb         | 0                 |            |              | 15.792075  |
| 3855     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 14.151225  |
| 3856     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 7.443914   |
| 3857     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 7.399758   |
| 3858     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 9.258012   |
| 3859     | Welwyn Garden City | Pond Croft          | Unclassified Nose-In | 6                 |            |              | 15.294566  |
| 3861     | Welwyn Garden City | Pond Croft          | Unclassified Nose-In | 6                 |            |              | 15.020566  |
| 3862     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 9.839775   |
| 3863     | Welwyn Garden City | Pond Croft          | Dropped Kerb         | 0                 |            |              | 6.486547   |
| 3864     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 9.310145   |
| 3865     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 5.530089   |
| 3866     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 13.842084  |
| 3867     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 6.156248   |
| 3868     | Welwyn Garden City | Pear tree Lane      | Dropped Kerb         | 0                 |            |              | 6.121021   |
| 3869     | Welwyn Garden City | Broadwater Road     | Single yellow line   | 18                | CALCULATED |              | 92.948626  |
| 3870     | Welwyn Garden City | Broadwater Crescent | Single yellow line   | 2                 | CALCULATED |              | 10.389685  |
| 3871     | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0                 |            |              | 4.65451    |
| 3872     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 4                 |            |              | 10.144469  |
| 3873     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 6                 |            |              | 17.38655   |
| 3874     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 5                 |            |              | 14.876575  |
| 3875     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 6                 |            |              | 16.55295   |
| 3876     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 5                 |            |              | 14.048932  |
| 3877     | Welwyn Garden City | Athelstan Walk N    | Unclassified Nose-In | 5                 |            |              | 13.93422   |
| 3878     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 4.377202   |
| 3879     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 4.060607   |
| 3880     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 3.60251    |
| 3881     | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0                 |            |              | 4.039463   |

|      |                    |                     |                      |   |            |           |
|------|--------------------|---------------------|----------------------|---|------------|-----------|
| 3882 | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0 |            | 4.978111  |
| 3883 | Welwyn Garden City | Athelstan Walk N    | Dropped Kerb         | 0 |            | 10.773579 |
| 3884 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 22.712657 |
| 3885 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 7.40543   |
| 3886 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 2.331805  |
| 3887 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 8.569271  |
| 3888 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 12.824082 |
| 3889 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 7.483511  |
| 3890 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 4.406566  |
| 3891 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 4.291014  |
| 3892 | Welwyn Garden City | Edgars Court        | Dropped Kerb         | 0 |            | 4.037476  |
| 3893 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 5.592801  |
| 3894 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.932499  |
| 3895 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.871464  |
| 3896 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.317037  |
| 3897 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 9.424248  |
| 3898 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.56989   |
| 3899 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 2.836147  |
| 3900 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 2.37579   |
| 3901 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 7.273179  |
| 3902 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 9.235469  |
| 3903 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 9.364496  |
| 3904 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 8.358331  |
| 3905 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 4.976341  |
| 3906 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 8.737714  |
| 3907 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 8.403449  |
| 3908 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 7.703402  |
| 3909 | Welwyn Garden City | Goblins Green       | Unclassified Nose-In | 3 |            | 9.753589  |
| 3910 | Welwyn Garden City | Goblins Green       | Unclassified Nose-In | 3 |            | 9.935416  |
| 3911 | Welwyn Garden City | Goblins Green       | Unclassified Nose-In | 2 |            | 7.134773  |
| 3912 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 7.916798  |
| 3913 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 5.294201  |
| 3914 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 9.186745  |
| 3915 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 3.684497  |
| 3916 | Welwyn Garden City | Creswick Court      | Unclassified Nose-In | 4 |            | 11.028259 |
| 3917 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 7.340561  |
| 3918 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 7.962213  |
| 3919 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 9.311942  |
| 3920 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 6.600761  |
| 3921 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 4.19291   |
| 3922 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 4.454193  |
| 3923 | Welwyn Garden City | Creswick Court      | Dropped Kerb         | 0 |            | 3.310589  |
| 3924 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 1.785714  |
| 3925 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 23.923899 |
| 3926 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 6.619365  |
| 3927 | Welwyn Garden City | Goblins Green       | Dropped Kerb         | 0 |            | 2.565706  |
| 3928 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.484096  |
| 3929 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.80858   |
| 3930 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 9.359664  |
| 3931 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 5.433897  |
| 3932 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.87919   |
