

J000494-HTN01a
February 2024

Proposed Additional 2 Apartments
Sylvester Court, Hightown, Wrexham

Highways Technical Note

Prepared on behalf of:



Wales & West Housing

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1.0 INTRODUCTION

1.1 Overview

1.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Wales & West Housing Association to consider relevant highways and transport matters associated with a planning application for the conversion of a communal lounge, kitchen, laundry and WCs, along with staff office and store, into two new 1-bed apartments and new communal lounge, kitchen, laundry and WCs, at Sylvester Court, Hightown, Wrexham. No new car parking is proposed.

1.1.2 A planning application for the scheme was submitted to Wrexham County Borough Council (WCBC) in November 2023 (Planning Application Reference: P/2023/0831). WCBC as Local Highway Authority have requested further clarification in regards to car parking associated with the application scheme. This HTN has been prepared to set out details of parking provision and parking use at the application site in order to provide the clarification requested by the LHA.

1.2 Report Structure

1.2.1 The structure of the remainder of this HTN is therefore as follows:

- Chapter 2 considers the location and current use of the site and provides a review of the local highway network including results of a local parking beat survey;
- Chapter 3 provides an audit of the site's accessibility by alternative travel modes to the private car;
- Chapter 4 provides a review of the key elements of the application scheme;
- Chapter 5 provides rationale for the proposed car parking strategy, based on the combined effects of the highly sustainable nature of the site, limited requirement for parking based on car ownership statistics/demographic of the development and availability of car parking as evidenced by the local parking beat survey.
- Section 6 outlines the key conclusions drawn from the assessment.

2.0 REVIEW OF RELEVANT EXISTING CONDITIONS, PLANNING STATUS AND SITE ACCESSIBILITY

2.1 Site Location, Landuse & Existing Access

2.1.1 The application site represents the Sylvester Court apartments, Hightown, Wrexham, which, together with apartments at Shields Court, provide 50 apartments along with communal lounge, kitchen, laundry and 34 car parking spaces, off Monger Road. The location of the application site is illustrated in **Figure HTN1** to this report.

2.1.2 Sylvester Court and Shields Court provide vehicular access to the apartments, and incorporate 8 and 26 formal parking spaces respectively. Parking is not allocated and is available on a first come first served basis, although site observations have confirmed that ample parking capacity is available at all times (as corroborated by a formal parking beat survey - see section 2.2). Monger Road terminates at the Shields Court junction (Monger Road forming a priority-controlled give-way T-junction with Shields Court to the north and Thomas Court to the south, Thomas Court providing access to further residential properties). To the northeast Monger Road continues towards the A525. East of the application site lies Ysgol Bodhyfryd. A pedestrian link is available to Ysgol Bodhyfryd at the eastern side of the Monger Road / Shield Court / Thomas Court junction. No vehicular access to Ysgol Bodhyfryd is available via Monger Road. Monger Road is subject to a traffic regulation order which prohibits parking Mon-Fri 08:30-09:15am & 2:45-3:45pm in the immediate vicinity of its junctions with Shields Court / Sylvester Court.

2.1.3 Monger Road represents an unclassified residential access road and is subject to 20mph speed limit.

2.2 Observed Network Conditions: On-Street Parking Demand

2.2.1 Observed on-street parking conditions over the immediate highway network to the application site have been identified via the undertaking of a parking beat survey carried out by independent survey contractor, Traffic Sense Ltd, for the following dates and time periods:

- Friday 26th January 2024: 14:30-20:00
- Saturday 27th January 2024: 08:00 - 12:00

2.2.2 The dates and times surveyed cover anticipated peak residential parking periods, also picking up peak school pick up period on the Friday.

Methodology

2.2.3 Surveys were carried out on the basis of 20-minute frequency parking ‘beats’ over a study area including for the Sylvester Court and Shields Court parking areas. The surveys also picked up the immediate lengths of Monger Road and Thomas Court.

2.2.4 A plan of the extent of this study area is included as **Figure HTN2** to this note. In order to provide some further context with respect to the location of recorded on-street parking, the study area has been broken into a number of defined parking zones. The survey recorded the number of vehicles recorded parking in each of these zones.

2.2.5 The chosen parking zones incorporate all existing parking opportunities at Sylvester Court and Shields Court and, in the case of Monger Road and Thomas Court reflect the fact that dropped kerbed sections exist along these routes that should discourage parking taking place. Typically, one would not expect to see parking within these areas, unless associated with the immediate frontage properties. To ensure a robust worst case estimate of available local network parking supply, parking in these areas have not been included in the calculation of overall available practical parking supply. These beats recorded all parked vehicles on the survey area streets (including illegally parked vehicles, i.e. vehicles parked in restricted areas).

2.2.6 As identified in section 2.1 to this note, sections of Monger Road are subject to time limited parking, where parking is prohibited Mon-Fri 08:30-09:15am & 2:45-3:45pm. Parking is permitted outside the hours stated above.

- 2.2.7 The parking beat survey results are presented within the tables set out in **Appendix HTN1** to this note. These tables present the number of vehicles recorded as parking in each of the study zones during each of the 20-minute beat periods. To help provide some context as to the extent of parking recorded and how this relates to practical parking supply, the tables include for an estimated parking ‘capacity’ value for each zone, which has been calculated either by summing the number of formal parking bays available in each section (in the case of Sylvester Court and Shields Court) or by estimating the practical length of carriageway available for parking in each on-street parking area and working on the basis that a parked vehicle requires circa 6m available carriageway. The tables include a tally of total parking and practical parking (excluding dropped kerbs and restricted parking areas). It is considered that this provides a good indication as to what level of realistic practical parking capacity is available in each zone.
- 2.2.8 The applicant has confirmed that both Sylvester Court and Shields Court were 100% occupied at the time of the beat survey.
- 2.2.9 On the days of the surveys maintenance of the apartments was taking place, with one of the parking areas (2A - representing 10 parking spaces) being used for storage, and unavailable for resident parking. The survey company also recorded 1 maintenance vehicle being parked in area 2C for the entire survey period. The applicant has confirmed that kitchen and bathroom maintenance was being carried out at Sylvester Court and surrounding schemes which they manage at the time of the surveys, resulting in 11 spaces being unavailable to residents at this time (due to storage / parking of maintenance worker vehicles). As the maintenance work is temporary, once the works are complete the storage area and vehicles will be removed and could provide a practical parking opportunity for 11 additional vehicles.

Weekday (Monday) Survey Results

- 2.2.10 Review of the weekday parking survey results demonstrates that 13-19 spaces were occupied at Sylvester Court and Shields Court during the survey (including maintenance vehicles and excluding the area 2A which is currently unavailable for parking). This highlights that significant parking availability, with at least 15

spaces being available when area 2A is available for parking again. Generally, an even higher level of spare parking capacity was available throughout the weekday survey, with less than 50% of spaces occupied on average.

2.2.11 These trends indicate that a high level of spare parking capacity is available at Sylvester Court and Shields Court throughout the weekday afternoon and evening period.

2.2.12 At Monger Road 1-2 vehicles were parked on-street during the restricted period, with up to 4 vehicles parking on-street outside the restricted period. Such parking generally occurred at the eastern section of the Monger Road study area (east of Sylvester Court), and was likely associated with other residential properties east of the application site. Some short term on-street parking (typically no more than 20-minute duration) was recorded at Thomas Court around 14:50-15:30, likely associated with school pick-up.

Weekend (Saturday) Survey Results

2.2.13 Weekend (Saturday) survey results identify that 12-14 spaces were occupied throughout the survey period (including maintenance vehicles and excluding the area 2A which is currently unavailable for parking). This highlights that significant parking availability of 20 spaces when area 2A is available for parking (i.e. on average over 60% of spaces are unused).

