



Winston Developments Ltd.

Salisbury House, The Steyne
Bognor Regis

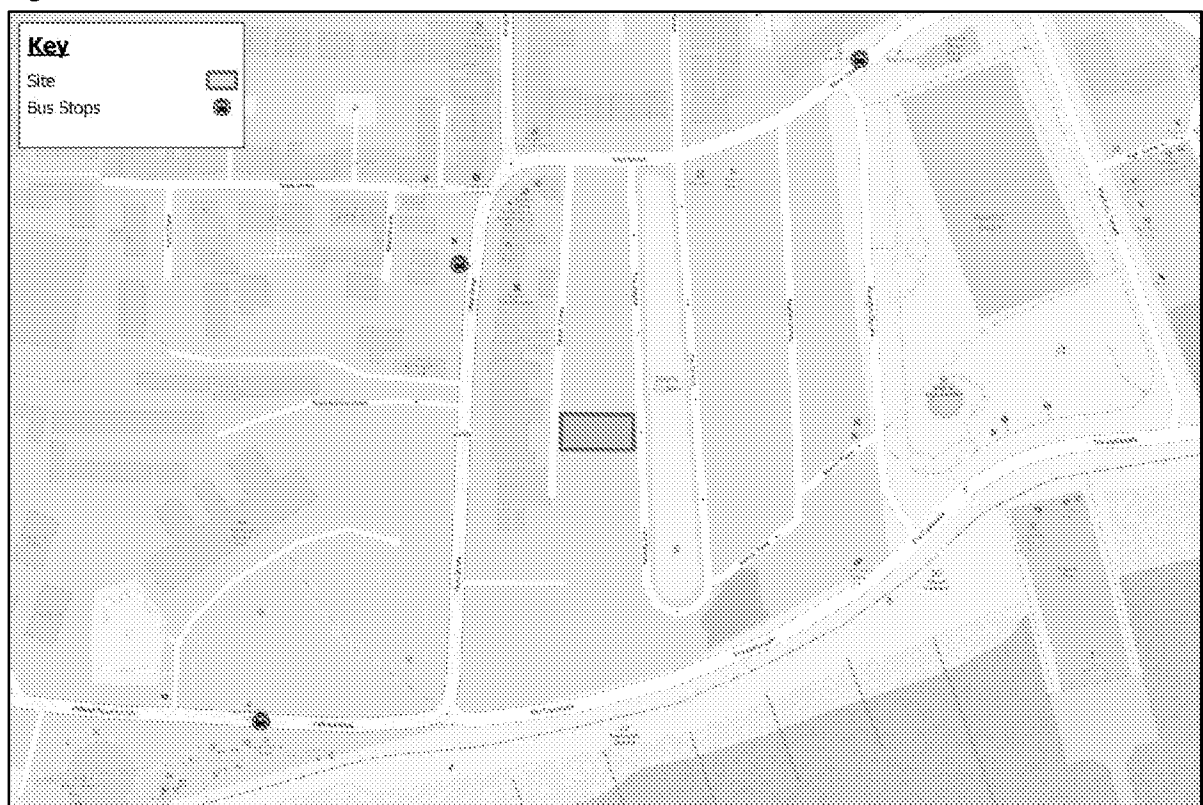
Project Reference: 2207-069/TN/01

Transport Technical Note

1 Introduction

- 1.1 Transport Planning Associates (TPA) have been commissioned by Winston Developments to provide transport and highways advice in relation to a proposed development at Salisbury House (the Site), in Bognor Regis, within the jurisdiction of Arun District Council (ADC). The Site's location is highlighted below, in **Figure 1.1**.

Figure 1.1 Site Location



Source: ©OpenStreetMap Contributors – Note: Indicative Boundary

- 1.2 The application was registered under reference BR/63/22/PL, and its description of development is as follows:

"Change of use of 5 No self-contained flats for adults with learning difficulties to 5 No self-contained flats and formation of 5 No further flats from HMO rooms, garage and office, repairs and decoration of external surfaces, minor alterations to elevation facing Sadler Street, change one window facing rear courtyard to French doors & apply obscure film to 2 windows in courtyard area. This application affects the setting of listed buildings, affects the character & appearance of The Steyne Conservation Area and is in CIL Zone 4 (Zero Rated) as flats".

- 1.3 In other words, the Site currently provides:

- five self-contained flats,
- a six bedroom HMO, and
- a garage and office space at ground floor, accessed from the back,

and it is proposed to make internal alterations to the building to provide:

- ten self contained flats.

- 1.4 When consulted on the proposals, West Sussex County Council (WSCC), the Local Highway Authority (LHA), concluded that:

"The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal".

Scope of the report

- 1.5 Further to the LHA's response, this Technical Note has been prepared to provide ADC and other local stakeholders with further reassurance that there are indeed *"no transport grounds to resist the proposals"*.

