



**Our proposal to build covered tennis courts in  
Overtoun Park creating a vibrant community hub**

## **ANNEX 1**

**Issue 1.0**  
**27<sup>th</sup> August 2021**



[www.RutherglenLTC.com/Project100](http://www.RutherglenLTC.com/Project100)  
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1

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# ISSUE RECORD

Issue	Date	Description
0.4	13/8/2021	<ul style="list-style-type: none"><li>Issued to South Lanarkshire Council for comment/review. Note, this issue only includes the car parking survey data available up to the point of issue (1 week's worth), but has been written from the perspective of the survey being complete. It is therefore provided to SLC to allow them to provide feedback on the overall approach rather than the specifics of the data which is incomplete.</li></ul>
1.0	27/8/2021	<ul style="list-style-type: none"><li>First formal issue to South Lanarkshire Council. Updated to address comments/feedback and incorporate the full and final results of the car parking study.</li></ul>

# CONTENTS

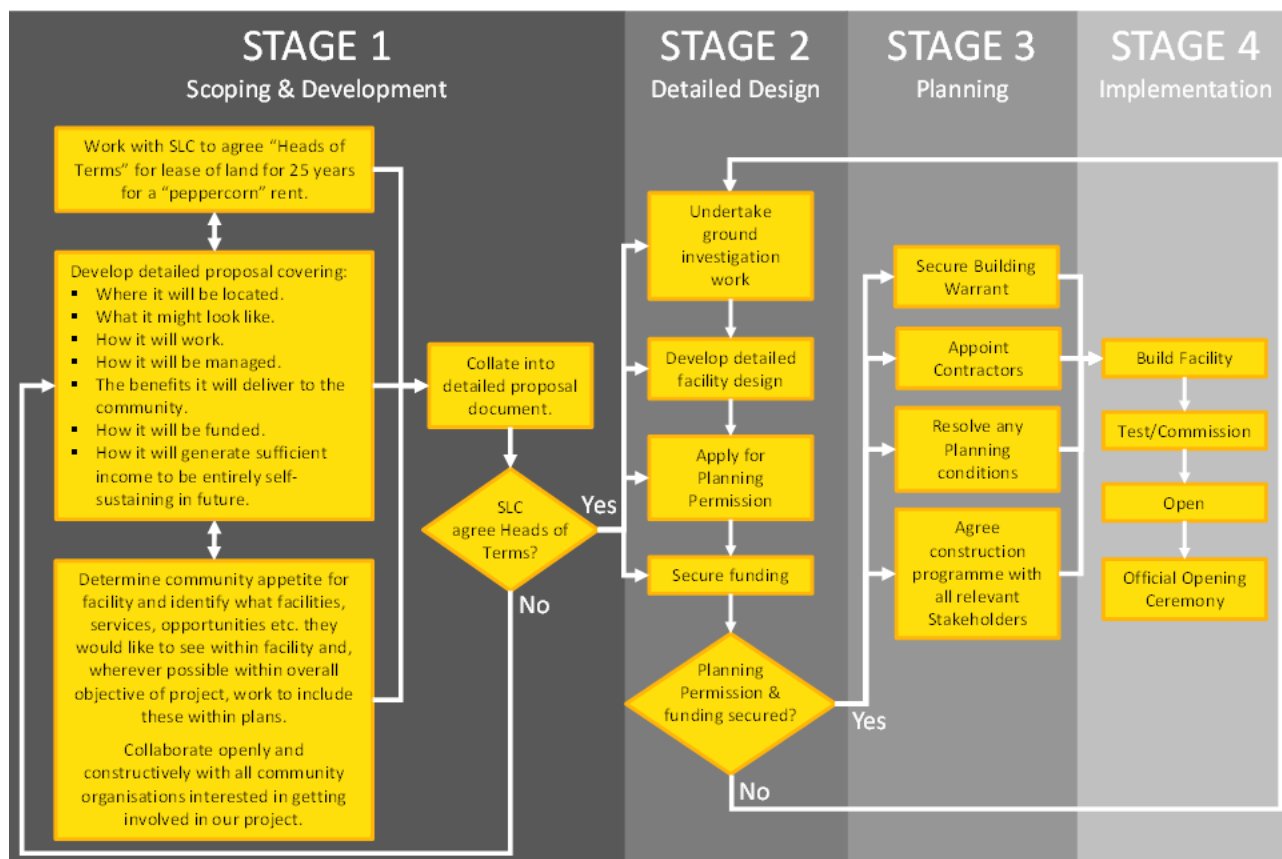
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1. INTRODUCTION .....	4
1.1 BACKGROUND .....	4
2. ADDRESSING THE CONCERNS.....	6
2.1 LOSS OF GREEN SPACE .....	6
2.2 NOISE .....	7
2.3 LIGHT POLLUTION.....	7
2.4 PUBLIC ACCESS/COMMUNITY BENEFIT .....	7
3. CAR PARKING STUDY .....	12
3.1 BACKGROUND .....	12
3.2 PARKING ANALYSIS.....	13
3.3 PARKING OPTIONS.....	17
3.4 PARKING IMPACT ASSESSMENT .....	18
3.5 CONCLUSIONS .....	19
4. MAIN CONCLUSIONS .....	20
APPENDIX 1: Car parking study .....	21
APPENDIX 2: Car parking survey camera positions and typical images .....	24
APPENDIX 3: Example of raw data from car parking study .....	26
APPENDIX 4: Aggregated data from car parking study .....	27

# 1. INTRODUCTION

## 1.1 BACKGROUND

Rutherglen Lawn Tennis Club (RLTC) are following the route-map illustrated in **Figure 1** to attempt to build some covered tennis courts in Overtoun Park as part of a vibrant community hub which will provide facilities and opportunities for everyone to enjoy.



**Figure 1: Project Route-Map**

In November 2020 we submitted a detailed proposal to South Lanarkshire Council (SLC) in support of our application, through a "Heads of Terms" agreement, to secure a 25-year lease of the site on a peppercorn rent basis. This proposal document can be viewed by clicking the link below and represents the culmination of Stage 1 of this route-map.