2.2.14 Up to 5 vehicles were recorded parking on-street at Monger Road, with only 1 instance of a vehicle parking at Thomas Court throughout the Saturday survey period.

Conclusions

2.2.15 Based on the above review of parking survey results it is concluded that there is currently ample spare parking capacity within the Sylvester Court and Shields Court car park, with the parking areas currently operating at around 40-50% capacity. All apartments were occupied at the time of the survey and accordingly represent maximum parking occupancy. It is therefore clear that parking is far from

saturation point, with high levels of practical available parking available during all time periods.

3.0 AUDIT OF SITE ACCESSIBILITY

3.1 The Principle of Sustainable Development

3.1.1 National and local planning policy identifies that new development should be delivered to satisfy the key planning and transport related sustainability objectives of:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

3.1.2 The nature of local sustainable transport connections available within the immediate catchment of the Sylvester Court site are summarised in the paragraphs below.

3.2 Accessibility by Walking & Cycling

Access on Foot

3.2.1 National technical guidance document Manual for Streets (MfS) states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas. The guidance goes on to state, however, that this should not be viewed as an upper limit and that walking offers the greatest potential to reduce short distance car trips, particularly those under 2km. Indeed, guidance produced by Chartered Institution of Highways and Transport (CIHT) notes that 800m represents an ‘acceptable’ walking distance to community facilities and shops, with 1200m representing a ‘preferred maximum’. 2000m has been identified by CIHT as a suitable walk distance for regular commuting trips and journeys to / from school.

3.2.2 **Figure HTN3** to this report illustrates the extent of a 2km walk catchment of the application site and demonstrates that effectively all Hightown residential streets lie within such a practical walk catchment, also stretching to the surrounding residential areas of Offa, King’s Mills and Caia Park, and Wrexham Town Centre.

Such catchment includes for key local education, retail, community, medical and leisure opportunities including:

- Food stores including Farmfoods and Lidl, along with numerous convenience stores;
- Bars, cafes/fast food and restaurants;
- Leisure and community facilities including parks, community centre, gyms, council offices;
- GP surgeries, pharmacies, dentists and opticians.

- 3.2.3 Good standard pedestrian footways are available on Sylvester Court, Shields Court and Monger Road allowing for good access to surrounding areas including local bus stops.

Cycle Access

- 3.2.4 National Planning Guidance also notes that cycling has the potential to substitute for short car trips - particularly those journeys of less than 5km or which could form part of a longer journey by public transport. **Figure HTN4** provides a 5km cycle catchment from the application site and demonstrates that such catchment incorporates much of the built area of Wrexham including Wrexham Town Centre, also stretching to Wrexham Industrial Estate to the east, the villages of Marchwiel and Cross Lanes to the south, Rhosyllen to the west and Rhosrobin to the north. A plan of available local cycle infrastructure is illustrated in **Figure HTN5**.

3.3 Access to Public Transport

Bus

- 3.3.1 Nearest bus stops to the site served by regular connections are located as follows:
- *Stops on A525 located within 380m of the site - northwest bound bus stop, with bus shelter and boarder kerbs, and southeast stop of simple flagpost design. (it is understood that the stops at Monger Road to the Sylvester Court frontage are not currently in use)*

- 3.3.2 **Table HTN3.1** below sets out the details of the bus services that call at these local bus stops.

Table HTN3.1: Bus Services Available from Local Bus Stops to the Site

Service	Route	Frequency
146	Wrexham - Marchwiel - Penley - Whitchurch	1/3hrs Mon-Sat
TL3	Town Link 3. Wrexham - Abenbury	1/2hrs Mon-Sat

- 3.3.3 Review of this information demonstrates that local bus stops provide access around Wrexham and to Whitchurch, Penley and Abenbury.

Train

- 3.3.4 The closest railway station to the site is Wrexham Central Station. The station is a circa 1.8km walk from the site and is located on the Wrexham-Bidston line, connecting northeast Wales with Merseyside. The station is served by an hourly service to Shotton and Bidston Mon-Sat daytimes / 2 per hour evenings & Sundays.

3.4 Accessibility Summary

- 3.4.1 Overall, it is considered that the application site represents a sustainable location, being located within a practical walking distance of regular frequency public transport services and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of ‘everyday’ journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

4.0 REVIEW OF THE SCHEME

4.1 Scheme Principles

4.1.1 The scheme comprises the conversion of a communal lounge, kitchen, laundry and WCs, along with staff office and store, into two new 1-bed apartments and new communal lounge, kitchen, laundry and WC at Sylvester Court. Plans of the scheme principles are included as **Appendix HTN2** to this report. Sylvester Court along with the adjacent Shields Court are managed by Wales and West Housing Association.

4.1.2 No new car parking is proposed as part of the scheme. A breakdown of the existing and proposed development schedule it provided below:

Table HTN4.1: Census Statistics: Car/Van Availability

Location	Sylvester Court	Shields Court	Total
Existing Units	30	20	50
Existing Parking	8	26	34
Existing Parking Ratio:			0.68 spaces per unit
Proposed Units	32	20	52
Proposed Parking	8	26	34
Proposed Parking Ratio:			0.65 spaces per unit

4.1.3 Chapter 5.0 to this report provides the rationale for the proposed parking strategy.

5.0 RATIONALE FOR THE PROPOSED DEVELOPMENT CAR PARKING STRATEGY

5.1 Introduction

5.1.1 As identified in section 4.1 to this report it is proposed that the application scheme would not provide any additional car parking. Such a development strategy is considered entirely appropriate, given the combined effects of the following critical factors:

- Highly sustainable location, providing access to a range of local shops and services within a short walk or cycle ride;
- Good local public transport opportunities within the immediate catchment to the site;
- Limited requirement for parking based on local car ownership statistics, together with anticipated demographic of the development;
- Availability of excess parking within the existing Sylvester Court and Shields Court car parks.

5.1.2 The impact of each of these individual critical issues and their combined effects are considered in more detail below.

5.2 Site Accessibility

5.2.1 As set out in Chapter 3 to this report, the application site represents an accessible location in terms of access to a range of everyday shops, services and leisure opportunities, all within walking distance. It is considered that such locational advantages reduce the requirement for use of a car for residents at the site.

5.2.2 In addition to this wide range of immediate local facilities, the site is also well located to encourage cycling journeys to more distant destinations and offers a wide range of public transport connections to local and more strategic destinations.

5.2.3 Good bus and train opportunities are also available within a short catchment of the application site, further enhancing sustainable transport opportunities and reducing the requirement for car ownership.

5.2.4 It is therefore concluded that the site design & locational advantages are such that it would be practical for residents at the site to not require a car.

5.3 Local Census Data

5.3.1 Local census data from 2021 has been interrogated in order to provide an indication of local car ownership levels. **Table HTN5.1** provides car or van availability for the W01000382 : Wrexham 012B super output area (lower layer) dataset.

Table HTN5.1: Census Statistics: Car/Van Availability

Car or van availability	Count	Percentage
No cars or vans in household	219	33%
1 car or van in household	296	44%
2 cars or vans in household	128	19%
3 cars or vans in household	30	4%

5.3.2 Review of **Table HTN5.1** identifies that 33% of households within the local area do not own a car or van. It should be noted that this table includes all households, including houses, and it is anticipated that apartments, such as those at Sylvester Court and Shields Court, would result in a further reduced level of car ownership. Indeed, the size and nature of the apartments would be unlikely to attract family occupiers with children who are more likely to require car.

5.3.3 Such assertion regarding car ownership is supported by the parking beat survey of the Sylvester Court and Shields Court car parks which identify a maximum occupancy of 19 spaces out of 34 available spaces. As a total of 50 units are currently available at Sylvester Court and Shields Court, this indicates a rough car ownership of 38% at the application site.