2 Transport Baseline Conditions

The Site

- 2.1 The Site is located in central Bognor Regis, particularly on The Steyne, a one way road off West Street (B2166), looping in clockwise direction around Steyne Gardens. Reflecting its central location, the Site benefits from very good accessibility by all modes of transport, as described in the remainder of this Chapter.

Pedestrian and Cycle Accessibility

- 2.2 The Site benefits from a good level of pedestrian infrastructure provision. Roads in the surrounding area, including West Street are provided with footways. The pavement outside of the Site measures an estimated 1.3m in width, and Steyne Garden and its footpaths is on the other side of the road.
- 2.1 The Institution of Highways and Transportation publication '*Providing for Journeys on Foot*' identifies the desirable, acceptable and preferred maximum walking distances to various amenities. The distances in Table 2.1 below are taken from Table 3.2 of that publication and set out the thresholds considered for local services and amenities.

Table 2.1 IHT suggested Walking Distance Thresholds

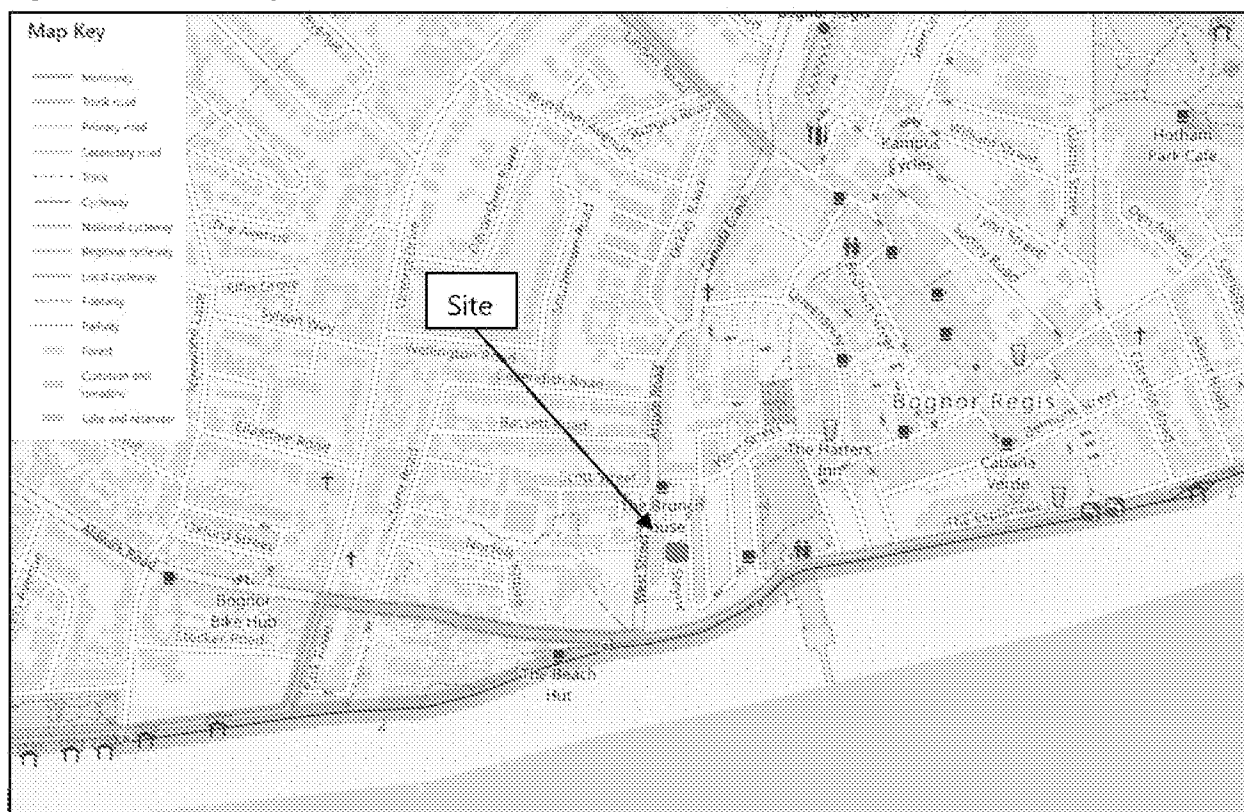
	Town Centres (m)	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Source: Table 3.2 of *Providing for Journeys on Foot* (IHT)

- 2.2 In addition, *Building Sustainable Transport into New Developments* (DfT, 2008) gives the following advice on pedestrian catchment areas: "Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)". This is further stressed in CIHT guidance "Planning for Walking" (2015).
- 2.3 The Site is within desirable or acceptable walking distances from a multitude of services and facilities. These include schools (such as St Mary's Primary School), medical practices (Bognor Regis Health Centre), post offices and supermarkets, in addition to the multitude of local shops and services in the town centre.

- 2.4 The Site also benefits from a good level of cycle infrastructure. National and regional cycle lanes are provided in within 100m of the Site. **Figure 2.1** shows the cycle routes available locally and in the wider region, respectively, and demonstrate how the Site is well connected for cyclists.