<https://www.rutherglenlrtc.com/wp-content/uploads/2021/01/Rutherglen-LTC-Overtoun-Covered-Courts-Proposal-Document-Issue-2.0-Full-Proposal.pdf>

With "Heads of Terms" agreement we would then have a window of opportunity and security on the site to work to deliver the project via successive stages.

From the Council's initial consideration of our proposal, a number of representations have been made, including from local residents, which raised questions and expressed some concerns about our plans.

RLTC wishes to address these representations as an Annex to our proposal document. This report serves this purpose and should therefore be read in conjunction with the above main document.

Whilst our detailed proposal directly addresses all of the concerns raised and there are no new issues identified, this Annex amplifies our response to these representations. Hopefully this additional assessment demonstrates that the issues are not prejudicial to the positive merits of the proposal and can be reasonably addressed through the lease terms, planning and design processes as necessary (Stage 2).

Accordingly, we hope our proposals will be reported to the next available Committee in September 2021 with a recommendation to approve the "Heads of Terms".

To balance up the concerns expressed through this process it is worth briefly revisiting the findings of the extensive Public Consultation we conducted in support of our detailed Proposal Document. We received a total of 679 responses to our on-line community survey and the key findings were:

- 82% of respondents indicated that they supported the proposal fully and a further 9% that they tended to support it. So, overall, 91% of respondents are supportive of our plans.
- A very substantial majority (90%) considered that this was a suitable location compared to 8% that indicated it was not and 2% of respondents who provided a “don’t know” response.
- The highest level of interest in any of the elements of the proposal was for the café, with 85% of survey respondents indicating an interest in this (the figure again being particularly high amongst existing park users at 87%). This validates our vision of the café serving as the heartbeat of this vibrant community hub.
- 66% indicated an interest in access to the toilets, which would be available for public use and 34% in use of the secure, covered bicycle storage facility.
- A substantial majority of respondents felt that the proposal would have a positive effect on the community:
  - 74% felt it would increase participation in sport.
  - 72% felt it would improve people's physical health.
  - 71% felt it would improve people's mental health.
  - 71% felt it would helping bring people in the community together.
  - 70% felt it would enhance people's pride in their community.

## 2. ADDRESSING THE CONCERNS

The representations received, including those from local residents, highlight the following concerns:

- Loss of green space.
- Noise.
- Light pollution.
- Parking.
- Public access/community benefit.

Whilst our detailed Proposal Document directly addresses all these concerns and there are no new issues raised through these representations, we do recognise that as a 203-page document there is a huge volume of information which is not easy to digest.

The following sub-sections therefore address the specific concerns raised separately by signposting and highlighting the information presented in our detailed Proposal Document and elaborating on this where required to fully address the concerns raised.

Given the significance of car parking, this is covered as a separate section (see Section 3) which includes the findings of an additional survey conducted by us to explore the particular concerns about increased on-street parking in neighbouring residential streets.

### 2.1 LOSS OF GREEN SPACE

*This issue is addressed in Section 3.13.1 of our Proposal Document.*

Clearly this development will result in a loss of greenspace. As illustrated in Appendix 2 of our detailed proposal document, excluding the landscaping around the structure (grass verges, fencing and cycle/footpath) our building will take up around one third of the grassy area between the BMX track and Overtoun Park Bowling Club.

Our Public Consultation has demonstrated that there are wildly different views on what benefits this area of public land offers to the local community. Whilst a small number say that it is very well used and extremely popular, there is a much bigger group who view it as boggy unusable space. Whilst this is very much anecdotal feedback, our detailed survey concluded that a very substantial majority (90%) considered that this was a suitable location for our proposed facility.

Whilst our club certainly does not condone losing greenspace – we are an outdoor sports club which hugely values the great outdoors and open spaces – it is our strong belief that our proposed facility will offer way more to the local community than in its current state, on the basis that:

- The facility will deliver the wide community benefits described in Section 2.4.
- As described in Section 3.12 of our Proposal Document, our facility will improve the current flooding problems as the rainwater that falls onto the building will be collected and discharged into the groundwater system rather than accumulating within this grassy area. Also, as described in Section 7.2.11 of our Proposal Document, there are opportunities to hugely improve the quality of the remaining grassy area so that, even although a smaller space, it will be used by more people than present.
- Our community café, public toilets and secure bike storage will attract more people into this area of the park.
- With our proposed landscaping around the structure and ideas for an outdoor seating area, this area of the park will be much more appealing than present, again attracting more people.
- Whilst the facility would result in a loss of passive open space (grass) it will be replaced with active space in form of sports facilities accessible to the general public as described in Section 2.4.

Yes, our proposal will result in a loss of some green space, but with our ideas and vision, we believe we can hugely enhance this area of the park, allowing many more people to benefit from the remaining space than currently do across the whole plot, not to mention benefit from the community hub that lies within.

## 2.2 NOISE

*This issue is addressed in Section 3.13.4 of our Proposal Document.*

The new facility will generate some noise. In terms of the noise generated from tennis activities (ball striking, line calling etc.) this will be less than from the outdoor blaes courts that previously existed in this location in the park due to them being enclosed. In addition, the covered courts will be sited further from the houses on Overtoun Drive than the old courts. The noise generated from other activities will be low given that they will be contained within a fabric structure and the strict operating hours will mean that the facility will be closed at 10pm each night at the latest.

We therefore do not believe our facility will pose any noise nuisance to local residents, but as described in our Proposal Document, we are committed to working with SLC planners and other interested groups during the design and planning stage (Stage 2 as illustrated in our route-map shown in **Figure 1**) to achieve this position.

## 2.3 LIGHT POLLUTION

*This issue is addressed in Section 3.13.3 of our Proposal Document.*

The tensioned fabric skin will be semi-translucent to avoid the need to operate court lighting during daylight hours. This will reduce operating costs as well as its carbon footprint. In addition, it will help achieve the “outdoors-indoors” feel we are trying to achieve.