| 3933 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.093288  |
| 3934 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.834112  |
| 3935 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.719734  |
| 3936 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.360258  |
| 3937 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.87136   |
| 3938 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.180226  |
| 3939 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 15.964906 |
| 3940 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 12.272001 |
| 3941 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 9.981117  |
| 3942 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 2.522056  |
| 3943 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 3.67416   |
| 3944 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 4.107753  |
| 3945 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 4.092289  |
| 3946 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 6.475522  |
| 3947 | Welwyn Garden City | Athelstan Walk S    | Disabled Nose-In     | 1 | CALCULATED | 4.431877  |
| 3948 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 4 |            | 10.759732 |
| 3949 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 5 |            | 13.559984 |
| 3950 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 4.263837  |
| 3951 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 5 |            | 12.620717 |
| 3952 | Welwyn Garden City | Athelstan Walk S    | Unclassified Nose-In | 5 |            | 12.649505 |
| 3953 | Welwyn Garden City | Athelstan Walk S    | Box Junction         | 0 |            | 7.028998  |
| 3954 | Welwyn Garden City | Athelstan Walk S    | Dropped Kerb         | 0 |            | 5.596762  |
| 3955 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 6.397339  |
| 3956 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 11.121018 |
| 3957 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 5.937449  |
| 3958 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.311115  |
| 3959 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.187182  |
| 3960 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 3.508335  |
| 3961 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 7.800339  |
| 3962 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 8.116685  |
| 3963 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 3.829394  |
| 3964 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb         | 0 |            | 4.105718  |
| 3965 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 12.39602  |
| 3966 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 2.616295  |
| 3967 | Welwyn Garden City | By The Mount        | Unclassified Nose-In | 5 |            | 14.964123 |
| 3968 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 5.522448  |
| 3969 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 3.585105  |
| 3970 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 5.097053  |
| 3971 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 9.468928  |
| 3972 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 6.712453  |
| 3973 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 8.888837  |
| 3974 | Welwyn Garden City | By The Mount        | Dropped Kerb         | 0 |            | 8.946912  |

|      |                    |                     |                    |    |                        |  |            |
|------|--------------------|---------------------|--------------------|----|------------------------|--|------------|
| 3975 | Welwyn Garden City | By The Mount        | Dropped Kerb       | 0  |                        |  | 7.771468   |
| 3976 | Welwyn Garden City | By The Mount        | Dropped Kerb       | 0  |                        |  | 4.898217   |
| 3977 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 6.233288   |
| 3978 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.151494   |
| 3979 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 18.034     |
| 3980 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.582187   |
| 3981 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 9.545893   |
| 3982 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 14.647194  |
| 3983 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.379848   |
| 3984 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.185409   |
| 3985 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.076045   |
| 3986 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.546928   |
| 3987 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 10.021985  |
| 3988 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 7.020709   |
| 3989 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 8.330785   |
| 3990 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 8.562527   |
| 3991 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 9.049193   |
| 3992 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 10.059589  |
| 3993 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 4.664667   |
| 3994 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 16.274943  |
| 3995 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 6.192819   |
| 3996 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 2.758332   |
| 3997 | Welwyn Garden City | Coralsmead          | Dropped Kerb       | 0  |                        |  | 2.645633   |
| 3998 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.606327   |
| 3999 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.041459   |
| 4000 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 11.159959  |
| 4001 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.883559   |
| 4002 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.057503   |
| 4003 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 7.824096   |
| 4004 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 5.313169   |
| 4005 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 10.103173  |
| 4006 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.420509   |
| 4007 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 7.764906   |
| 4008 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 8.970131   |
| 4009 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb       | 0  |                        |  | 4.275764   |
| 4010 | Welwyn Garden City | Broadwater Crescent | Single yellow line | 2  | CALCULATED             | M-SAT 8AM-6PM NO LOADING M-F 8-9AM 5-6PM | 11.209424  |
| 4011 | Welwyn Garden City | Broadwater Road     | Single yellow line | 22 | CALCULATED             | M-SAT 8AM-6PM NO LOADING M-F 8-9AM 5-6PM | 112.247802 |
| 4012 | Welwyn Garden City | Broadwater Road     | Zig zag            | 0  |                        |  | 9.878711   |
| 4013 | Welwyn Garden City | The Reeds           | Unclassified       | 3  | CALCULATED             |  | 18.581151  |
| 4014 | Welwyn Garden City | The Reeds           | Unclassified       | 8  | CALCULATED             |  | 40.077157  |