Figure 2.1 Local Cycle Network



Source: ©OpenStreetMap contributors

Public Transport

Buses

- 2.5 Closest to the Site is Scott Street bus stop along West Street which is circa 180m distance away, approximately a 2 minute walk. The bus stops are served by five daytime services and provided in a flag and pole arrangement with a shelter.
- 2.6 **Table 2.2** below shows the bus routes accessed via the above-mentioned bus stops in the vicinity of the Site.

Table 2.2 Local Bus Services

Service Number	Route	Frequency (per hr)		
		Weekday	Saturday	Sunday
61	West Meads - Bognor Regis, Retail Parks	3 per day	3 per day	-
62	Rose Green - Bognor Regis, Retail Parks	3 per day	3 per day	-
68	Bersted - Pagham	2 per day	2 per day	2 per day
69	Wick - Pagham	2 per day	2 per day	2 per day
600	Elmer - Chichester	2	2	1

Source: bustimes.org

Rail Services

- 2.7 The Site lies within approximately 700m of Bognor Regis station, this is an estimated 9-minute walk. The station provides Southern Railway services to London Victoria, Barnham and Littlehampton.

Local Highway Network

- 2.8 The Site is located on The Steyne Road, a one-way road connecting to West Street and restricted by 30mph speed limits. The carriageway is approximately 2.2m wide excluding space allocated for on-street parking.
- 2.9 Parking around the Site is restricted; along The Steyne outside of the Site are double yellow lines on one side, and is otherwise part of a Controlled Parking Zone (CPZ) where street parking is exclusive to permit holders between 9 am – 5 pm Monday to Saturday. There is also a disabled parking bay. Parking will be further discussed later in this report.

Summary

- 2.10 As set out in this Chapter, the Site is located in central Bognor Regis and as such it benefits from a good level of accessibility by all modes of transport, including walking, cycling, buses and rail, which will support car free (or car light) lifestyles for existing and future residents in the local area.

3 Development Proposals

The Scheme

- 3.1 The scheme involves internal alterations to the building to replace the existing five flats, 6-bed HMO and office space to create 10 flats.
- 3.2 Excluding the office space, at present there are 11 flats or HMO units, and a total 14 bedrooms (between the flats and the HMO). The proposed will comprise 10 flats, and a total of 18 bedrooms.

Parking

Car Parking

- 3.3 The proposed scheme does not include any off-street car parking, largely in line with the existing provision. There is one garage at present, although this is used as storage, and associated with the office space at ground floor. The residential units do not have any off-street spaces and this will continue in the proposed redevelopment.

Cycle Parking

- 3.4 Cycle parking will be provided at ground level; in particular, 10 spaces will be provided, in accordance with the proposed plan. This is policy compliant.

4 Planning Policy Context

4.1 This chapter will provide a transport planning policy and guidance background for the proposed development to highlight information in regard to parking provision. The policies reviewed as part of this process include:

- ADC's Parking Standards Supplementary Planning Document (Jan 2020), and
- WSCC's Guidance on Parking at New Developments (Sept 2020).

Parking Standards Supplementary Planning Document (Jan 2020)

4.2 The purpose of this document was to provide guidance across the County on parking standards and to update the standards that were adopted in 2010.

4.3 ADC is using this document and the data behind it to progress a draft Supplementary Planning Document (SPD) for Arun District which will be used in the determination of planning applications. This SPD takes the WSCC GPND approach to parking standards with the exception that:-

- standards for Electric Vehicle provision takes a hybrid approach using both the Arun Electric Vehicle Infrastructure Study (2017) requirements alongside the WSCC GPND approach;
- rounded figures are given in table 3.1 'Expected level of provision for new residential developments';
- lower stepped percentage Electrical Vehicle Charging Points requirements are required from 2018 to 2030 but include 100% provision of active EV charging facilities target by 2033;
- cycle provision rounded from 0.5 to 1 space for Flats with up to 3 rooms (1 & 2 bed).

4.4 Principle 6 outlines table 2.3: Recommended levels of cycle provision in the document as shown below:

Table 4.1 Arun Cycle Parking Guidance

Type	Dwelling Size	Cycle Provision (per unit)
Houses	Up to 4 rooms (1 & 2 bed)	1 space
Houses	5+ rooms (3+ bed)	2 spaces
Flats	Up to 3 rooms (1 & 2 bed)	1 space (if communal storage otherwise same as 1 & 2 bed house)
Flats	4+ rooms (3+ bed)	1 space

Source: Arun District Council Parking Standards Supplementary Planning Document Table 2.3