Consequently, there will be some light spillage during hours of darkness when the court lights are on. However, this spillage will manifest as subtle glow rather than any direct shine/glare from external floodlights such as those at our Viewpark and Burnside courts. There will be no direct sight of any lighting from outside the structure. In addition, as per our existing facilities, the proposed covered courts would close at 10pm each night when all lights would be turned off.

Based on this design and operating hours, we do not believe our facility will pose any light pollution nuisance to local residents, particularly given the proposed siting of the facility away from the houses along Overtoun Drive and Johnstone Drive. However, once again, we are committed to working with SLC planners and other interested groups during the design and planning stage to achieve this position noting that there are different design options that we could pursue which would change the characteristics of such light spillage and indeed eliminate it all together.

## 2.4 PUBLIC ACCESS/COMMUNITY BENEFIT

*The fundamental objective of our proposal is to build a thriving community hub that offers facilities and opportunities that everyone can enjoy, hence this issue is covered throughout our Proposal Document, but specifically within Section 7.*

There seems to be a view being perpetuated by some that we are an exclusive, elite tennis club looking to grab public land to serve our own purposes and benefit a handful of privileged individuals. This couldn't be further from the truth:

- We are a not-for-profit community club. It is written into our constitution that no individual should benefit financially from our activities, that our fundamental objective is to serve and support the local community, that the club's grounds and facilities cannot be sold for private gain and that if the club is dissolved, the assets must be retained by the local community. RLTC is therefore effectively custodians of a community facility.
- Through the work of a wide pool of highly capable and enthusiastic volunteers we give hundreds of people, young and old, and from all walks of life, the chance to enjoy the enormous health and social benefits tennis delivers in a fun and supportive environment. We've helped people tackle challenges such as obesity, stress, anxiety, bereavement and disability to make them fitter, happier and healthier.
- With our club run by volunteers who receive no remuneration, all the money we make goes into improving our facilities and doing more to support our local community. This is the unique benefit of our club and something that cannot be delivered by a private organisation or council who must pay salaries and return a profit.
- Anyone can join our club and we are accessible and affordable. A full adult membership costs £216 per year. This allows you to play whenever and as often as you want with the use of floodlights absolutely free. So, for someone who plays 5 times per week for an hour at a time (and there are many of our members who do) this costs less than £1 per session. Our Junior Membership costs £72 which is less than £1.50 a week. All our membership fees can be paid monthly to make payment



easier. We regularly benchmark our membership fees against other tennis clubs and given the range of facilities and opportunities we provide, we believe we deliver the best value for money of any club in South Lanarkshire and the wider Glasgow area.

- You don't have to be a member of RLTC to enjoy our facilities:
  - Our Coaching Programme is open to non-members and at typically £5/hour for a coached session we believe this represents excellent value.
  - Our "Junior Aces" class which runs every Monday after school is absolutely FREE and gives children outside of the club and from across the local community the chance to play tennis.
  - All our regular open days, fun days and social events are open to non-members, the majority of which are FREE.
- As described in Section 6 of our detailed Proposal Document, we open our doors to local community groups in the following ways:
  - Over the last 5 years, our McDonald's sponsored Schools Programme has given over 2,000 local school children the chance to play tennis for free. Whilst currently on hold due to COVID-19, we work actively with 14 local primary schools as well as providing coaching in a local Additional Support Needs (ASN) High School.
  - One of the big highlights of our calendar is the one-day competition which forms the finale of our annual Schools Tennis Festival; a week of FREE tennis for P3/P4 children delivered and funded by us.
  - We believe we are the only club in Scotland which offers Additional Support Classes including wheelchair tennis to non-members entirely FREE.
  - We partner with local community organisations and youth groups to provide FREE tennis in some of the most deprived parts of South Lanarkshire and the wider Glasgow area.
- In addition to raising considerable sums to improve our own facilities and fund the community programmes described above, we've applied our imagination, creativity and enthusiasm to raise over £20,000 for a number of local and national charities.

Our club is driven by a large team of passionate, committed volunteers who dedicate a huge amount of their own time to look after and manage our facilities to provide opportunities the whole community can enjoy. They all share our passion to serve the local community and are extremely proud of our growth and success and the difference we make to people's lives. This "for members, by members" ethos allows us to provide exceptional facilities and opportunities which are highly accessible and affordable.

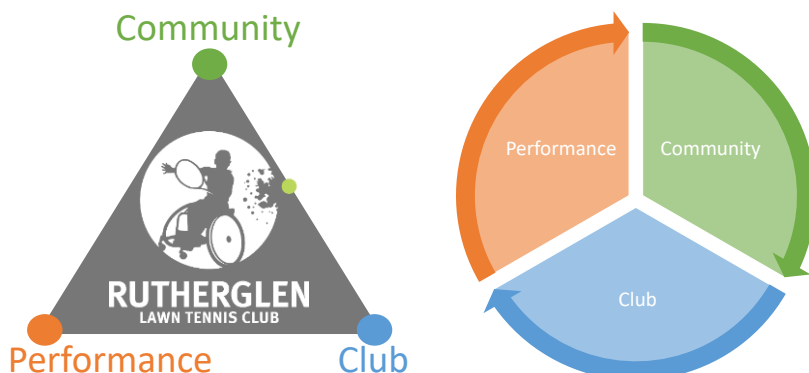
We believe this "for members, by members" volunteer ethos can be readily extended to manage this new facility providing even greater benefits to the local community.

Talented, capable people giving up their time and seeking no financial reward to run a facility which is open and accessible to the general public and operated on a not-for-profit basis represents an unrivalled economic model when considering value to the local community. In addition, we will build, own and operate this facility on a fully sustainable basis, thereby delivering all these benefits at no cost or risk to SLC or the local community.

Yes, our club will benefit from the facility – why would we put in so much time, effort and trouble to deliver this project if we didn't? We will get access to covered courts delivering all the benefits they will provide and allowing us to further grow and expand as described in Section 6.2.1 of our detailed Proposal Document.

However, our plans are much more than just about our club. Our recipe for success boils down to three key ingredients; community, club and performance.

A strong **community** programme gives hundreds of people of all ages, backgrounds and abilities the chance to try tennis. Those who catch the



bug feed into our club programme and those who are really talented and committed feed through into our performance programme.