5.4 Parking Availability

- 5.4.1 For the reasons discussed in this chapter, it is considered likely that proposed two new apartments would generate strictly limited additional parking demand, noting the good opportunities for access via sustainable travel modes and low car ownership levels in the local area. Notwithstanding this, section 2.2 to this report provides a summary of local parking beat survey results undertaken at the Sylvester Court and Shields Court car parks. The survey results indicate a maximum of 19 spaces were occupied by resident vehicles at any one time. Whilst maintenance work taking place at the time of the survey resulted in 10 parking spaces being out of action due to being use for storage and 1 occupied by a maintenance worker vehicle, such work is only temporary in nature, and indicates that typically at least 15 parking spaces are not in use at any one time.
- 5.4.2 It is therefore considered that there is ample parking availability in the vicinity of the application site which could accommodate any parking associated with the proposed two apartments if required.

5.5 Overview

- 5.5.1 A combination of factors including the good site accessibility and low car ownership locally suggests that it is unnecessary for any resident of the proposed two new apartments to own a car whilst residing at the site. Notwithstanding this, a high level of parking capacity is available within the existing Sylvester Court and Shields Court car parks. It is therefore considered acceptable for the two new apartments to be delivered without the provision of any additional car parking.

6.0 SUMMARY AND CONCLUSIONS

- 6.1.1 This Highways Technical Note (HTN) has been prepared by Focus Transport Planning (Focus TP) on behalf of Wales & West Housing Association to consider relevant highways and transport matters associated with a planning application for the conversion of a communal lounge, kitchen, laundry and WCs, along with staff office and store, into two new 1-bed apartments and new communal lounge, kitchen, laundry and WCs, at Sylvester Court, Hightown, Wrexham. No new car parking is proposed.
- 6.1.2 A planning application for the scheme was submitted to Wrexham County Borough Council (WCBC) in November 2023 (Planning Application Reference: P/2023/0831). WCBC as Local Highway Authority have requested further clarification in regards to car parking associated with the application scheme. This HTN has been prepared to set out details of parking provision and parking use at the application site in order to provide the clarification requested by the LHA.
- 6.1.3 This report has demonstrated that the site represents a sustainable location for residential development, being located within a practical walking distance of regular frequency public transport services and everyday local shops, services & facilities. Such locational characteristics will deliver a high potential for residents of the application site to utilise sustainable transport for a range of 'everyday' journeys and therefore meet core planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.
- 6.1.4 It is considered that the approach to providing no additional parking at the site to support the additional two apartments is entirely acceptable on the basis of the accessible location of the site, which ensures that residents would not require access to a vehicle while residing at the site. Indeed, a review of Census data identifies that car ownership levels in the local area are limited, with 33% of households not owning a car or van. Such statistic covers all dwelling types, and it is anticipated that car ownership in apartments, such as those to be delivered at the site, would be further reduced.

- 6.1.5 Indeed, parking beat surveys of the Sylvester Court and Shields Court car parks have identified that of the 34 available spaces, just 19 were occupied by resident vehicles at any one time, with parking occupancy typically being at much lower levels throughout the survey period at 40-50% of supply. It is therefore considered that there is ample parking availability in the vicinity of the application site which could accommodate any parking associated with the proposed two apartments if required.
- 6.1.6 Based on the above review, it is considered that the conversion of a communal room Sylvester Court to provide two additional apartments is entirely appropriate and does not require the provision of any additional car parking spaces.





Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-16:10		16:10-16:30		16:30-16:50		17:10-17:30	
				Length (m)			Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %
SYLVESTER COURT	1	Off-street parking area	-	-	None	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%
	-	-	-	-	Sylvester Court	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%

	Average	Max
1	88%	88%
Total	88%	88%

Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-16:10		16:10-16:30		16:30-16:50		17:10-17:30	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
SHIELDS COURT	2a	Off-street parking area (east)	-	-	None	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	2b	Off-street parking area (west)	-	-	None	6	2	33%	3	50%	4	67%	3	50%	3	50%	3	50%	3	50%	3	50%
	2c	Off-street parking area (north)	-	-	None	5	3	60%	3	60%	3	60%	4	80%	3	60%	3	60%	3	60%	3	60%
	2d	Off-street parking area (south)	-	-	None	5	2	40%	2	40%	4	80%	3	60%	3	60%	2	40%	2	40%	2	40%
	-	-	-	-	Shields Court	26	7	27%	8	31%	11	42%	12	46%	9	35%	8	31%	8	31%	8	31%

	Average	Max
2a	0%	0%
2b	52%	67%
2c	63%	80%
2d	53%	80%
Total	34%	46%

SUB-TOTAL	-	DEVELOPMENT AREA			Development Parking	34	14	41%	15	44%	18	53%	19	56%	16	47%	15	44%	15	44%	15	44%
2A IS SHUT OFF BY CAMBRIA WITH FENCING					2c 1 Cambrian this van never moves					2b - 1 Cambrian												

Total	47%	56%
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Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-16:10		16:10-16:30		16:30-16:50		17:10-17:30			
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Northern Kerbline	3a	Kerbed Section from Corner (Davies Ct)	52.7	52.7	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	8	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%		
	3b	Dropped Kerb Section (Pedestrian access to building)	1.5	0.0		0																		
	3c	Kerbed Section to Sylvester Ct Access	20.7	20.7		3	1	33%	1	33%	1	33%	1	33%	1	33%	0	0%	0	0%	0	0%		
	3d	Kerb Section from Corner (Sylvester Ct Access)	6.0	6.0		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
	3e	Dropped Kerb Section (Car port)	3.8	0.0		0																		
	3f	Kerb Section to Shields Court Access	7.7	7.7		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
	-	-	-	-		13	2	15%	2	15%	2	15%	2	15%	2	15%	1	8%	1	8%	1	8%		
	THE CORNER BETWEEN 2A AND 3F CAR PARKED BETWEEN 1450 - 1515																							

	Average	Max
3a	13%	13%
3b	0%	0%
3c	21%	33%
3d	0%	0%
3e	0%	0%
3f	0%	0%
Total	13%	15%

Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park Length (m)	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-16:10		16:10-16:30		16:30-16:50		17:10-17:30			
							Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Southern Kerbline	4a	Dropped Kerb Section from Corner	2.5	0.0	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	0																		
	4b	Kerbed Section	12.0	12.0		2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
	4c	Dropped Kerb Section	5.5	5.5		0																		
	4d	Kerbed Section	18.0	18.0		3	0	0%	0	0%	1	33%	0	0%	0	0%	1	33%	1	33%	1	33%		
	4e	Dropped Kerb Section	3.0	3.0		0					1													
	4f	Kerbed Section	18.8	18.8		3	0	0%	0	0%	0	0%	2	67%	2	67%	0	0%	2	67%	2	67%		
	-	-	-	-		8	0	0%	0	0%	2	25%	2	25%	2	25%	1	13%	3	38%	3	38%		

	Average	Max
4a	0%	0%
4b	0%	0%
4c	0%	0%
4d	17%	33%
4e	0%	0%
4f	33%	67%
Total	20%	38%

Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-16:10		16:10-16:30		16:30-16:50		17:10-17:30	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%		
THOMAS COURT Eastern Kerbline	5a	Kerbed Section from Corner	3.3	3.3	Double Yellow Lines	1	0	0%	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%
	5b	Dropped Kerb Section	8.8	0.0	Double Yellow Lines	0																
	5c	Kerbed Section	4.6	4.6	None	1	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5d	Dropped Kerb Section	3.4	0.0	None	0									1							
	5e	Kerbed Section	3.4	3.4	None	1	0	0%	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%
	5f	Dropped Kerb Section	6.6	0.0	None	0			1						0			1				
	5g	Kerbed Section	10.6	10.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5h	Dropped Kerb Section	8.9	0.0	None	0																
	5i	Kerb Section	8.3	8.3	None	1	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5j	Dropped Kerb Section	3.0	0.0	None	0																
	5k	Kerbed Section	9.6	9.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	-	Thomas Ct East	6	0	0%	5	83%	2	33%	0	0%	1	17%	1	17%	0	0%	0