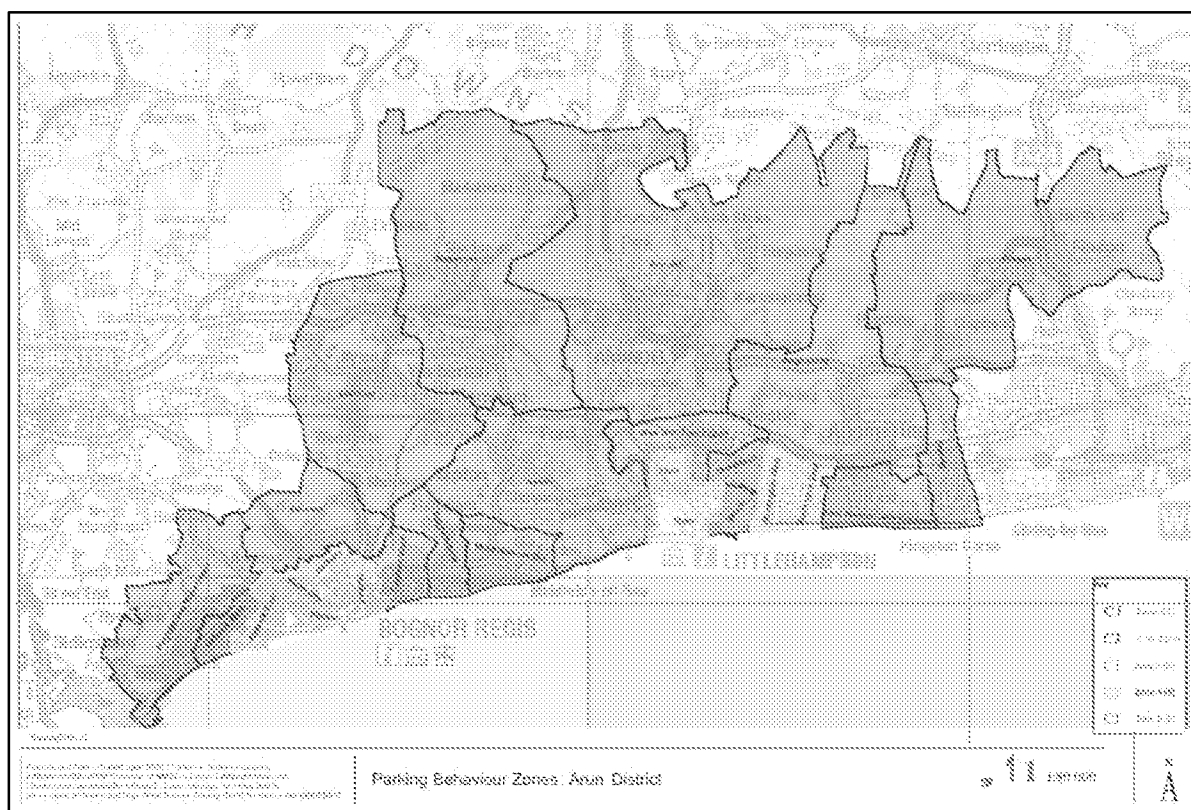
4.5 Principle 7 outlines the car parking standards for new residential developments as shown below:

Table 4.2 Arun Parking Guidance

Number of bedrooms	Number of habitable rooms	Parking Behaviour Zone		
		1	2	4
1	1 to 3	2	2	1
2	4	2	2	1
3	5 to 6	2	2	2
4+	7 or more	3	3	2

Source: Arun District Council Parking Standards Supplementary Planning Document Table 3.1

4.6 The document illustrates using a map the zonal system for parking split into 5 zones.



Source: Arun District Council Parking Standards Supplementary Planning Document (Jan 2020)

4.7 According to this map, the site is located within zone 4.

4.8 Based on the standards above, the existing building could be provided with **12 spaces** (1 space for each flat and HMO unit, with the exception of the 3-bedroom one, needing 2 spaces), while the proposed should be provided with **11 spaces** (1 space for each flat, with the exception of the 3-bedroom one, needing 2 spaces).

4.9 Based on ADC's standards, **the proposals would therefore result in a reduction in car parking demand.**

West Sussex Guidance on Parking at New Developments (Sept 2020)

- 4.10 For completeness, the County's standards were consulted. The expected parking demand per dwelling in the document found in Table 2 of the local standards should be used to calculate the number of parking spaces that should be provided in the design of new residential developments. As shown below.

Table 4.3 West Sussex Parking Guidance

Number of Bedrooms	Number of Habitable Rooms	PBZ1	PBZ2	PBZ3	PBZ4	PBZ5
1	1 to 3	1.5	1.4	0.9	0.9	0.6
2	4	1.7	1.7	1.3	1.1	1.1
3	5 to 6	2.2	2.1	1.8	1.7	1.6
4+	7 or more	2.7	2.7	2.5	2.2	2.2

Source: West Sussex County Council: Guidance on Parking at New Developments Table 2, Para 5.2

- 4.11 Using this table, the parking demand associated with the existing building is of **10.9 spaces** (0.9 x 9 HMO/units or one-bed flats, 1.1 x 1 two-bed, 1.7 x 1 three-bed), while in the proposed scenario it would be of **11 spaces** (0.9 x 3 one-bed flats, 1.1 x 6 two-bed, 1.7 x 1 three-bed).
- 4.12 Ignoring the 0.1 difference, this confirms that there really would **not** be any increases in parking demand at all.