A strong **club** programme attracts lots of members, which in turn creates lots of playing opportunities for all ages and abilities, establishes teams at all competitive levels and a social scene to suit all tastes and interests. This creates a critical mass which attracts even more members and so the cycle continues. A vibrant, healthy and welcoming club environment encourages those accessing our facilities from the community to join the club. Those members who want to take their tennis to the next level can join our performance programme.

A strong **performance** programme attracts more members into the club. It drives up standards, further attracting more members and it inspires those accessing our facilities from the community to take up the game or simply to come to our facilities to watch, interact and enjoy.

So, from a cynical perspective, opening our facilities to the local community helps our club. But we're not cynical people – we're passionate about sharing our facilities with the community to do good. It's written into our constitution and part of the DNA of our pool of volunteers who uphold these values in everything they do.

Our vision delivers a symbiotic relationship where a not-for-profit tennis club can help the community and vice versa. The busier and livelier the facility, the better it is for our club. The healthier our club, the more we can do for the local community.

More specifically, the general public will benefit from our proposed facility in three main ways:

**1) As a new tennis facility:**

- The courts will be open and accessible to the local community on a pay-as-you-go basis. With our strong cost focus on the design of the facility and a careful blend of commercial enterprise and our voluntary ethos in how we operate and manage it, we believe these will be the cheapest covered tennis courts in Scotland.
- We will employ a flexible charging tariff to further discount court hire during quieter periods to ensure the facility is well used and make it further accessible and even more affordable.
- We will provide slots each day available FREE on a first-come-first-served basis to make tennis truly accessible to all.
- They would be welcome to join our club.

*We believe there is a strong appetite for a public tennis facility in the area having lost a number of council run tennis courts over the last couple of decades. Our Public Consultation survey showed that 51% of respondents would be interested in using the tennis courts on a pay-as-you-play basis. In addition, the survey showed that 48% of respondents would be interested in using the tennis courts as a member of RLTC.*

*In terms of the balance of use of the tennis courts between community, club and performance elements, whilst this would be determined during Stage 2 in conjunction with all stakeholders, we would anticipate it being around 40:40:20 so club members and the wider community would have similar access.*

**2) Through wider facilities and opportunities:**

- Visitors/spectators encouraged and warmly welcomed. One of the consistent messages we hear from all the community groups we've engaged with is that there is a need for a safe place for people to go and be entertained and stimulated. We believe our facility would provide this.
- Café and social space open to the public. We see the café as the heartbeat of the facility as described in detail in Section 7.2.1 of our Proposal Document which includes an expression of interest from an operator. In return for a peppercorn lease (we would mirror our not-for-profit model on the café operator), they will play an active role in the management of the facility, providing a warm, friendly welcome to everyone who visits the centre and help reduce our operating costs to allow us to do even more for the local community. In addition, they will ensure that their menu is affordable and healthy and meets the needs of the facility users. They also have lots of great ideas about engaging with the community through regular events, including:

- Monthly tea dances for pensioners.
- Monthly themed "street food" evenings.
- Food tasting evenings.
- Cookery classes.

They are also keen to use this opportunity to train adults with learning disabilities as well as provide an opportunity for people to volunteer.

As described in Section 7.3.2 of our Proposal Documents, produce from the neighbouring Grow73 community garden will be routed directly into our community café creating a very healthy, sustainable and ethical food chain.

FREE WiFi will be available throughout the café area and social space. We think this will be very popular with the local community in a post COVID-19 working environment where more people will be working from home but will be looking for a homely, public space to work and socialise nearby.

We would also intend to provide a few free to use internet connected PCs to allow those who don't have computer access at home to use basic facilities in a safe and supportive environment.

- Toilets available for public use.
- FREE Table Tennis, Table Football and Pool. We will scatter a number of table tennis tables, pool tables and table football tables in free spaces around the facility which will be entirely free to use. These will be very popular with users of the facility but will also attract people in from the wider park/neighbourhood, again helping build the thriving community hub we're striving to achieve. We recognise the strong community appetite for free activities for kids to enjoy and we believe this offering will be attractive to them. It will give them a home from home to enjoy, socialise and be proud of.
- Community cinema showing classic films and big sporting action.
- A tennis shop and racket restringing service meeting the huge demand for this in the local area.
- A physiotherapy and sports injury clinic.

*Many experts are forecasting that in a post coronavirus society more people will work from home and will be looking to use local amenities and facilities. This will change communities and neighbourhoods. We see our plans as being very much complementary to this "new normal" – a place to work, meet, eat, exercise and socialise right in the heart of our local community.*