	Average	Max
5a	25%	100%
5b	0%	0%
5c	13%	100%
5d	0%	0%
5e	25%	100%
5f	0%	0%
5g	0%	0%
5h	0%	0%
5i	13%	100%
5j	0%	0%
5k	0%	0%
Total	19%	83%

Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-16:10		16:10-16:30		16:30-16:50		17:10-17:30	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Southern Kerbline	6a	Dropped Kerb Section	15.4	3.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6b	Kerbed Section	5.7	5.7	None	1	0	0%	0	0%	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%
	6c	Dropped Kerb Section	5.7	0.0	None	0																
	6d	Kerbed Section	9.0	9.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	-	Thomas Ct South	3	0	0%	0	0%	1	33%	1	33%	0	0%	0	0%	0	0%	0

	Average	Max
6a	0%	0%
6b	25%	100%
6c	0%	0%
6d	0%	0%
Total	8%	33%

Weekday Survey 14:30-17:30

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	14:30-14:50		14:50-15:10		15:10-15:30		15:30-15:50		15:50-1
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Weekday Survey 17:30-20:00

Road	Section	Description	Length (m)	Practical Park Length (m)	Parking/Restriction	Practical Cap.	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
							Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %
SYLVESTER COURT	1	Off-street parking area	-	-	None	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%
	-	-	-	-	Sylvester Court	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%

	Average	Max
1	88%	88%
Total	88%	88%

Weekday Survey 17:30-20:00

Road	Section	Description	Length (m)	Practical Park Length (m)	Parking/Restriction	Practical Cap.	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
							Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
SHIELDS COURT	2a	Off-street parking area (east)	-	-	None	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	2b	Off-street parking area (west)	-	-	None	6	3	50%	3	50%	3	50%	2	33%	2	33%	3	50%	3	50%	3	50%
	2c	Off-street parking area (north)	-	-	None	5	3	60%	3	60%	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%
	2d	Off-street parking area (south)	-	-	None	5	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%
	-	-	-	-	Shields Court	26	8	31%	8	31%	7	27%	6	23%	6	23%	7	27%	7	27%	7	27%
2A IS SHUT OFF BY CAMBRIA WITH FENCING																						
2c 1 Cambrian this van never moves																						
SUB-TOTAL	-	DEVELOPMENT AREA			Development Parking	34	15	44%	15	44%	14	41%	13	38%	13	38%	14	41%	14	41%	14	41%

	Average	Max
2a	0%	0%
2b	46%	50%
2c	45%	60%
2d	40%	40%
Total	27%	31%

Total	41%	41%
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Weekday Survey 17:30-20:00

Road	Section	Description	Length	Practical	Parking/Restriction	Practical	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
			(m)	Park			Parked	Capacity%	Parked	Capacity%	Parked	Capacity%	Parked	Capacity%	Parked	Capacity%	Parked	Capacity%	Parked	Capacity%	Parked	Capacity%
MONGER ROAD Northern Kerbline	3a	Kerbed Section from Corner (Davies Ct)	52.7	52.7	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	8	2	25%	2	25%	2	25%	2	25%	2	25%	2	25%	2	25%	2	25%
	3b	Dropped Kerb Section (Pedestrian access to building)	1.5	0.0		0																
	3c	Kerbed Section to Sylvester Ct Access	20.7	20.7		3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	3d	Kerb Section from Corner (Sylvester Ct Access)	6.0	6.0		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	3e	Dropped Kerb Section (Car port)	3.8	0.0		0																
	3f	Kerb Section to Shields Court Access	7.7	7.7		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-		13	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%
	-	-	-	-		Monger Rd North	13	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%	2	15%	2

	Average	Max
3a	25%	25%
3b	#DIV/0!	0%
3c	0%	0%
3d	0%	0%
3e	#DIV/0!	0%
3f	0%	0%
Total	15%	15%

Weekday Survey 17:30-20:00

Road	Section	Description	Length (m)	Practical Park Length (m)	Parking/Restriction	Practical Cap.	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
							Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Southern Kerbline	4a	Dropped Kerb Section from Corner	2.5	0.0	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	0																
	4b	Kerbed Section	12.0	12.0		2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	4c	Dropped Kerb Section	5.5	5.5		0																
	4d	Kerbed Section	18.0	18.0		3		0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	4e	Dropped Kerb Section	3.0	3.0		0																
	4f	Kerbed Section	18.8	18.8		3	2	67%	2	67%	2	67%	2	67%	2	67%	1	33%	1	33%	1	33%
	-	-	-	-		8	2	25%	2	25%	2	25%	2	25%	2	25%	1	13%	1	13%	1	13%
					Monger Rd South																	

	Average	Max
4a	#DIV/0!	0%
4b	0%	0%
4c	#DIV/0!	0%
4d	0%	0%
4e	#DIV/0!	0%
4f	54%	67%
Total	20%	25%

Weekday Survey 17:30-20:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Eastern Kerbline	5a	Kerbed Section from Corner	3.3	3.3	Double Yellow Lines	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5b	Dropped Kerb Section	8.8	0.0	Double Yellow Lines	0																
	5c	Kerbed Section	4.6	4.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5d	Dropped Kerb Section	3.4	0.0	None	0																
	5e	Kerbed Section	3.4	3.4	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5f	Dropped Kerb Section	6.6	0.0	None	0																
	5g	Kerbed Section	10.6	10.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5h	Dropped Kerb Section	8.9	0.0	None	0																
	5i	Kerb Section	8.3	8.3	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5j	Dropped Kerb Section	3.0	0.0	None	0																
	5k	Kerbed Section	9.6	9.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	-	Thomas Ct East	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0

	Average	Max
5a	0%	0%
5b	0%	0%
5c	0%	0%
5d	0%	0%
5e	0%	0%
5f	0%	0%
5g	0%	0%
5h	0%	0%
5i	0%	0%
5j	0%	0%
5k	0%	0%
Total	0%	0%

Weekday Survey 17:30-20:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Southern Kerbline	6a	Dropped Kerb Section	15.4	3.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6b	Kerbed Section	5.7	5.7	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6c	Dropped Kerb Section	5.7	0.0	None	0																
	6d	Kerbed Section	9.0	9.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	-	Thomas Ct South	3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0

	Average	Max
6a	0%	0%
6b	0%	0%
6c	0%	0%
6d	0%	0%
Total	0%	0%

Weekday Survey 17:30-20:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	17:30-17:50		17:50-18:10		18:10-18:30		18:30-18:50		18:50-19:10		19:10-19:30		19:30-19:50		19:50-20:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Western Kerbline	7a	Dropped Kerb Section from Access to footway	9.2	0.0	Double Yellow Lines	0																
	7b	Kerbed Section	7.5	7.5	Double Yellow Lines	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	7c	Dropped Kerb Section	20.0	0.0	None	0																
	7d	Kerbed Section	8.9	8.9	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	7e	Dropped Kerb Section	5.2	0.0	None	0																
	7f	Kerbed Section	16.0	16.0	None	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct West	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Weekend Survey 08:00-10:00																		
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00	
				Length (m)			Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %
SYLVESTER COURT	1	Off-street parking area	-	-	None	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%
	-	-	-	-	Sylvester Court	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%