5 Parking Impact

- 5.1 Notwithstanding the conclusions reached in Chapter 4, that the proposed development would result in a reduction (or no change) in car parking demand (based on ADC's standards), Census data was consulted and a parking survey undertaken, to further stress that the impact on parking would be immaterial.

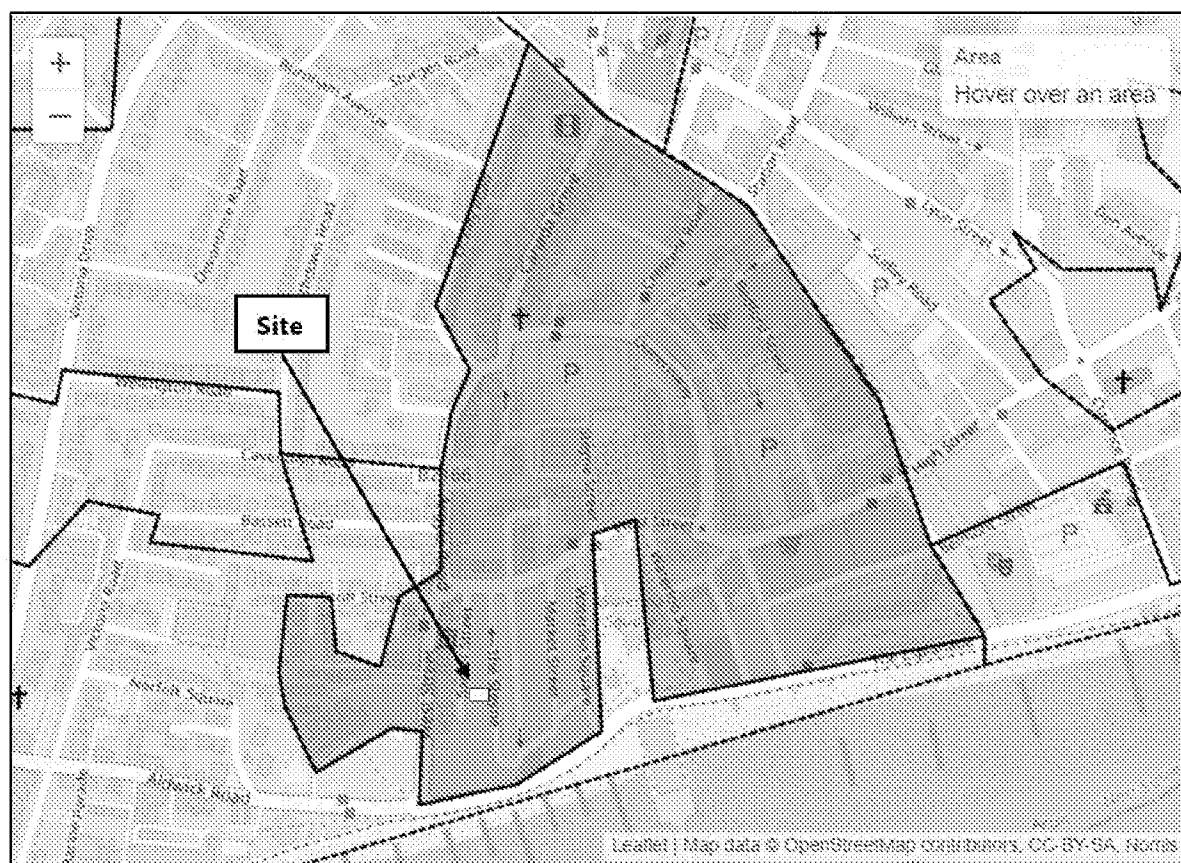
Census

- 5.2 A review of the most recent Census data for the area where the Site is located (LSOA: Arun 017D, illustrated below) revealed that the majority (55.3%) of the households in the vicinity of the Site do not have access to a car. Data from the census is shown in Table 5.1 below:

Table 5.1 2011 Census: Car Ownership

Cars	Total Number of Households	Percentage
All categories: Car or van availability	998	100.0%
No cars or vans in household	538	53.9%
1 car or van in household	384	38.5%
2 cars or vans in household	63	6.3%
3 cars or vans in household	10	1.0%
4 or more cars or vans in household	3	0.3%
Total number of cars	552	-

Source: Nomis table KS404EW - E01031436

Figure 2 LSOA Arun 017D

Source: Nomis

- 5.3 According to Census data, there are 552 cars/vans in the area and 998 households, hence an average of 0.55 cars per household. Also, looking at the data, **more than half of the local residents do not own a car**, which is a direct consequence of the Site's sustainable location and supports the plans for this development which offers no onsite parking.

Parking Survey

- 5.4 A parking beat survey was undertaken in an area of 200m walking distance from the Site, in accordance with the Lambeth Methodology and as agreed with the case officer. The survey was completed on the 3rd August to the 4th August. The key results are summarised in Table 5.2 below and the full report can be found as **Appendix A**.