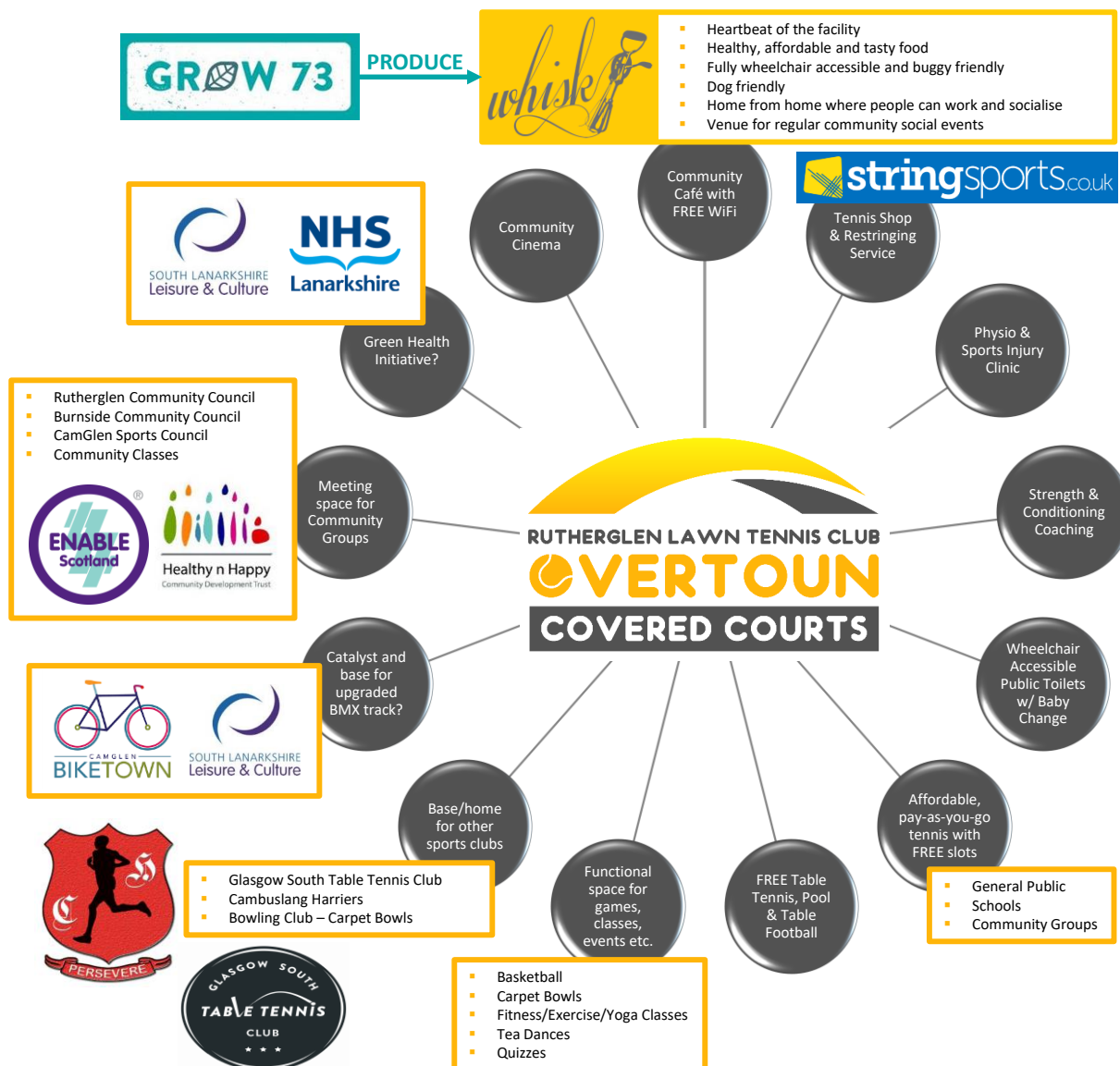
### 3) As a community hub:

- As described in detail in Section 7 of our Proposal Document, we want this facility to act as a framework for a vibrant and diverse community hub to grow and thrive. This is key to our plans and we have held detailed and productive discussions with a range of community groups and organisations who will be able to benefit from this facility. Some examples include:
  - Use of flexible/functional spaces available for community use (dance, fitness, yoga, exercise, fitness, art classes etc., meetings etc.).
  - Providing a friendly home from home for other sport clubs to use, enhancing their offering to their members (e.g. Cambuslang Harriers and Glasgow South Table Tennis Club who have both shown a very keen interest).
  - The huge health benefits in the activities that we will be promoting within our facility. As described in Section 7.3.1 of our Proposal Document, we are very keen to make our facilities available to the NHS through the "social prescribing" initiative being trialled under NHS Lanarkshire's "Green Health Initiative".

Whilst the driving force behind this proposed facility is tennis, we see it being much, much more than this. Tennis provides the structure on which we want to build a vibrant hub of activity that the whole community can enjoy.

Through our passion and commitment to make this project a reality, we have invested a great deal of time and effort into building relationships with local businesses, enterprises, community organisations and groups to deliver the vibrant community hub we want to achieve. But this is no pipe dream, we have identified organisations who share our ethos and vision and want to work with us to achieve this goal. Clearly not all of these relationships will come to fruition, but we believe there is enough interest here to show that this dream is achievable, and this groundwork will provide a solid foundation to build this diverse, thriving community hub as part of Stage 2. We also recognise that as we continue to develop our plans and word spreads, more interested parties will come forward delivering even more potential benefits to the community.

**Figure 2** provides an illustration of the thriving community hub this facility could establish.



**Figure 2:** A broad and diverse Community Hub offering something for everyone

## 3. CAR PARKING STUDY

### 3.1 BACKGROUND

Our goal is to build a thriving community hub that everyone can enjoy. An inevitable outcome of this success will be that it attracts lots of people, some of whom will travel by car.

We do not want to provide car parking within the park for the following reasons:

- We do not want to take-up any more green space than is strictly necessary to build our facility.
- We want to keep the cost of the facility as low as possible to make it achievable in the first instance and viable in the long-term.
- It is likely that any spaces we did provide would be used by other park users, negating the benefit to our facility.

In addition, we recognise that we must avoid a significant increase in parking within the surrounding streets to avoid the centre impacting negatively on local residents. This view was very much echoed through the results of the detailed Public Consultation we conducted (see Section 8 of Proposal Document). Parking was identified as the second biggest concern with 38% of respondents describing this as a slight concern and a further 16% as a significant concern. Understandably this was a much more common concern amongst immediate neighbours to the north of the park with 65% of these describing it as a "big" concern.

Recognising the huge community support for our plans and recognising that car parking is likely to be the biggest hurdle to us agreeing "Heads of Terms", we were very keen to try and find a proactive solution to this problem which was acceptable to all involved parties allowing us to progress.

In our detailed Proposal Document (see Section 3.13.5) we set out a proposal whereby we would utilise the neighbouring Rutherglen Primary Care Centre (RPCC) car park to accommodate all cars visiting our facility. At weekends and weekday evenings, when the RPCC is closed, there would be more than sufficient spaces for our needs. During RPCC operating hours (weekday daytime) this car park can be very busy, so our proposal was based on us building, as part of our project and entirely at our cost, the additional car parking spaces required to accommodate our additional needs during these times. These spaces would be created by repurposing the existing grass verge that borders the neighbouring residential care home. Fortunately, our analysis shows that demand for parking for our facility will be lightest during RPCC operating hours and heaviest outside of these hours when the RPCC car park is generally empty. These operating regimes therefore complement each other nicely meaning that only a small increase in car parking spaces within the RPCC would ensure that our needs were met without impacting on RPCC parking provision.