| 4015 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 4.740451   |
| 4016 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.042181   |
| 4017 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.188501   |
| 4018 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.112439   |
| 4019 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.271419   |
| 4020 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 7.926841   |
| 4021 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 5.893779   |
| 4022 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 10.249981  |
| 4023 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.002298   |
| 4024 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.030034   |
| 4025 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 5.419266   |
| 4026 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 5.166975   |
| 4027 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        |  | 6.968246   |
| 4028 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        |  | 3.935557   |
| 4029 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 14.741568  |
| 4030 | Welwyn Garden City | Coralsmead          | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 8.386107   |
| 4031 | Welwyn Garden City | Holwell Road        | Unclassified       | 15 | CALCULATED             |  | 75.644184  |
| 4032 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 28.498789  |
| 4033 | Welwyn Garden City | Holwell Road        | Dropped Kerb       | 0  |                        |  | 10.989074  |
| 4034 | Welwyn Garden City | Bedwell Close       | Unclassified       | 5  | CALCULATED             |  | 28.408341  |
| 4035 | Welwyn Garden City | Broadwater Road     | Unclassified       | 0  |                        |  | 4.642512   |
| 4037 | Welwyn Garden City | Edgars Court        | Unclassified       | 6  | CALCULATED             |  | 31.332245  |
| 4038 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 4  | CALCULATED             |  | 21.760346  |
| 4039 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 17.328294  |
| 4040 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 16.088443  |
| 4041 | Welwyn Garden City | Broadwater Road     | Single yellow line | 13 | CALCULATED             |  | 65.529718  |
| 4042 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 5.270472   |
| 4043 | Welwyn Garden City | The Reeds           | Unclassified       | 1  | CALCULATED             |  | 7.88862    |
| 4044 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 6.245611   |
| 4045 | Welwyn Garden City | The Reeds           | Unclassified       | 1  | CALCULATED             |  | 7.659326   |
| 4046 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 6.034385   |
| 4047 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.680395   |
| 4048 | Welwyn Garden City | The Reeds           | Unclassified       | 3  | CALCULATED             |  | 17.142722  |
| 4050 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 3.296946   |
| 4051 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 2.778776   |
| 4052 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 4.205916   |
| 4053 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 3.365767   |
| 4054 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  |                        |  | 3.013738   |
| 4055 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 2  | CALCULATED             |  | 10.946948  |
| 4056 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 31.433013  |
| 4057 | Welwyn Garden City | By The Mount        | Unclassified       | 4  | CALCULATED             |  | 22.20929   |
| 4058 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 5.727128   |
| 4059 | Welwyn Garden City | Coralsmead          | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 16.776941  |
| 4060 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 5.69699    |
| 4061 | Welwyn Garden City | By The Mount        | Unclassified       | 0  |                        |  | 3.178751   |
| 4062 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 6.690921   |
| 4063 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.496289   |
| 4064 | Welwyn Garden City | By The Mount        | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.693636   |
| 4065 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 6.06256    |
| 4066 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             |  | 7.340049   |
| 4067 | Welwyn Garden City | By The Mount        | Unclassified       | 3  | CALCULATED             |  | 17.166949  |
| 4068 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 7.395867   |
| 4069 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING |  | 4.61902    |

|      |                    |                     |              |    |                        |           |
|------|--------------------|---------------------|--------------|----|------------------------|-----------|
| 4070 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 6.192255  |
| 4071 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.915791  |
| 4072 | Welwyn Garden City | Coralsmead          | Unclassified | 2  | CALCULATED             | 14.695629 |
| 4073 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 8.161038  |
| 4074 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 7.663841  |
| 4075 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 6.088689  |
| 4076 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 7.041455  |
| 4077 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 5.840763  |
| 4078 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 6.60722   |
| 4079 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 8.851939  |
| 4080 | Welwyn Garden City | Coralsmead          | Unclassified | 2  | CALCULATED             | 11.833274 |
| 4081 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.378327  |
| 4082 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.491962  |
| 4083 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.300033  |
| 4084 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 6.629275  |
| 4085 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 8.469951  |
| 4086 | Welwyn Garden City | Coralsmead          | Unclassified | 0  | UNSUITABLE FOR PARKING | 22.421261 |
| 4087 | Welwyn Garden City | Coralsmead          | Unclassified | 1  | CALCULATED             | 5.970856  |
| 4088 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 5.285419  |
| 4089 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.849224  |
| 4090 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.639181  |
| 4091 | Welwyn Garden City | Broadwater Crescent | Unclassified | 3  | CALCULATED             | 16.08704  |
| 4092 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.238901  |
| 4093 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 4.337543  |
| 4094 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.978448  |
| 4095 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.38387   |