Table 5.2 Parking Beat Survey

	Total Spaces	Total Available Spaces		Parking Stress	
		Wednesday	Thursday	Wednesday	Thursday
Restriction 1 – Permit Holders Only (Mon – Sat 9am-5pm)	80	4	5	96%	94%
Restriction 2 – Parking (Mon – Sat 9am-5pm) 2 hours No return or Resident Permit Holders	28	2	2	93%	96%
Restriction 3 – Parking 8am – 6pm Pay at Machine	20	4	6	80%	70%
Restriction 4 - Parking 8am – 5pm Pay at Machine (3hr Max Stay)	20	3	5	85%	75%
Restriction 7 – Single Yellow Line	20	3	2	25%	50%
Total	168	19	20	89%	88%

- 5.5 The survey has revealed that **there is** spare parking capacity in the vicinity of the Site; 19 and 20 spaces during the two nights respectively, and more than 10% of the existing provision. This excludes other parking restrictions, for example for taxis and disabled users, which would only be additional.
- 5.6 Therefore, notwithstanding the fact that the proposed development would **not** result in any additional parking stress compared to the existing (as demonstrated earlier in this report), the survey results have stresses that **there is available on street parking** in the local roads.
- 5.7 This corroborates the assertion, also made by the LHA when consulted on this scheme, that this proposal would not *"have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal"*.

6 Summary and Conclusion

Summary

- 6.1 The proposal comprises internal alterations to a building in central Bognor Regis to replace the existing five flats, a 6-bed HMO and office space to create ten flats.
- 6.2 The Site benefits from good accessibility by all modes of transport, including walking, cycling and public transport. Local transport services are located within walking distance and a number of cycle routes connect the Site to the local neighbourhoods and wider cycle network. This would support (and encourage) car free (or car light) lifestyles.
- 6.3 The proposed scheme will not provide off-street parking, in line with the current policies and principles provided by the local council (ADC). It is therefore entirely appropriate in consideration of the sustainable nature of the area where the Site is located. Future residents will be able to use sustainable modes of travel. The proposed development will provide cycle parking in accordance with the local parking standards.
- 6.4 The application of the local parking standards to the existing and to the proposed scenarios has revealed that the proposals would **not** result in any additional parking demand compared to the existing situation. To the contrary, based on ADC's standards, the proposals would result in a reduction in parking demand.
- 6.5 Local car ownership data has confirmed that more than half of the local residents do not own a car, which is a reflection of the Site's sustainable location and supports the plans for this development which offers no onsite parking.
- 6.6 Notwithstanding the above, a parking beat survey was carried out following the Lambeth methodology, as requested and agreed with the case officer; it has revealed that there is some spare parking capacity on street (19-20 spaces, in excess of 10%). Existing and future residents are and will be able to apply for parking permits.

Conclusion

- 6.7 The proposed development complies with local planning policies and best practice guidelines. It is located in a sustainable location and would not result in unacceptable pressure on the on street parking provision. It is therefore concluded, as the LHA did, that there are no reasons to refuse the application on transport or highways grounds and that planning permission should be granted.

Document Management

© 2022 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

Document Review

	Status	Author	Checker	Approver	Date
01	Draft	AM	GDG	GDG	11 08 22
-	Issue	AM	GDG	GDG	12 08 22

Parking Beat Survey

Salisbury House, The Steyne, Bognor Regis PO21 1TX



Wednesday 3rd August 2022

Thursday 4th August 2022



Created by Bert Ramos

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY	
Methodology		
Guidance	London Borough of Lambeth	
Site	Salisbury House, The Steyne, Bogno	
Survey Area	200 metre walking distance from site	
Date/s	Wednesday 3rd August 2022	Thursday 4th August 2022
Time/s	00:30 - 05:30hrs	00:30 - 05:30hrs
Beat Frequency	Snapshot between the above times	
Unit for 1 Unmarked Lengthwise Space (m)	5	
Unit for 1 Unmarked Crosswise Space (m)	2.5	
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).	
Sections of road excluded from parking capacity calculation	First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.	
Parking excluded from stress calculation	Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).	
Terminology	"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)	

PARKING STRESS TABLES

Restriction 1					Pemit Holders only (Mon-Sat 9am-5pm)					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Scott Street	15	3	0	3	3	0	100%	3	0	100%
B2166	25	5	0	5	5	0	100%	5	0	100%
Chapel Street	13	3	5	8	7	1	93%	6	0	100%
The Steyne	250	50	0	50	48	2	96%	47	3	94%
Waterloo Square	70	14	0	14	13	1	93%	12	2	86%
Total	373	75	5	80	79	4	96%	73	5	94%

Restriction 2					Parking (Mon-Sat 9am-5pm) 2 Hours No return within 2 Hours or Return					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
B2166	95	19	0	19	17	0	100%	20	0	105%
West Street	20	4	0	4	4	0	100%	4	0	100%
Chapel Street	25	5	0	5	3	2	60%	3	2	60%
Total	140	28	0	28	24	2	93%	27	2	96%