Whilst we could designate these additional bays "tennis centre only", it was our suggestion that they be left undesignated allowing them to benefit the RPCC when not used in quieter periods by us, thus helping to address, to a small degree, wider car parking issues in the local area.

This solution would deliver the following benefits:

- 1) It provides sufficient spaces for all additional cars thereby avoiding any additional parking in neighbouring streets.
- 2) It keeps the entrance away from Overtoun Drive, reducing the impact of the facility on these residents and avoids additional traffic up Johnstone Drive, beyond the turn-off to the RPCC, and into Overtoun Drive.
- 3) We would install the additional car parking spaces required and mark-out a safe pedestrian pathway leading from these spaces into our facility. Also, as part of this work, we would repaint all bays, markings etc. to tidy-up the overall car park benefitting the RPCC. This would be done entirely at our cost.
- 4) It establishes a main entrance to our facility off the RPCC car park, making it readily accessible to their staff allowing them to enjoy the following benefits:
  - RPCC staff welcome to pop into the community café anytime for a coffee, healthy breakfast, lunch etc. to either sit-in or takeaway.
  - RPCC staff welcome to use our covered, secure bike storage to encourage them to cycle to work.

- RPCC staff able to access our facility for classes, lessons etc. before or after work or during lunchbreaks. Dedicated classes could be provided for this purpose.
  - RPCC staff discount available in community café.
  - RPCC staff discount available for "pay-as-you-go" court bookings and organised coaching.
  - RPCC staff receive RLTC membership discount.
- 5) The direct access to our facility from the RPCC could be of huge benefit to patients also. There are huge health benefits in the activities that we will be promoting within our facility. For example, there is a lot of research which shows that table tennis is hugely beneficial in helping those with Parkinson's disease or suffering from Alzheimer's. We are therefore very keen to make our facilities available to the NHS through the "social prescribing" initiative being trialled under NHS Lanarkshire's "Green Health Initiative". We therefore have the opportunity to create a range of opportunities for people to get exercise within a safe and supportive environment on the doorstep of RPCC and this is something we would be extremely keen to progress with relevant stakeholders during Stage 2.

Through a combination of ongoing uncertainty regarding NHS Lanarkshire's support of this proposal and SLC seeking to understand the impact of our facility on parking in neighbouring streets if such an agreement cannot be reached, we have sought to explore other potential parking solutions to see if a viable alternative can be found.

### 3.2 PARKING ANALYSIS

To help identify and assess the viability of other potential parking solutions beyond that presented in our Proposal Document, we have completed a detailed parking analysis which comprises two parts:

- 1) A study of how we think users will travel to our facility to determine the maximum number of additional cars that we would expect will require parking at any given time throughout a typical week.
- 2) A survey of how many cars currently park on Overtoun Drive<sup>1</sup> during the proposed operating hours of our facility to help determine whether this street could accommodate some additional parking from our facility without causing disruption/congestion.

The findings of these respective parts are presented in the following sub-sections.

#### 3.2.1 Part 1: Study of additional parking needs

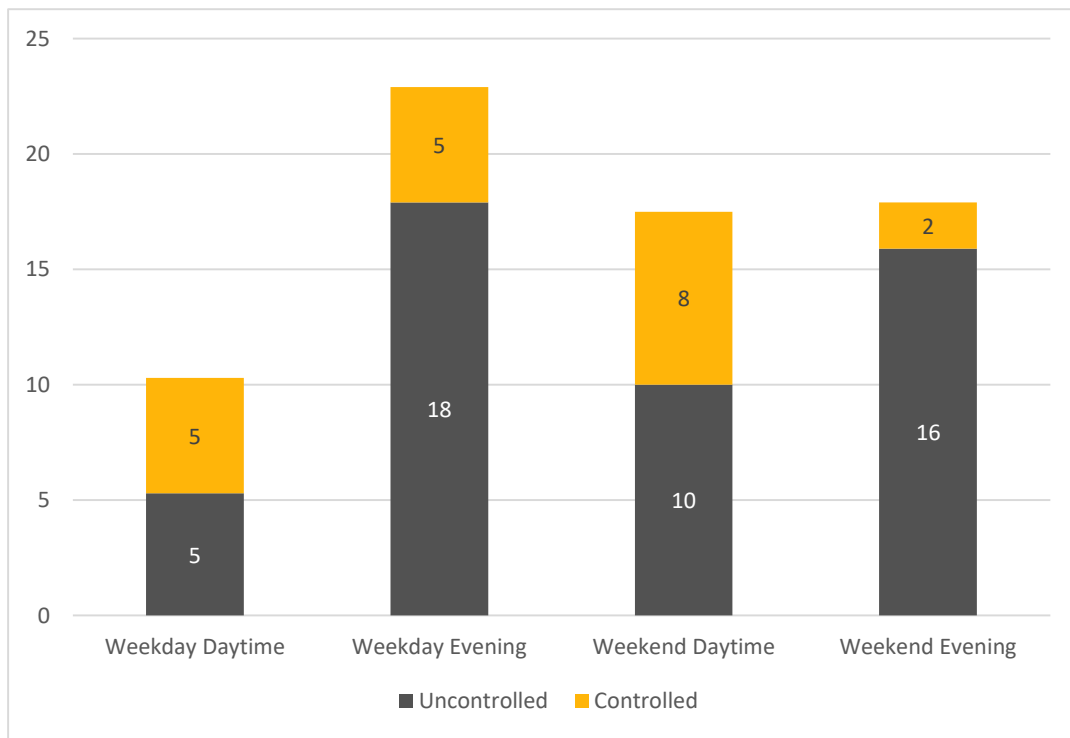
We have completed a detailed study of how we think users will travel to our facility to determine the maximum number of additional cars that we would expect will require parking at any given time throughout a typical week, broken down as follows:

- Weekday – Daytime.
- Weekday – Evening.
- Weekend – Daytime.
- Weekend – Evening.