| 4096 | Welwyn Garden City | Broadwater Crescent | Unclassified | 8  | CALCULATED             | 41.134404 |
| 4097 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 5.768569  |
| 4098 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 20.637724 |
| 4099 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 8.474249  |
| 4100 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 4  | CALCULATED             | 22.77178  |
| 4101 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 5  | CALCULATED             | 27.454651 |
| 4102 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  |                        | 3.449839  |
| 4103 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.114164  |
| 4104 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.347864  |
| 4105 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  |                        | 4.202332  |
| 4106 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 4  | CALCULATED             | 21.169306 |
| 4107 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 2  | CALCULATED             | 10.992615 |
| 4108 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 0  | UNSUITABLE FOR PARKING | 13.601514 |
| 4109 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 6  | CALCULATED             | 33.696189 |
| 4112 | Welwyn Garden City | Athelstan Walk S    | Unclassified | 1  | CALCULATED             | 7.052205  |
| 4113 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 8.864655  |
| 4114 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 4.155263  |
| 4115 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 16.481183 |
| 4116 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.478414  |
| 4117 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.736978  |
| 4118 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 4.392359  |
| 4119 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.203572  |
| 4120 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.858797  |
| 4121 | Welwyn Garden City | Broadwater Crescent | Unclassified | 3  | CALCULATED             | 19.345723 |
| 4122 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.806813  |
| 4123 | Welwyn Garden City | Broadwater Crescent | Unclassified | 1  | CALCULATED             | 5.988427  |
| 4124 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  |                        | 3.994332  |
| 4125 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.894547  |
| 4126 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 9.074824  |
| 4127 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.449718  |
| 4128 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.669259  |
| 4129 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.945461  |
| 4130 | Welwyn Garden City | Goblins Green       | Unclassified | 1  | CALCULATED             | 6.259373  |
| 4131 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 3.887673  |
| 4132 | Welwyn Garden City | Goblins Green       | Unclassified | 4  | CALCULATED             | 21.565695 |
| 4133 | Welwyn Garden City | Goblins Green       | Unclassified | 1  | CALCULATED             | 7.376149  |
| 4134 | Welwyn Garden City | Goblins Green       | Unclassified | 2  | CALCULATED             | 12.044018 |
| 4135 | Welwyn Garden City | Goblins Green       | Unclassified | 3  | CALCULATED             | 16.550244 |
| 4136 | Welwyn Garden City | Goblins Green       | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.35661   |
| 4137 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 3.576841  |
| 4138 | Welwyn Garden City | Creswick Court      | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.555014  |
| 4139 | Welwyn Garden City | Creswick Court      | Unclassified | 1  | CALCULATED             | 7.327595  |
| 4140 | Welwyn Garden City | Creswick Court      | Unclassified | 1  | CALCULATED             | 9.501922  |
| 4141 | Welwyn Garden City | Creswick Court      | Unclassified | 13 | CALCULATED             | 69.755522 |
| 4142 | Welwyn Garden City | Creswick Court      | Unclassified | 0  |                        | 4.18941   |
| 4143 | Welwyn Garden City | Creswick Court      | Unclassified | 0  | UNSUITABLE FOR PARKING | 5.211158  |
| 4144 | Welwyn Garden City | Creswick Court      | Unclassified | 0  | UNSUITABLE FOR PARKING | 13.723182 |
| 4145 | Welwyn Garden City | Goblins Green       | Unclassified | 0  |                        | 3.531854  |
| 4146 | Welwyn Garden City | Goblins Green       | Unclassified | 1  | CALCULATED             | 7.248377  |
| 4147 | Welwyn Garden City | Edgars Court        | Unclassified | 0  | UNSUITABLE FOR PARKING | 20.28334  |
| 4148 | Welwyn Garden City | Broadwater Crescent | Unclassified | 9  | CALCULATED             | 48.07584  |
| 4149 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 18.161487 |
| 4150 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb | 0  |                        | 5.357968  |
| 4151 | Welwyn Garden City | Broadwater Crescent | Dropped Kerb | 0  |                        | 9.150172  |
| 4152 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.866932  |
| 4153 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 6.495096  |
| 4154 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.220265  |
| 4155 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 3.745829  |
| 4156 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 4.630477  |
| 4157 | Welwyn Garden City | Edgars Court        | Unclassified | 0  | UNSUITABLE FOR PARKING | 13.978021 |
| 4158 | Welwyn Garden City | Edgars Court        | Unclassified | 0  |                        | 3.755538  |
| 4159 | Welwyn Garden City | Edgars Court        | Unclassified | 0  |                        | 3.660947  |
| 4160 | Welwyn Garden City | Edgars Court        | Unclassified | 0  |                        | 4.453936  |
| 4161 | Welwyn Garden City | Edgars Court        | Unclassified | 7  | CALCULATED             | 37.323593 |
| 4162 | Welwyn Garden City | Edgars Court        | Unclassified | 3  | CALCULATED             | 15.21482  |
| 4163 | Welwyn Garden City | Edgars Court        | Unclassified | 4  | CALCULATED             | 21.479904 |
| 4164 | Welwyn Garden City | Broadwater Crescent | Unclassified | 0  | UNSUITABLE FOR PARKING | 7.454524  |

|      |                    |                     |                    |    |                        |           |
|------|--------------------|---------------------|--------------------|----|------------------------|-----------|
| 4165 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 0  | UNSUITABLE FOR PARKING | 5.560737  |
| 4166 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 5  | CALCULATED             | 26.774815 |
| 4167 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 21.846208 |
| 4168 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 3  | CALCULATED             | 18.241297 |
| 4169 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.660084  |
| 4170 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  |                        | 3.129931  |