	Average	Max
1	88%	88%
Total	88%	88%

Weekend Survey 08:00-10:00																			
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00		
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	
SHIELDS COURT	2a	Off-street parking area (east)	-	-	None	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	2b	Off-street parking area (west)	-	-	None	6	3	50%	3	50%	3	50%	2	33%	2	33%	2	33%	
	2c	Off-street parking area (north)	-	-	None	5	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%	
	2d	Off-street parking area (south)	-	-	None	5	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%	
	-	-	-	-	Shields Court	26	7	27%	7	27%	7	27%	7	27%	6	23%	6	23%	
2A IS SHUT OFF BY CAMBRIA WITH FENCING																			
2c 1 Cambrian this van never moves																			
SUB-TOTAL		-	DEVELOPMENT AREA			Development Parking	34	14	41%	14	41%	14	41%	14	41%	13	38%	13	38%

	Average	Max
2a	0%	0%
2b	44%	50%
2c	40%	40%
2d	40%	40%
Total	26%	27%
Total	40%	41%

Weekend Survey 08:00-10:00																		
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Northern Kerbline	3a	Kerbed Section from Corner (Davies Ct)	52.7	52.7	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	8	1	13%	1	13%	1	13%	1	13%	2	25%	1	13%
	3b	Dropped Kerb Section (Pedestrian access to building)	1.5	0.0		0												
	3c	Kerbed Section to Sylvester Ct Access	20.7	20.7		3	1	33%	1	33%	1	33%	0	0%	0	0%	0	0%
	3d	Kerb Section from Corner (Sylvester Ct Access)	6.0	6.0		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	3e	Dropped Kerb Section (Car port)	3.8	0.0		0												
	3f	Kerb Section to Shields Court Access	7.7	7.7		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Monger Rd North	13	2	15%	2	15%	2	15%	1	8%	2	15%	1	8%

	Average	Max
3a	15%	25%
3b	0%	0%
3c	17%	33%
3d	0%	0%
3e	0%	0%
3f	0%	0%
Total	13%	15%

Weekend Survey 08:00-10:00																		
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Southern Kerbline	4a	Dropped Kerb Section from Corner	2.5	0.0	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	0												
	4b	Kerbed Section	12.0	12.0		2	0	0%	0	0%	0	0%	0	0%	0	0%		
	4c	Dropped Kerb Section	5.5	5.5		0												
	4d	Kerbed Section	18.0	18.0		3	2	67%	2	67%	2	67%	2	67%	2	67%	2	67%
	4e	Dropped Kerb Section	3.0	3.0		0												
	4f	Kerbed Section	18.8	18.8		3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Monger Rd South	8	2	25%	2	25%	2	25%	2	25%	2	25%	2	25%

	Average	Max
4a	0%	0%
4b	0%	0%
4c	0%	0%
4d	67%	67%
4e	0%	0%
4f	0%	0%
Total	25%	25%

Weekend Survey 08:00-10:00																		
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Eastern Kerbline	5a	Kerbed Section from Corner	3.3	3.3	Double Yellow Lines	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5b	Dropped Kerb Section	8.8	0.0	Double Yellow Lines	0												
	5c	Kerbed Section	4.6	4.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5d	Dropped Kerb Section	3.4	0.0	None	0												
	5e	Kerbed Section	3.4	3.4	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5f	Dropped Kerb Section	6.6	0.0	None	0												
	5g	Kerbed Section	10.6	10.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5h	Dropped Kerb Section	8.9	0.0	None	0												
	5i	Kerb Section	8.3	8.3	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5j	Dropped Kerb Section	3.0	0.0	None	0												
	5k	Kerbed Section	9.6	9.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct East	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

	Average	Max
5a	0%	0%
5b	0%	0%
5c	0%	0%
5d	0%	0%
5e	0%	0%
5f	0%	0%
5g	0%	0%
5h	0%	0%
5i	0%	0%
5j	0%	0%
5k	0%	0%
Total	0%	0%

Weekend Survey 08:00-10:00																		
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%		
THOMAS COURT Southern Kerbline	6a	Dropped Kerb Section	15.4	3.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6b	Kerbed Section	5.7	5.7	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6c	Dropped Kerb Section	5.7	0.0	None	0												
	6d	Kerbed Section	9.0	9.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct South	3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

	Average	Max
6a	0%	0%
6b	0%	0%
6c	0%	0%
6d	0%	0%
Total	0%	0%

Weekend Survey 08:00-10:00																		
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	08:00-08:20		08:20-08:40		08:40-09:00		09:00-09:20		09:20-09:40		09:40-10:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Western Kerbline	7a	Dropped Kerb Section from Access to footway	9.2	0.0	Double Yellow Lines	0												
	7b	Kerbed Section	7.5	7.5	Double Yellow Lines	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	7c	Dropped Kerb Section	20.0	0.0	None	0												
	7d	Kerbed Section	8.9	8.9	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	1	100%
	7e	Dropped Kerb Section	5.2	0.0	None	0												
	7f	Kerbed Section	16.0	16.0	None	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct West	4	0	0%	0	0%	0	0%	0	0%	0	0%	1	25%

	Average	Max
7a	0%	0%
7b	0%	0%
7c	0%	0%
7d	17%	100%
7e	0%	0%
7f	0%	0%
Total	4%	25%

TOTAL	-	FULL SURVEY AREA			Total Parking	68	18	26%	18	26%	18	26%	17	25%	17
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Weekend Survey 08:00-10:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %	Parked Vehicles	Capacity %
SYLVESTER COURT	1	Off-street parking area	-	-	None	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%
	-	-	-	-	Sylvester Court	8	7	88%	7	88%	7	88%	7	88%	7	88%	7	88%

	Average	Max
1	88%	88%
Total	88%	88%

Weekend Survey 08:00-10:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
SHIELDS COURT	2a	Off-street parking area (east)	-	-	None	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	2b	Off-street parking area (west)	-	-	None	6	1	17%	1	17%	2	33%	3	50%	3	50%	3	50%
	2c	Off-street parking area (north)	-	-	None	5	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%
	2d	Off-street parking area (south)	-	-	None	5	2	40%	2	40%	2	40%	2	40%	2	40%	2	40%
	-	-	-	-	Shields Court	26	5	19%	5	19%	6	23%	7	27%	7	27%	7	27%
2A IS SHUT OFF BY CAMBRIA WITH FENCING																		
2c 1 Cambrian this van never moves																		
SUB-TOTAL	-	DEVELOPMENT AREA			Development Parking	34	12	35%	12	35%	13	38%	14	41%	14	41%	14	41%

	Average	Max
2a	0%	0%
2b	36%	50%
2c	40%	40%
2d	40%	40%
Total	24%	27%

Total	39%	41%
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Weekend Survey 08:00-10:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Northern Kerbline	3a	Kerbed Section from Corner (Davies Ct)	52.7	52.7	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	8	1	13%	1	13%	2	25%	2	25%	2	25%	2	25%
	3b	Dropped Kerb Section (Pedestrian access to building)	1.5	0.0		0												
	3c	Kerbed Section to Sylvester Ct Access	20.7	20.7		3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	3d	Kerb Section from Corner (Sylvester Ct Access)	6.0	6.0		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	3e	Dropped Kerb Section (Car port)	3.8	0.0		0												
	3f	Kerb Section to Shields Court Access	7.7	7.7		1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Monger Rd North	13	1	8%	1	8%	2	15%	2	15%	2	15%	2	15%

	Average	Max
3a	21%	25%
3b	0%	0%
3c	0%	0%
3d	0%	0%
3e	0%	0%
3f	0%	0%
Total	13%	15%