The findings of this analysis are presented in **Appendix 1** and summarised in **Figure 3**.

<sup>1</sup> The focus here is on Overtoun Drive as this is the nearest residential street to our facility. Clearly any additional on street parking could be dispersed around various neighbouring streets, but the view we've taken is that if all of this parking is focussed on Overtoun Drive and doesn't have any significant impact, then wider dispersed parking will have a lesser effect – hence representing a bounding, conservative assessment. Furthermore, we believe that given it's length and width, and with properties only along one side of this road, it is the best location for any additional parking. In particular, we would not recommend any additional on street parking on Johnstone Drive. This is a busy street with double yellow lines on the south side from Stonelaw Road to beyond the Overtoun Drive junction. The north side has regular residential parking for the tenement flats. There are also driveways on the north side from the BMX track westwards.





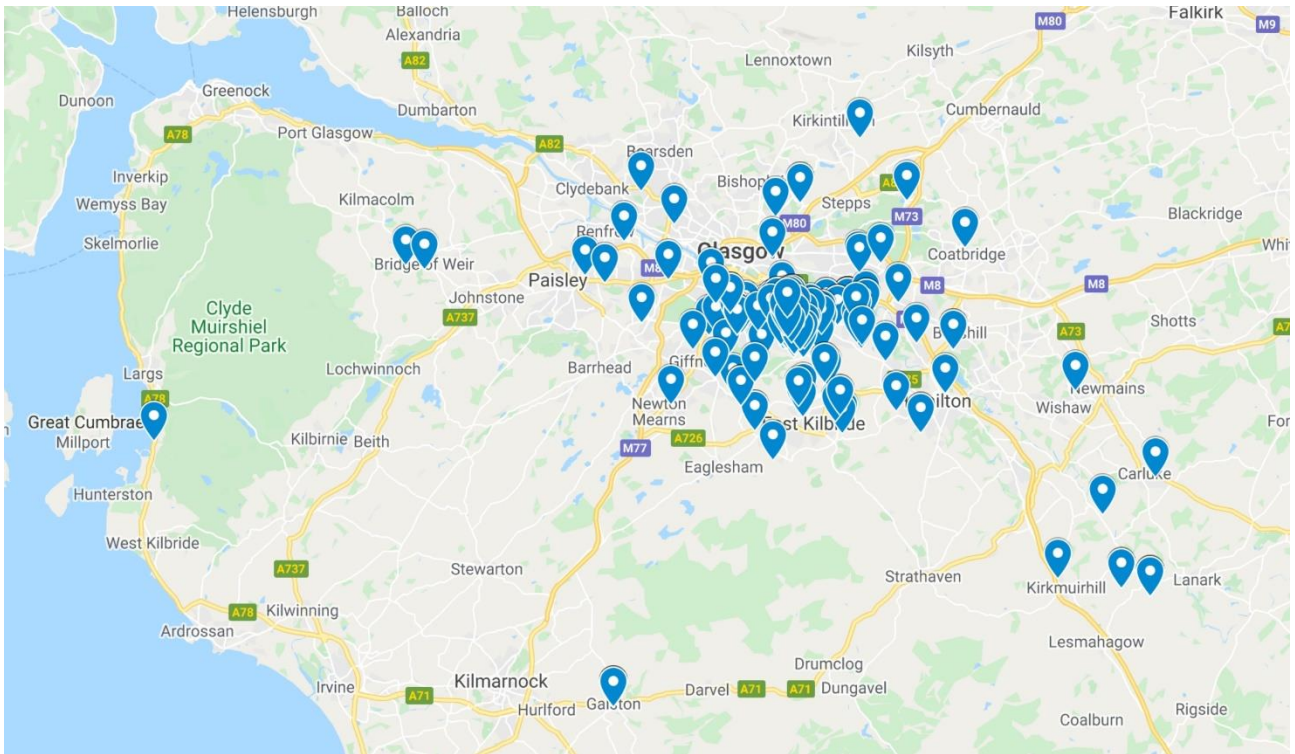
**Figure 3: Car Parking Analysis – Key Findings**

“Controlled” parking relates to members of staff or club officials who will work/volunteer at the facility (e.g. club volunteers, coaches, café workers, shop workers etc.) and whom we can dictate where they park. “Uncontrolled” parking is everyone else – all the users of the facility whom we can try and influence where they park via communications, notices etc. but ultimately we don’t have any real control over.

It should be noted that this analysis presents what we believe to be a worst case, bounding position for four main reasons:

- 1) It estimates the MAXIMUM number of cars that will require parking at any given time based on the busiest periods. In reality the centre will not be this busy all of the time.
- 2) It is based on what we consider to be conservative assumptions and hence inflates car parking requirements.
- 3) It is likely to double account parking requirements and hence the number of cars will be less than predicted through this analysis, e.g. the members in the café are likely to have also played so their cars will have been counted twice.
- 4) Whilst the preference for indoor/outdoor facilities will flip through the seasons (e.g. covered courts will be first choice in winter and outdoor courts first choice in summer), as we are a busy club, we do not expect the usage of our three facilities to vary significantly throughout the seasons, all will remain busy based on the usage assumed within this analysis. We have based our assumptions which underpin this analysis on winter months when people are more likely to access via car due to inclement weather and reduced daylight hours. This analysis will therefore overestimate the number of additional cars in summer months when more people will be inclined to walk or cycle to the facility.

This analysis is based on the premise that we are a local club and that the majority of our members live nearby and can access the new facility on foot or via bike. Given how critical this assumption is to this analysis, it is appropriate to test it. **Figure 4** presents a “pin-map” of our membership based on their home address (Postcode, where known). With 63% of our members living within the G73 (Rutherglen) postcode, we believe this assumption can be readily supported.



**Figure 4: Member Home Address “Pin-Map”**

This analysis is based on the postcodes of 390 of our ~430 members. At 90% coverage this provides a very high degree of confidence that these observations are representative of our full membership.