| 4171 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  |                        | 3.877924  |
| 4172 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.499499  |
| 4173 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 2  | CALCULATED             | 13.829714 |
| 4174 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 2  | CALCULATED             | 10.111564 |
| 4175 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 1  | CALCULATED             | 9.998284  |
| 4176 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 1  | CALCULATED             | 9.520152  |
| 4177 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 1  | CALCULATED             | 9.580685  |
| 4178 | Welwyn Garden City | Athelstan Walk N    | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.439192  |
| 4179 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 1  | CALCULATED             | 8.072655  |
| 4180 | Welwyn Garden City | Broadwater Crescent | Unclassified       | 1  | CALCULATED             | 6.586321  |
| 4181 | Welwyn Garden City | Broadwater Road     | Single yellow line | 14 | CALCULATED             | 72.138468 |
| 4183 | Welwyn Garden City | Broadwater Road     | Unclassified       | 1  | CALCULATED             | 5.112776  |
| 4184 | Welwyn Garden City | Holwell Road        | Unclassified       | 3  | CALCULATED             | 16.527261 |
| 4185 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  | UNSUITABLE FOR PARKING | 30.666073 |
| 4186 | Welwyn Garden City | Holwell Road        | Unclassified       | 2  | CALCULATED             | 12.748309 |
| 4187 | Welwyn Garden City | Peartree Lane       | Unclassified       | 3  | CALCULATED             | 18.110782 |
| 4188 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 8.500202  |
| 4189 | Welwyn Garden City | The Spinney         | Unclassified       | 5  | CALCULATED             | 25.356195 |
| 4190 | Welwyn Garden City | The Spinney         | Unclassified       | 3  | CALCULATED             | 15.617674 |
| 4191 | Welwyn Garden City | The Spinney         | Unclassified       | 0  |                        | 3.832048  |
| 4192 | Welwyn Garden City | The Spinney         | Unclassified       | 1  | CALCULATED             | 9.565769  |
| 4193 | Welwyn Garden City | The Spinney         | Unclassified       | 0  | UNSUITABLE FOR PARKING | 36.033388 |
| 4194 | Welwyn Garden City | Peartree Lane       | Unclassified       | 12 | CALCULATED             | 61.794605 |
| 4195 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 3.976565  |
| 4196 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 4.737668  |
| 4197 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 9.051911  |
| 4198 | Welwyn Garden City | Well Garth          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 25.53288  |
| 4199 | Welwyn Garden City | Well Garth          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 15.36276  |
| 4200 | Welwyn Garden City | Well Garth          | Unclassified       | 6  | CALCULATED             | 30.32885  |
| 4202 | Welwyn Garden City | Well Garth          | Unclassified       | 3  | CALCULATED             | 15.418292 |
| 4203 | Welwyn Garden City | Well Garth          | Unclassified       | 1  | CALCULATED             | 5.728353  |
| 4204 | Welwyn Garden City | Well Garth          | Unclassified       | 0  |                        | 4.691726  |
| 4205 | Welwyn Garden City | Well Garth          | Unclassified       | 0  |                        | 3.835057  |
| 4206 | Welwyn Garden City | Well Garth          | Unclassified       | 0  |                        | 4.589269  |
| 4207 | Welwyn Garden City | Well Garth          | Unclassified       | 5  | CALCULATED             | 25.372288 |
| 4208 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 9.313341  |
| 4209 | Welwyn Garden City | Peartree Lane       | Unclassified       | 3  | CALCULATED             | 19.521659 |
| 4211 | Welwyn Garden City | Bedwell Close       | Unclassified       | 2  | CALCULATED             | 11.193202 |
| 4212 | Welwyn Garden City | Bedwell Close       | Unclassified       | 6  | CALCULATED             | 32.09801  |
| 4214 | Welwyn Garden City | Bedwell Close       | Unclassified       | 1  | CALCULATED             | 9.09626   |
| 4216 | Welwyn Garden City | Bedwell Close       | Unclassified       | 0  |                        | 3.924125  |
| 4217 | Welwyn Garden City | Bedwell Close       | Unclassified       | 0  |                        | 3.7604    |
| 4218 | Welwyn Garden City | Bedwell Close       | Unclassified       | 0  |                        | 4.596781  |
| 4219 | Welwyn Garden City | Bedwell Close       | Unclassified       | 4  | CALCULATED             | 22.985709 |
| 4220 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 9.439144  |
| 4221 | Welwyn Garden City | Peartree Lane       | Unclassified       | 1  | CALCULATED             | 6.535322  |
| 4222 | Welwyn Garden City | Peartree Lane       | Unclassified       | 5  | CALCULATED             | 28.420312 |
| 4223 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 11.492283 |
| 4224 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 4.198729  |
| 4225 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 28.545773 |
| 4226 | Welwyn Garden City | Pond Croft          | Unclassified       | 10 | CALCULATED             | 50.408074 |
| 4227 | Welwyn Garden City | Pond Croft          | Unclassified       | 9  | CALCULATED             | 49.196644 |
| 4228 | Welwyn Garden City | Pond Croft          | Unclassified       | 0  | UNSUITABLE FOR PARKING | 27.322106 |
| 4229 | Welwyn Garden City | Pond Croft          | Unclassified       | 1  | CALCULATED             | 5.582467  |
| 4230 | Welwyn Garden City | Pond Croft          | Unclassified       | 2  | CALCULATED             | 11.514722 |
| 4231 | Welwyn Garden City | Peartree Lane       | Unclassified       | 5  | CALCULATED             | 26.392082 |
| 4232 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 3.488618  |
| 4233 | Welwyn Garden City | Peartree Lane       | Unclassified       | 0  |                        | 3.717872  |
| 4234 | Welwyn Garden City | Peartree Lane       | Unclassified       | 3  | CALCULATED             | 17.744841 |
| 4235 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  | UNSUITABLE FOR PARKING | 31.171201 |
| 4236 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  | UNSUITABLE FOR PARKING | 7.409366  |
| 4237 | Welwyn Garden City | The Reeds           | Unclassified       | 2  | CALCULATED             | 11.487119 |
| 4238 | Welwyn Garden City | The Reeds           | Unclassified       | 4  | CALCULATED             | 21.161537 |
| 4239 | Welwyn Garden City | Coralsmead          | Unclassified       | 3  | CALCULATED             | 16.178464 |
| 4240 | Welwyn Garden City | Holwell Road        | Unclassified       | 4  | CALCULATED             | 20.049705 |
| 4241 | Welwyn Garden City | Holwell Road        | Unclassified       | 1  | CALCULATED             | 7.452359  |
| 4242 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  |                        | 4.293686  |