Weekend Survey 08:00-10:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
MONGER ROAD Southern Kerbline	4a	Dropped Kerb Section from Corner	2.5	0.0	Mon-Fri, 8.30am-9.15am, 2.45pm-3.45pm	0												
	4b	Kerbed Section	12.0	12.0		2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	4c	Dropped Kerb Section	5.5	5.5		0												
	4d	Kerbed Section	18.0	18.0		3	2	67%	2	67%	2	67%	2	67%	2	67%	2	67%
	4e	Dropped Kerb Section	3.0	3.0		0												
	4f	Kerbed Section	18.8	18.8		3	1	33%	1	33%	1	33%	1	33%	1	33%	1	33%
	-	-	-	-	Monger Rd South	8	3	38%	3	38%	3	38%	3	38%	3	38%	3	38%

	Average	Max
4a	#DIV/0!	0%
4b	0%	0%
4c	#DIV/0!	0%
4d	67%	67%
4e	#DIV/0!	0%
4f	33%	33%
Total	38%	38%

Weekend Survey 08:00-10:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Eastern Kerbline	5a	Kerbed Section from Corner	3.3	3.3	Double Yellow Lines	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5b	Dropped Kerb Section	8.8	0.0	Double Yellow Lines	0												
	5c	Kerbed Section	4.6	4.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5d	Dropped Kerb Section	3.4	0.0	None	0												
	5e	Kerbed Section	3.4	3.4	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5f	Dropped Kerb Section	6.6	0.0	None	0												
	5g	Kerbed Section	10.6	10.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5h	Dropped Kerb Section	8.9	0.0	None	0												
	5i	Kerb Section	8.3	8.3	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	5j	Dropped Kerb Section	3.0	0.0	None	0												
	5k	Kerbed Section	9.6	9.6	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct East	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

	Average	Max
5a	0%	0%
5b	0%	0%
5c	0%	0%
5d	0%	0%
5e	0%	0%
5f	0%	0%
5g	0%	0%
5h	0%	0%
5i	0%	0%
5j	0%	0%
5k	0%	0%
Total	0%	0%

Weekend Survey 08:00-10:00

Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Southern Kerbline	6a	Dropped Kerb Section	15.4	3.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6b	Kerbed Section	5.7	5.7	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	6c	Dropped Kerb Section	5.7	0.0	None	0												
	6d	Kerbed Section	9.0	9.0	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct South	3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-														

	Average	Max
6a	0%	0%
6b	0%	0%
6c	0%	0%
6d	0%	0%
Total	0%	0%

Weekend Survey 08:00-10:00

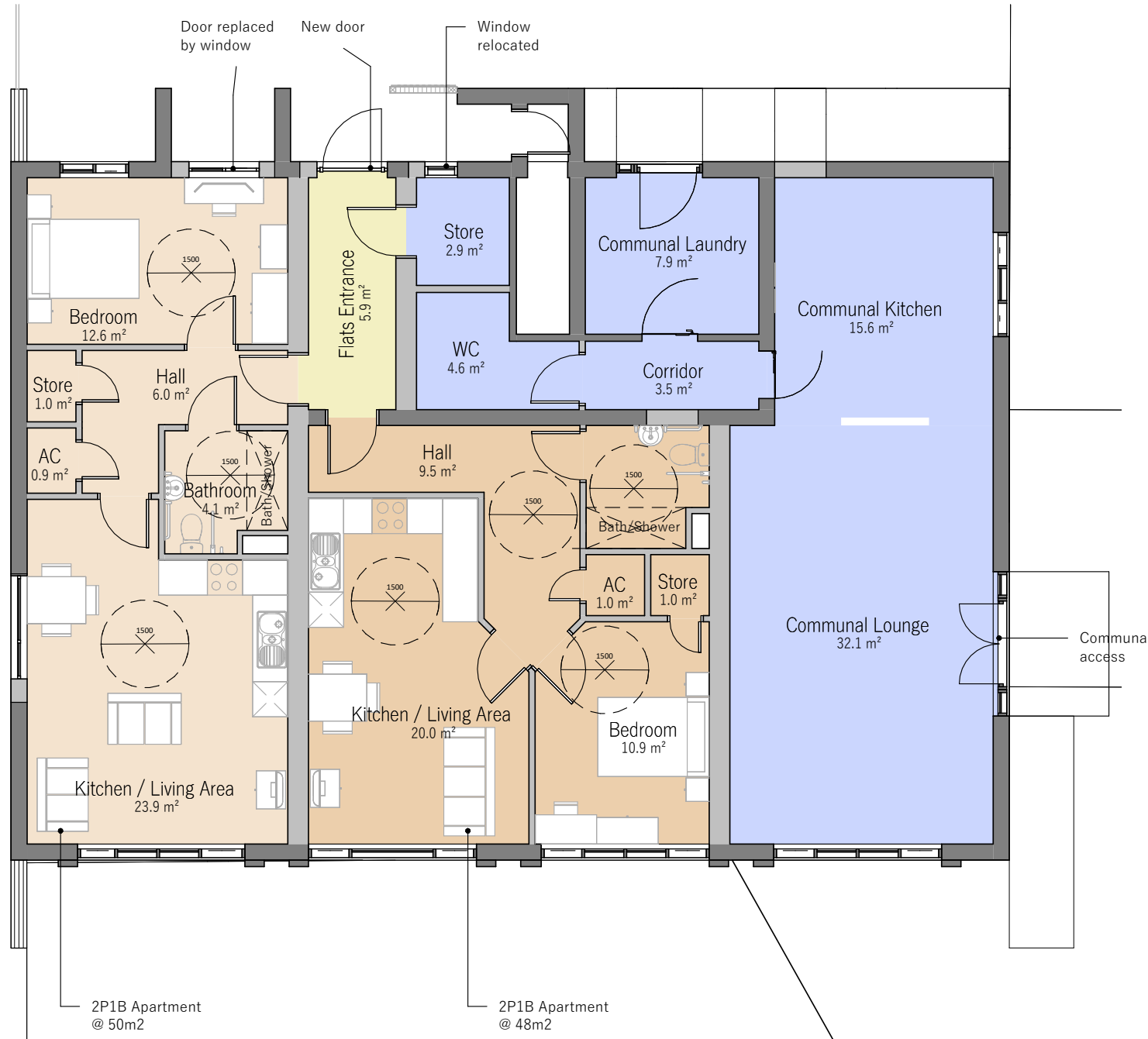
Road	Section	Description	Length (m)	Practical Park	Parking/Restriction	Practical Cap.	10:00-10:20		10:20-10:40		10:40-11:00		11:00-11:20		11:20-11:40		11:40-12:00	
				Length (m)			Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%	Parked Vehicles	Capacity%
THOMAS COURT Western Kerbline	7a	Dropped Kerb Section from Access to footway	9.2	0.0	Double Yellow Lines	0												
	7b	Kerbed Section	7.5	7.5	Double Yellow Lines	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	7c	Dropped Kerb Section	20.0	0.0	None	0												
	7d	Kerbed Section	8.9	8.9	None	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	7e	Dropped Kerb Section	5.2	0.0	None	0												
	7f	Kerbed Section	16.0	16.0	None	2	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct West	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
	-	-	-	-	Thomas Ct West	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%

	Average	Max
7a	0%	0%
7b	0%	0%
7c	0%	0%
7d	0%	0%
7e	0%	0%
7f	0%	0%
Total	0%	0%

TOTAL	-	FULL SURVEY AREA			Total Parking	68	16	24%	16	24%	18	26%	19	28%	19	28%	19	28%
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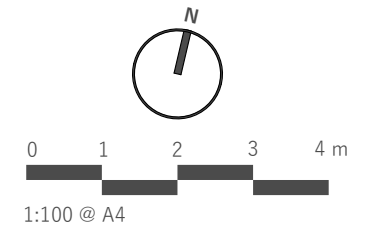
Total	26%	28%
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PRINTED: 20/11/2023 09:28:19
REV: DESCRIPTION: DATE: BY: CHK:

P1 FOR CLIENT APPROVAL 13/03/2023 MM DP
P2 PLANNING 20/11/2023 TJ DP



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PROJECT:
**SYLVESTER COURT,
WREXHAM**
CLIENT:
**WALES & WEST
HOUSING**

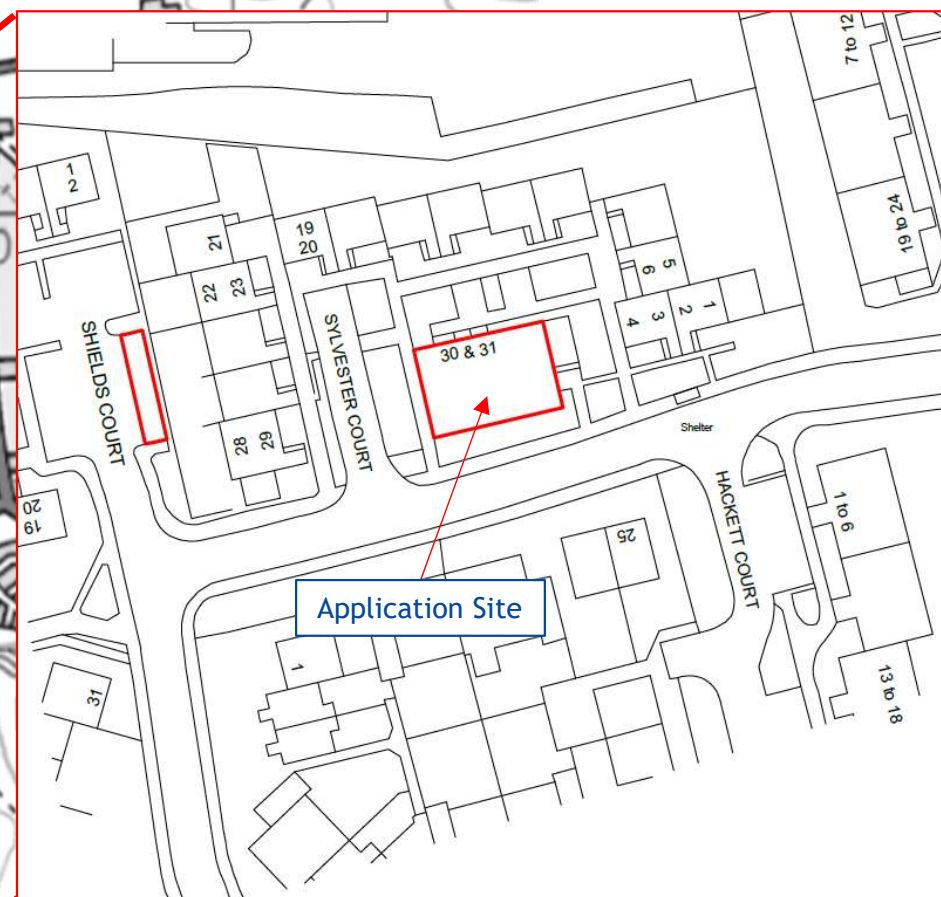
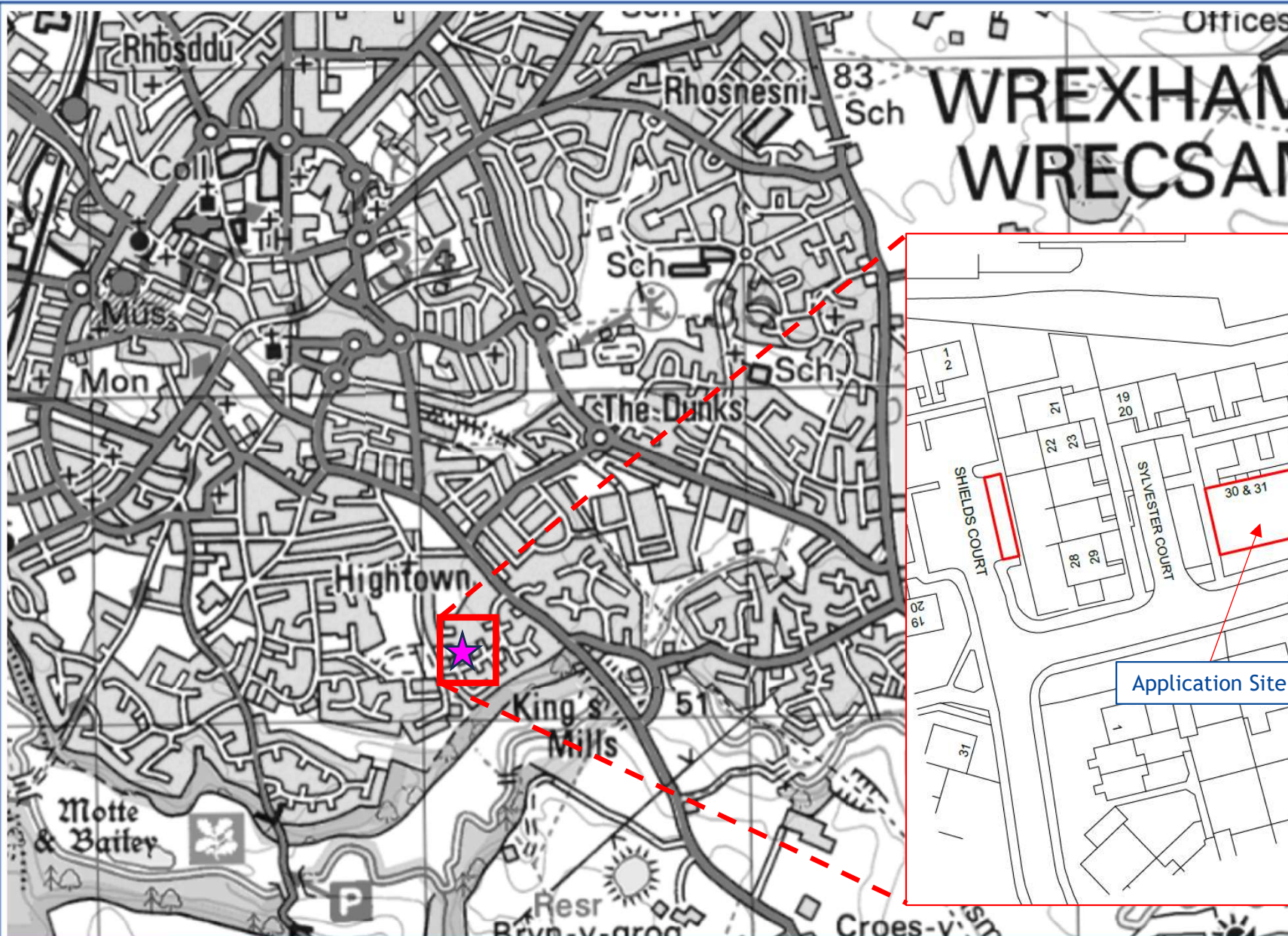
DRAWING TITLE:
PROPOSED PLAN