Restriction 3					Parking 8am-6pm Pay at Machine					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Aldwick Road	70	14	0	14	10	4	71%	6	6	57%
The Esplanade	30	6	0	6	6	0	100%	6	0	100%
Total	100	20	0	20	16	4	80%	12	6	70%

Restriction 4					Parking - Mon-Sat 9am-5pm Pay at Machine - Max Stay 3 Hours					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Waterloo Square	100	20	0	20	17	3	85%	13	5	75%
Total	100	20	0	20	17	3	85%	13	5	75%

Restriction 5					Parking 15mins - No Return within 1 Hour					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
The Esplanade	50	10	0	10	0	10	0%	0	10	0%
Total	50	10	0	10	0	10	0%	0	10	0%

Restriction 6					Disabled Parking					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
B2166	5	1	0	1	1	0	100%	1	0	100%
Chapel Street	5	1	2	3	2	1	67%	2	1	67%
The Steyne	5	1	0	1	1	0	100%	1	0	100%
Total	15	3	2	5	4	1	80%	4	1	80%

Restriction 7					Single Yellow Line					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
B2166	20	4	0	4	1	3	25%	2	2	50%
Total	20	4	0	4	1	3	25%	2	2	50%

Restriction 8					Taxi Parking					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	Wednesday 3rd August 2022			Thursday 4th August 2022		
					00:30-05:30hrs			00:30-05:30hrs		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
West Street	30	6	0	6	1	5	17%	0	5	0%
Total	30	6	0	6	1	5	17%	0	5	0%

Illegal/Obstructive Parking					
Location	Description	Wednesday 3rd August 2022		Thursday 4th August 2022	
		00:30-05:30hrs		00:30-05:30hrs	
		Occupied		Occupied	
Scott Street	Double Yellow	0		5	
Sadler Street	Double Yellow	0		1	
Total		0		6	

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Space or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
West Street	N E-W	Taxi Parking	30.5			30	4
West Street	N E-W	Double Yellow Lines	6.6			6	1
West Street	N E-W	Junction	14.3			10	2
West Street	N E-W	Double Yellow Lines	74.9			70	14
West Street	N E-W	Junction	13.1			10	2
West Street	N E-W	Double Yellow Lines	11.5			10	2
West Street	N E-W	Crossover	7.5			6	1
West Street	N E-W	Single Yellow Line	4.6			0	0
West Street	N E-W	Double Yellow Lines	25.3			25	5
West Street	S W-E	Double Yellow Lines	13.3			13	3
West Street	S W-E	Junction	5.6			5	1
West Street	S W-E	Double Yellow Lines	16.7			13	3
West Street	S W-E	Junction	21.7			20	4
West Street	S W-E	Double Yellow Lines	2			0	0
West Street	S W-E	Parking (Mon-Sat 9am-5pm) 2 Hours No return within 2 Hours or Resident Permit Holders	23.6			20	4
West Street	S W-E	Double Yellow Lines	3.4			0	0
West Street	S W-E	Junction	11.1			10	2
West Street	S W-E	Double Yellow Lines	12.6			10	2
West Street	S W-E	Junction	19.7			15	3
West Street	S W-E	Double Yellow Lines	52.6			50	10
Chapel Street	E S-N	Double Yellow Lines	58.3			55	11
Chapel Street	E S-N	Permit Holders only (Mon-Sat 9am-5pm)	5.1		2	5	2
Chapel Street	E S-N	Crossover	2.3			0	0
Chapel Street	E S-N	Permit Holders only (Mon-Sat 9am-5pm)	7.5		3	7.5	3
Chapel Street	E S-N	Disabled Parking	5.3		2	5	2
Chapel Street	E S-N	Double Yellow Lines	9.7			6	1
Chapel Street	N E-W	Double Yellow Lines	49.3			45	9
Chapel Street	N E-W	Crossover	6.5			5	1
Chapel Street	N E-W	Double Yellow Lines	2.5			0	0
Chapel Street	N E-W	Parking (Mon-Sat 9am-5pm) 2 Hours No return within 2 Hours or Resident Permit Holders	28.7			25	5
Chapel Street	N E-W	Double Yellow Lines	10.3			10	2
B2166	E S-N	Double Yellow Lines	11.6			10	2
B2166	E S-N	Parking (Mon-Sat 9am-5pm) 2 Hours No return within 2 Hours or Resident Permit Holders	26.8			25	5
B2166	E S-N	Double Yellow Lines	7.6			6	1
B2166	E S-N	Permit Holders only (Mon-Sat 9am-5pm)	29			26	6
B2166	E S-N	Double Yellow Lines	10.2			10	2
B2166	E S-N	Parking (Mon-Sat 9am-5pm) 2 Hours No return within 2 Hours or Resident Permit Holders	26.9			25	5
B2166	E S-N	Disabled Parking	6.6			5	1
B2166	E S-N	Parking (Mon-Sat 9am-5pm) 2 Hours No return within 2 Hours or Resident Permit Holders	45.1			45	9
B2166	E S-N	Double Yellow Lines	18.3			15	3
B2166	E S-N	Double Yellow Lines	43.1			40	8
B2166	W N-S	Double Yellow Lines	10.6			10	2
B2166	W N-S	Single Yellow Line	22			20	4
B2166	W N-S	Double Yellow Lines	23.1			20	4
B2166	W N-S	Junction	7.4			5	1
B2166	W N-S	Double Yellow Lines	68.3			65	13
B2166	W N-S	Junction	10			10	2
B2166	W N-S	Double Yellow Lines	95			95	19
Scott Street	N E-W	Double Yellow Lines	95			95	19
Scott Street	N E-W	Permit Holders only (Mon-Sat 9am-5pm)	15.3			15	3