| 4243 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  |                        | 4.135316  |
| 4244 | Welwyn Garden City | Holwell Road        | Unclassified       | 1  | CALCULATED             | 8.01123   |
| 4245 | Welwyn Garden City | Peartree Court      | Unclassified       | 4  | CALCULATED             | 21.983303 |
| 4246 | Welwyn Garden City | Peartree Court      | Unclassified       | 2  | CALCULATED             | 12.176179 |
| 4247 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  |                        | 4.35536   |
| 4248 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  |                        | 4.527154  |
| 4249 | Welwyn Garden City | Peartree Court      | Unclassified       | 6  | CALCULATED             | 33.093089 |
| 4250 | Welwyn Garden City | Peartree Court      | Unclassified       | 2  | CALCULATED             | 13.341299 |
| 4252 | Welwyn Garden City | Peartree Court      | Unclassified       | 1  | CALCULATED             | 8.360105  |
| 4253 | Welwyn Garden City | Peartree Court      | Unclassified       | 0  | UNSUITABLE FOR PARKING | 5.306057  |
| 4254 | Welwyn Garden City | Peartree Court      | Unclassified       | 4  | CALCULATED             | 20.909811 |
| 4255 | Welwyn Garden City | The Reeds           | Unclassified       | 2  | CALCULATED             | 12.632061 |
| 4256 | Welwyn Garden City | The Reeds           | Unclassified       | 4  | CALCULATED             | 22.54124  |
| 4257 | Welwyn Garden City | Holwell Road        | Unclassified       | 0  | UNSUITABLE FOR PARKING | 8.541511  |
| 4258 | Welwyn Garden City | Holwell Road        | Dropped Kerb       | 0  |                        | 5.290386  |
| 4263 | Welwyn Garden City | The Reeds           | Unclassified       | 7  | CALCULATED             | 37.530775 |
| 4264 | Welwyn Garden City | The Reeds           | Unclassified       | 0  | UNSUITABLE FOR PARKING | 5.935663  |
| 4269 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        | 4.08659   |
| 4271 | Welwyn Garden City | The Reeds           | Dropped Kerb       | 0  |                        | 4.873169  |
| 4273 | Welwyn Garden City | By The Mount        | Unclassified       | 1  | CALCULATED             | 5.922534  |

|      |                    |                  |                      |   |                        |           |
|------|--------------------|------------------|----------------------|---|------------------------|-----------|
| 4274 | Welwyn Garden City | By The Mount     | Unclassified         | 0 |                        | 4.94695   |
| 4281 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 3 | CALCULATED             | 15.773651 |
| 4283 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 1 | CALCULATED             | 5.285505  |
| 4285 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 3 | CALCULATED             | 18.223239 |
| 4287 | Welwyn Garden City | Athelstan Walk S | Unclassified         | 1 | CALCULATED             | 6.086214  |
| 4301 | Welwyn Garden City | Coralsmead       | Unclassified         | 1 | CALCULATED             | 7.69677   |
| 4304 | Welwyn Garden City | Coralsmead       | Unclassified         | 0 |                        | 4.837364  |
| 4307 | Welwyn Garden City | Coralsmead       | Unclassified         | 0 |                        | 4.696729  |
| 4322 | Welwyn Garden City | Athelstan Walk N | Unclassified         | 1 | CALCULATED             | 6.346271  |
| 4329 | Welwyn Garden City | Broadwater Road  | Unclassified         | 0 |                        | 2.684223  |
| 4330 | Welwyn Garden City | Broadwater Road  | Single yellow line   | 0 |                        | 4.26235   |
| 4333 | Welwyn Garden City | Holwell Road     | Unclassified         | 1 | CALCULATED             | 5.668743  |
| 4336 | Welwyn Garden City | Pear tree Court  | Unclassified Nose-In | 2 |                        | 5.523085  |
| 4341 | Welwyn Garden City | Pear tree Court  | Unclassified         | 1 | CALCULATED             | 5.373566  |
| 4343 | Welwyn Garden City | The Spinney      | Unclassified         | 2 | CALCULATED             | 12.955267 |
| 4345 | Welwyn Garden City | The Spinney      | Unclassified         | 1 | CALCULATED             | 5.192783  |
| 4347 | Welwyn Garden City | The Spinney      | Unclassified         | 0 |                        | 4.182907  |
| 4350 | Welwyn Garden City | The Spinney      | Unclassified         | 0 | UNSUITABLE FOR PARKING | 24.034615 |
| 4357 | Welwyn Garden City | Bedwell Close    | Unclassified         | 0 |                        | 3.639084  |
| 4358 | Welwyn Garden City | Bedwell Close    | Unclassified         | 0 |                        | 2.948976  |
| 4362 | Welwyn Garden City | Well Garth       | Unclassified         | 0 |                        | 4.10588   |
| 4365 | Welwyn Garden City | Well Garth       | Unclassified         | 1 | CALCULATED             | 7.158421  |
| 4368 | Welwyn Garden City | By The Mount     | Unclassified         | 0 |                        | 2.974038  |



Space' Occupied by Beat

| OBJECTID | TYPE | ACTIVITY | LINK ID | TOWN               | LINK           | CLASS                | 00:30 - 05:30 |
|----------|------|----------|---------|--------------------|----------------|----------------------|---------------|
| 239      | LGV  | Parked   | 4031    | Welwyn Garden City | Holwell Road   | Unclassified         | 1             |
| 240      | LGV  | Parked   | 4245    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 241      | Car  | Parked   | 4246    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 242      | Car  | Parked   | 4254    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 243      | Car  | Parked   | 4254    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 244      | Car  | Parked   | 4341    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 245      | Car  | Parked   | 4341    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 246      | Car  | Parked   | 4249    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 247      | Car  | Parked   | 4252    | Welwyn Garden City | Peartree Court | Unclassified         | 1             |
| 248      | Car  | Parked   | 3815    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 249      | Car  | Parked   | 3815    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 250      | Car  | Parked   | 3815    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 251      | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 252      | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 253      | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 254      | Car  | Parked   | 3828    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 255      | Car  | Parked   | 4336    | Welwyn Garden City | Peartree Court | Unclassified Nose-In | 1             |