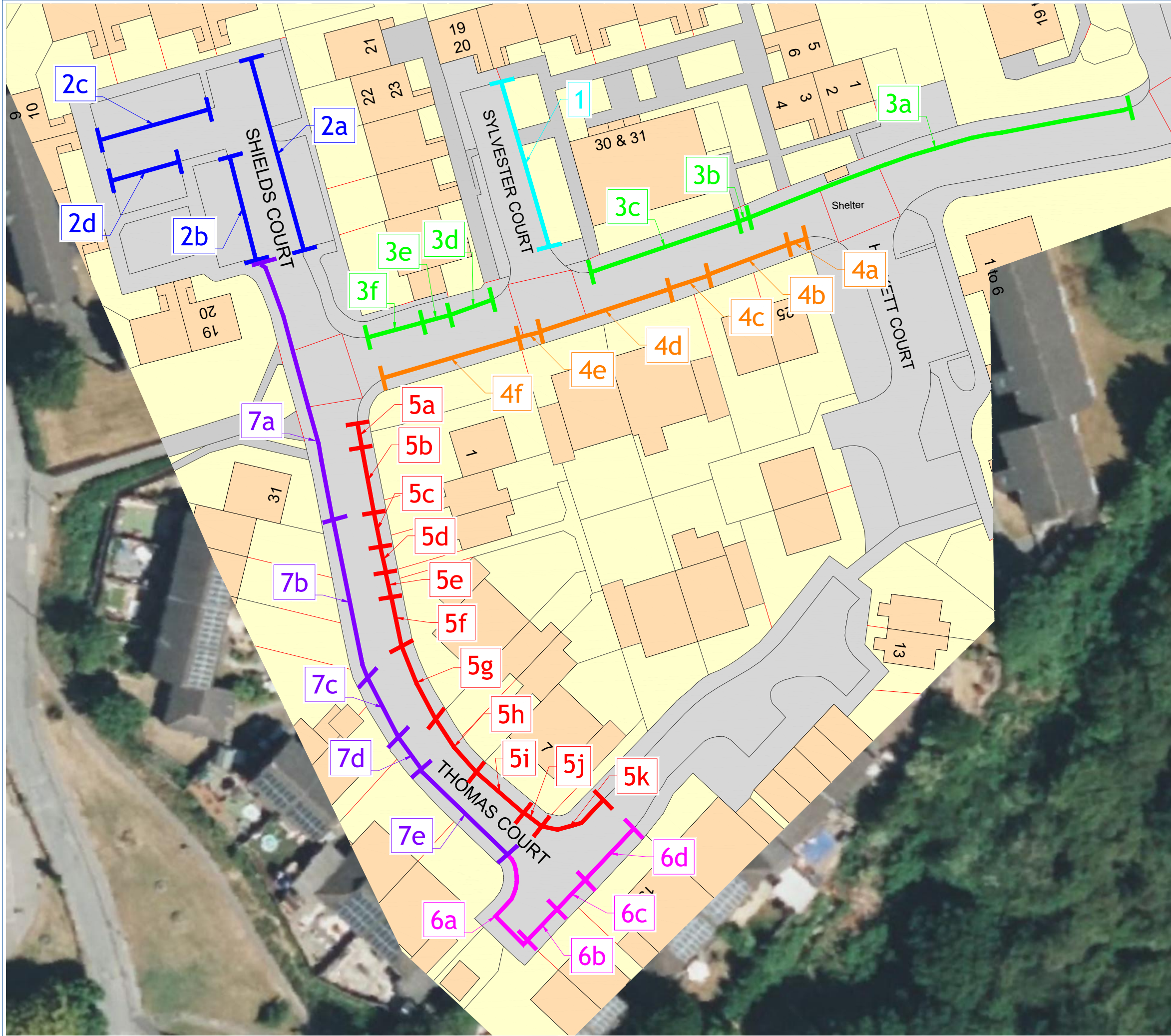
PURPOSE OF ISSUE: PLANNING STATUS: S3

DRAWING No: SCR-SAL-A1-ZZ-DR-A-0013 PROJECT No: P1165

SCALE: 1 : 100@A4 REVISION: P2







Revision:	
A -	

Client:	Wales & West Housing Association		
Project:	Sylvester Court Hightown, Wrexham		
Drawing Title:	Parking Beat Survey Zones		
Drawing Number:	Figure HTN2	Revision:	-
Date:	16.01.2024	Scale:	NTS
Drawn By:	LV	Checked By:	KG
Status:	Information		

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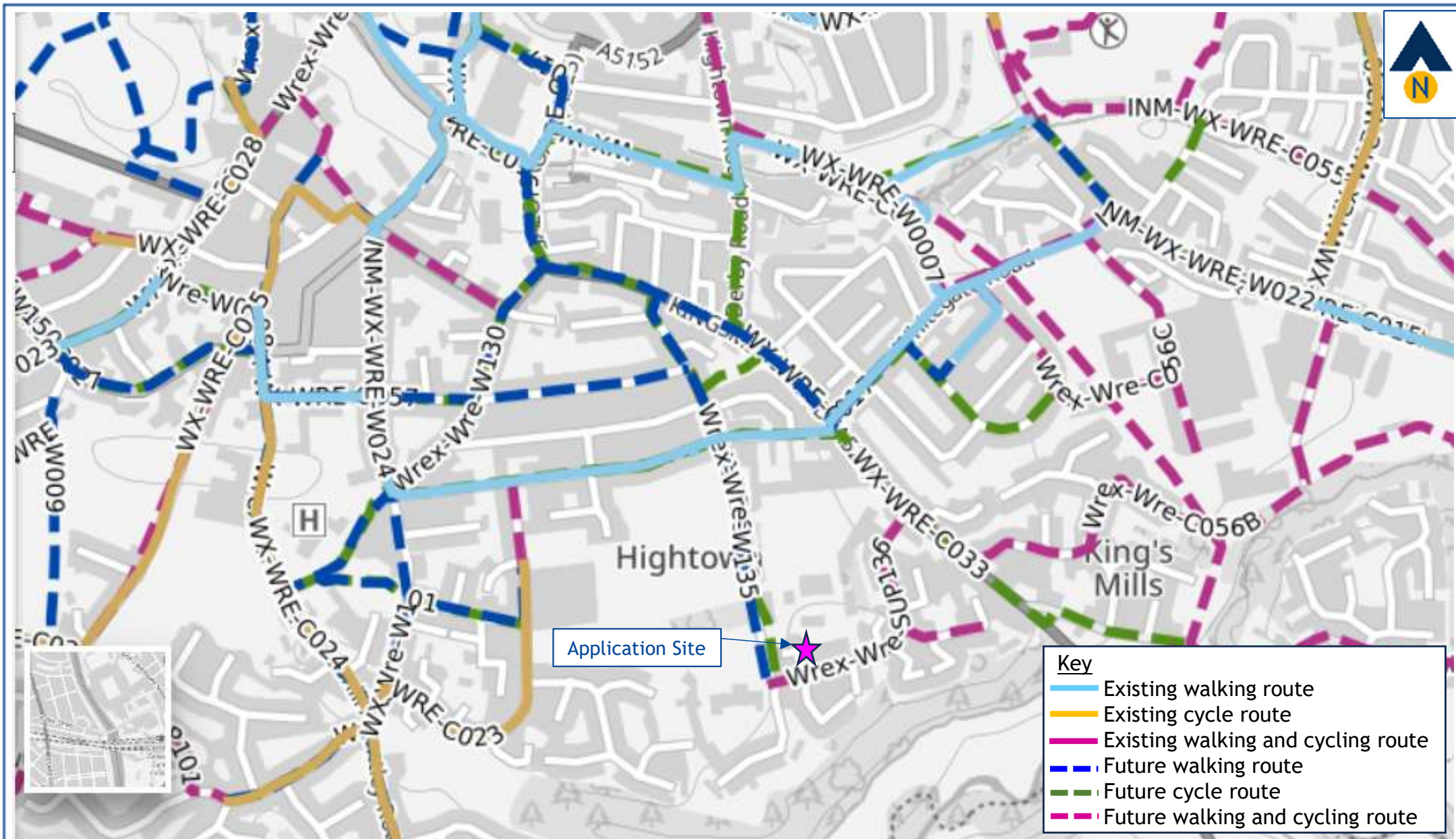


Figure HTN5

Available Local Cycle Connections to the Application Site

J000494

Sylvester Court, Hightown, Wrexham

February 2024