Scott Street	S W E	Double Yellow Lines	34			30	4
Scott Street	S W E	Crossover	6			5	1
Scott Street	S W E	Double Yellow Lines	65.1			65	13
Aldwick Road	N E W	White Zig Zag Lines	41			40	4
Aldwick Road	N E W	Double Yellow Lines	44.2			40	4
Aldwick Road	N E W	Crossover	10.6			10	2
Aldwick Road	N E W	Double Yellow Lines	35			35	7
Aldwick Road	S W E	Double Yellow Lines	5.7			5	1
Aldwick Road	S W E	Parking 8am-6pm Pay at Machine	70			70	14
Aldwick Road	S W E	Bus Stop	16			15	3
Aldwick Road	S W E	White Zig Zag Lines	38			35	7
The Esplanade	S W E	Double Yellow Lines	212			210	42
The Esplanade	S W E	White Zig Zag Lines	26.5			25	5
The Esplanade	S W E	Double Yellow Lines	56.4			56	11
The Esplanade	S W E	White Zig Zag Lines	42.7			40	8
The Esplanade	N E W	White Zig Zag Lines	28.4			25	5
The Esplanade	N E W	Junction	21.8			20	4
The Esplanade	N E W	Double Yellow Lines	7.3			5	1
The Esplanade	N E W	Parking 15mins - No Return within 1 Hour	52.5			50	10
The Esplanade	N E W	White Zig Zag Lines	19.7			15	3
The Esplanade	N E W	Junction	29			25	5
The Esplanade	N E W	Double Yellow Lines	19.7			15	3
The Esplanade	N E W	Parking 8am-6pm Pay at Machine	33.1			30	6
The Esplanade	N E W	Double Yellow Lines	99.8			95	19
Sedler Street	W N S	Double Yellow Lines	108.7			105	21
Sedler Street	E S N	Double Yellow Lines	108.7			105	21
The Stayne	Outer Ring	Double Yellow Lines	195.3			195	27
The Stayne	Outer Ring	Junction	6.4			5	1
The Stayne	Outer Ring	Double Yellow Lines	141			140	26
The Stayne	Inner Ring	Double Yellow Lines	6.4			5	1
The Stayne	Inner Ring	Permit Holders only (Mon-Sat 9am-5pm)	68.3			65	13
The Stayne	Inner Ring	Crossover	3			0	0
The Stayne	Inner Ring	Permit Holders only (Mon-Sat 9am-5pm)	66.1			65	13
The Stayne	Inner Ring	Double Yellow Lines	30.9			30	6
The Stayne	Inner Ring	Disabled Parking	6.7			5	1
The Stayne	Inner Ring	Permit Holders only (Mon-Sat 9am-5pm)	57.2			55	11
The Stayne	Inner Ring	Crossover	3			0	0
The Stayne	Inner Ring	Permit Holders only (Mon-Sat 9am-5pm)	69.9			65	13
The Stayne	Inner Ring	Double Yellow Lines	4.8			0	0
Market Street	W N S	Double Yellow Lines	129.1			125	25
Market Street	E S N	Double Yellow Lines	2.5			0	0
Market Street	E S N	Junction	10.2			10	2
Market Street	E S N	Double Yellow Lines	121.6			120	24
Manor Place	S W E	Double Yellow Lines	65.4			65	13
Manor Place	N E W	Double Yellow Lines	63.7			60	12
Waterloo Square	W N S	Double Yellow Lines	14.9			10	2
Waterloo Square	W N S	Permit Holders only (Mon-Sat 9am-5pm)	34.4			30	6
Waterloo Square	W N S	Double Yellow Lines	20.9			20	4
Waterloo Square	W N S	Permit Holders only (Mon-Sat 9am-5pm)	40			40	4
Waterloo Square	W N S	Double Yellow Lines	10.4			10	2
Waterloo Square	W N S	Junction	9.7			5	1
Waterloo Square	W N S	Double Yellow Lines	37.5			35	7
Waterloo Square	E S N	Double Yellow Lines	44.7			40	8
Waterloo Square	E S N	Parking - Mon-Sat 9am-5pm Pay at Machine - Max Stay 3 Hours	100.1			100	20
Waterloo Square	E S N	Double Yellow Lines	17			15	3