| 256      | Car  | Parked   | 4189    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 257      | Car  | Parked   | 4189    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 258      | Car  | Parked   | 4189    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 259      | Car  | Parked   | 4190    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 260      | Car  | Parked   | 4190    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 261      | Car  | Parked   | 4343    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 262      | Car  | Parked   | 4343    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 263      | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 264      | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 265      | LGV  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 266      | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 267      | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 268      | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 269      | Car  | Parked   | 3827    | Welwyn Garden City | The Spinney    | Unclassified Nose-In | 1             |
| 270      | LGV  | Parked   | 4345    | Welwyn Garden City | The Spinney    | Unclassified         | 1             |
| 271      | Car  | Parked   | 3865    | Welwyn Garden City | Peartree Lane  | Dropped Kerb         | 1             |
| 272      | Car  | Parked   | 4231    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 273      | Car  | Parked   | 4230    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 274      | Car  | Parked   | 4229    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 275      | LGV  | Parked   | 4229    | Welwyn Garden City | Pond Croft     | Unclassified         | 1             |
| 276      | Car  | Parked   | 3859    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 277      | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 278      | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 279      | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 280      | Car  | Parked   | 3861    | Welwyn Garden City | Pond Croft     | Unclassified Nose-In | 1             |
| 281      | LGV  | Parked   | 4222    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 282      | LGV  | Parked   | 4222    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 283      | Car  | Parked   | 4221    | Welwyn Garden City | Peartree Lane  | Unclassified         | 1             |
| 284      | Car  | Parked   | 4207    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 285      | Car  | Parked   | 4207    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 286      | Car  | Parked   | 4207    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 287      | LGV  | Parked   | 4203    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 288      | Car  | Parked   | 4365    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 289      | Car  | Parked   | 4365    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 290      | Car  | Parked   | 4365    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 291      | Car  | Parked   | 4202    | Welwyn Garden City | Well Garth     | Unclassified         | 1             |
| 292      | Car  | Parked   | 3839    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 293      | Car  | Parked   | 3839    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 294      | Car  | Parked   | 3839    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 295      | Car  | Parked   | 3839    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 296      | Car  | Parked   | 3839    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 297      | Car  | Parked   | 3839    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 298      | Car  | Parked   | 3840    | Welwyn Garden City | Well Garth     | Unclassified Nose-In | 1             |
| 299      | Car  | Parked   | 4034    | Welwyn Garden City | Bedwell Close  | Unclassified         | 1             |
| 300      | Car  | Parked   | 4034    | Welwyn Garden City | Bedwell Close  | Unclassified         | 1             |
| 301      | Car  | Parked   | 4034    | Welwyn Garden City | Bedwell Close  | Unclassified         | 1             |







Length of Classifications by Link (Metres)

| Link                | Box Junction | Disabled Nose-In | Dropped Kerb   | I-Bar       | School Keep Clear | Single yellow line | Unclassified   | Unclassified Nose-In | Zig zag       | Grand Total    |
|---------------------|--------------|------------------|----------------|-------------|-------------------|--------------------|----------------|----------------------|---------------|----------------|
| Athelstan Walk N    | 0.00         | 0.00             | 31.83          | 0.00        | 0.00              | 0.00               | 146.86         | 86.94                | 0.00          | 265.63         |
| Athelstan Walk S    | 7.03         | 4.43             | 68.95          | 0.00        | 0.00              | 0.00               | 216.86         | 49.59                | 0.00          | 346.86         |
| Bedwell Close       | 0.00         | 0.00             | 47.71          | 0.00        | 0.00              | 0.00               | 122.65         | 29.85                | 0.00          | 200.21         |
| Broadwater Crescent | 0.00         | 0.00             | 366.73         | 0.00        | 0.00              | 21.60              | 442.35         | 0.00                 | 0.00          | 830.67         |
| Broadwater Road     | 0.00         | 0.00             | 0.00           | 0.00        | 0.00              | 547.81             | 12.44          | 0.00                 | 137.75        | 697.99         |
| By The Mount        | 0.00         | 0.00             | 75.90          | 0.00        | 0.00              | 0.00               | 128.54         | 14.96                | 0.00          | 219.41         |
| Coralsmead          | 0.00         | 0.00             | 137.42         | 0.00        | 0.00              | 0.00               | 201.02         | 0.00                 | 0.00          | 338.43         |
| Creswick Court      | 0.00         | 0.00             | 46.86          | 0.00        | 0.00              | 0.00               | 117.26         | 11.03                | 0.00          | 175.15         |
| Edgars Court        | 0.00         | 0.00             | 51.35          | 0.00        | 0.00              | 0.00               | 151.48         | 0.00                 | 0.00          | 202.83         |
| Goblins Green       | 0.00         | 0.00             | 123.72         | 0.00        | 0.00              | 0.00               | 114.59         | 26.82                | 0.00          | 265.13         |
| Holwell Road        | 0.00         | 0.00             | 114.41         | 0.00        | 0.00              | 0.00               | 201.65         | 0.00                 | 0.00          | 316.06         |
| Pear tree Court     | 0.00         | 0.00             | 69.87          | 0.00        | 0.00              | 0.00               | 160.09         | 41.01                | 0.00          | 270.97         |
| Pear tree Lane      | 0.00         | 0.00             | 109.45         | 0.00        | 19.68             | 0.00               | 234.68         | 0.00                 | 0.00          | 363.80         |
| Pond Croft          | 0.00         | 0.00             | 32.98          | 0.00        | 0.00              | 0.00               | 188.26         | 30.32                | 0.00          | 251.56         |
| The Reeds           | 0.00         | 0.00             | 94.97          | 0.00        | 0.00              | 0.00               | 224.87         | 0.00                 | 0.00          | 319.84         |
| The Spinney         | 0.00         | 0.00             | 20.31          | 0.00        | 0.00              | 0.00               | 136.77         | 19.57                | 0.00          | 176.65         |
| Well Garth          | 0.00         | 0.00             | 73.58          | 4.63        | 0.00              | 0.00               | 142.12         | 22.92                | 0.00          | 243.25         |
| <b>Grand Total</b>  | <b>7.03</b>  | <b>4.43</b>      | <b>1466.04</b> | <b>4.63</b> | <b>19.68</b>      | <b>569.40</b>      | <b>2942.49</b> | <b>333.01</b>        | <b>137.75</b> | <b>5484.46</b> |

Plated Capacity by Link (Official - No. of Sp

| Link                | Box Junction | Disabled Nose-In | Dropped Kerb | I-Bar    | School Keep Clear | Single yellow line | Unclassified | Unclassified Nose-In | Zig zag  | Grand Total |
|---------------------|--------------|------------------|--------------|----------|-------------------|--------------------|--------------|----------------------|----------|-------------|
| Athelstan Walk N    | 0            | 0                | 0            | 0        | 0                 | 0                  | 16           | 31                   | 0        | 47          |
| Athelstan Walk S    | 0            | 1                | 0            | 0        | 0                 | 0                  | 30           | 19                   | 0        | 50          |
| Bedwell Close       | 0            | 0                | 0            | 0        | 0                 | 0                  | 18           | 10                   | 0        | 28          |
| Broadwater Crescent | 0            | 0                | 0            | 0        | 0                 | 4                  | 35           | 0                    | 0        | 39          |
| Broadwater Road     | 0            | 0                | 0            | 0        | 0                 | 106                | 1            | 0                    | 0        | 107         |
| By The Mount        | 0            | 0                | 0            | 0        | 0                 | 0                  | 12           | 5                    | 0        | 17          |
| Coralsmead          | 0            | 0                | 0            | 0        | 0                 | 0                  | 16           | 0                    | 0        | 16          |
| Creswick Court      | 0            | 0                | 0            | 0        | 0                 | 0                  | 15           | 4                    | 0        | 19          |
| Edgars Court        | 0            | 0                | 0            | 0        | 0                 | 0                  | 20           | 0                    | 0        | 20          |
| Goblins Green       | 0            | 0                | 0            | 0        | 0                 | 0                  | 12           | 8                    | 0        | 20          |
| Holwell Road        | 0            | 0                | 0            | 0        | 0                 | 0                  | 27           | 0                    | 0        | 27          |
| Pear tree Court     | 0            | 0                | 0            | 0        | 0                 | 0                  | 20           | 14                   | 0        | 34          |
| Pear tree Lane      | 0            | 0                | 0            | 0        | 0                 | 0                  | 36           | 0                    | 0        | 36          |
| Pond Croft          | 0            | 0                | 0            | 0        | 0                 | 0                  | 22           | 12                   | 0        | 34          |
| The Reeds           | 0            | 0                | 0            | 0        | 0                 | 0                  | 35           | 0                    | 0        | 35          |
| The Spinney         | 0            | 0                | 0            | 0        | 0                 | 0                  | 12           | 7                    | 0        | 19          |
| Well Garth          | 0            | 0                | 0            | 0        | 0                 | 0                  | 16           | 9                    | 0        | 25          |
| <b>Grand Total</b>  | <b>0</b>     | <b>1</b>         | <b>0</b>     | <b>0</b> | <b>0</b>          | <b>110</b>         | <b>343</b>   | <b>119</b>           | <b>0</b> | <b>573</b>  |

| <b>NUMBER OF VEHICLES PARKED (AT)</b> |                      |            |              |
|---------------------------------------|----------------------|------------|--------------|
| <b>STREET NAME</b>                    | <b>00:30 - 05:30</b> |            |              |
|                                       | <b>CAP</b>           | <b>TOT</b> | <b>%OCC</b>  |
| Athelstan Walk N                      | 47                   | 28         | 59.6%        |
| Athelstan Walk S                      | 50                   | 31         | 62.0%        |
| Bedwell Close                         | 28                   | 17         | 60.7%        |
| Broadwater Crescent                   | 39                   | 28         | 71.8%        |
| Broadwater Road                       | 107                  | 0          | 0.0%         |
| By The Mount                          | 17                   | 17         | 100.0%       |
| Coralsmead                            | 16                   | 3          | 18.8%        |
| Creswick Court                        | 19                   | 18         | 94.7%        |
| Edgars Court                          | 20                   | 8          | 40.0%        |
| Goblins Green                         | 20                   | 16         | 80.0%        |
| Holwell Road                          | 27                   | 5          | 18.5%        |
| Pear tree Court                       | 34                   | 18         | 52.9%        |
| Pear tree Lane                        | 36                   | 6          | 16.7%        |
| Pond Croft                            | 34                   | 10         | 29.4%        |
| The Reeds                             | 35                   | 1          | 2.9%         |
| The Spinney                           | 19                   | 19         | 100.0%       |
| Well Garth                            | 25                   | 17         | 68.0%        |
| <b>TOTAL</b>                          | <b>573</b>           | <b>242</b> | <b>42.2%</b> |