This is further supported by the findings of the Public Consultation presented in Section 8 of our Proposal Document which shows that 75% of responders would access the facility on foot and 35% on bike.

Clearly with the new facility, our membership will grow, but we do not expect this to change the demographic of our membership. If anything, we believe we are likely to become even more “local” given the nature of the community hub we are trying to create. This is explained further in Sections 6 and 7 of our Proposal Document.

To test the validity of this study and the assumptions on which it is based, Newlands Lawn Tennis Club, located at 18 Mochrum Road, Glasgow, G43 2QE, is a worthy comparison as it is a very similar scale of facility in one location to our proposed, expanded facilities spread over three locations;

**Newlands LTC:** 7 Outdoor Courts, 4 Indoor Courts and 2 Squash Courts in one location.

**Rutherglen LTC:** 7 Outdoor Courts, 4 Covered Courts and 2 Paddle Courts across three locations.

The car park at Newlands LTC has space for ~50 cars which fully meets their needs. Splitting this capacity equally across our 3 venues results in ~17 spaces at each venue and covers “controlled” and “uncontrolled” parking. With our analysis predicting a maximum car parking burden of 23 for the Overtoun Covered Courts (weekday evenings, see **Figure 3**) and parking not proving to be an issue at our Viewpark and Burnside facilities, despite only having on street parking provision, we see this as providing further evidence that our analysis is conservative and hence exaggerating car parking requirements.

Furthermore, a key objective behind the development of our Overtoun Covered Courts is to encourage even more of our members to cycle to this facility than currently do to our Viewpark and Burnside courts. This has many advantages. It improves health and well-being, reduces carbon emissions and minimises parking burden. Section 3.7 of our Proposal Document describes how we will positively encourage users to access via bike by providing generous, quality cycle storage facilities. We will also explore further opportunities to encourage this through collaboration with CamGlen Bike Town (see Section 7 of Proposal Document) as well as looking at ways of incentivising users to access on foot or bike. We are confident these measures will further reduce the number of people who will access via car, and hence require parking, below the assumptions used to develop this parking study.



### 3.2.2 Part 2: Survey of existing parking

We hired the services of an experienced, professional surveying business, and with the authority of SLC and the Police, they undertook an on-street parking survey over a 3 week period covering the proposed opening hours of our facility (08:00 to 22:00 Monday to Sunday).

To ensure full coverage of Overtoun Drive and allow the number of cars parked to be accurately counted, 5 cameras in total were installed. These camera locations and typical images generated are shown in **Appendix 2**.

The cameras were installed for the period Monday 2<sup>nd</sup> through to Sunday 22<sup>th</sup> August. This timeframe was chosen as it would provide information on parking trends during both school holidays and term times given that SLC schools returned on Monday 16<sup>th</sup> August.

The time-lapse images generated were used to count the number of cars parked over the full length of Overtoun Drive at hourly intervals. The raw data for each day is held within an Excel Spreadsheet which is available upon request. **Appendix 3** provides a days' worth of data to show how this information is configured and presented. **Appendix 4** collates this information to present the average and maximum number of cars parked on the park side and residential sides, along with the corresponding overall total, based on the hourly counts and broken down into daytime and evening periods; 08:00 to 17:00 and 18:00 to 22:00 intervals respectively.

This data is then aggregated (see **Table 1**) to determine the average and maximum number of cars parked on the park side of the road over the full survey period, broken down into the following four periods to coincide with the parking needs survey presented in Section 3.2.1:

- 1) Weekday Daytime (08:00 to 17:00 intervals).
- 2) Weekday Evening (18:00 to 22:00 intervals).
- 3) Weekend Daytime (08:00 to 17:00 intervals).
- 4) Weekend Evening (18:00 to 22:00 intervals).

**Table 1** focusses exclusively on the park side of Overtoun Drive for two main reasons:

- If our plans were to progress with an acceptance that there would be some additional parking on Overtoun Drive, then we would expect and encourage this to be sited on the park side to minimise impact on residents who will tend to park on the other side.
- We believe this presents a conservative assessment by ignoring any parking capacity on the residential side of the street – our logic being that if our assessment demonstrates that the additional parking from our facility will not significantly impact residents, then the impact will be even less due to the additional spaces on the residential side.

The data for the weekday daytime period is further broken down into school holiday and term times ("Schools Out" and "Schools In" respectively) to allow any differences to be noted and considered.

	Dates covered (all August'21)	Park Side	
		Avg	Max
Weekday Daytime – Schools Out	2,3,4,5,6,9,10,11,12,13	6	15
Weekday Daytime – Schools In	16,17,18,19,20	8	15
Weekday Daytime – Overall	2,3,4,5,6,9,10,11,12,13, 16,17,18,19,20	7	15
Weekday Evening – Overall	2,3,4,5,6,9,10,11,12,13, 16,17,18,19,20	6	22
Weekend Daytime – Overall	7,8,14,15,21,22	6	19
Weekend Evening - Overall	7,8,14,15,21,22	3	9

**Table 1:** Summary of findings of survey of existing car parking on Overtoun Drive

The following key conclusions can be drawn from this survey:

- 1) There is no significant difference in the average number of cars parked at Weekday Daytime, Weekday Evening and Weekend Daytime (~6-7 cars).
- 2) The average number of cars parked on the park side of Overtoun Drive is lower at Weekend Evenings (~3 cars).
- 3) The average number of cars parked on the park side of Overtoun Drive during Weekday Daytime periods is slightly higher during school term time (8 compared with 6 during school holiday) but no significant differences in trends were noted between these two periods, as the maximum figures were identical.
- 4) The maximum number of cars parked on the park side of Overtoun Drive at any time throughout the survey period was 22. This occurred at 6pm on Monday 16<sup>th</sup> August (Weekday Evening).
- 5) The second highest instance of cars parked on the park side was 21 and this occurred at 7pm on Tuesday 10<sup>th</sup> August (Weekday Evening).
- 6) The third highest instance of cars parked on the park side was 19 and this occurred at 9am on Saturday 21<sup>st</sup> August (Weekend Daytime).
- 7) Out of the 315 counts completed (15 counts per day (08:00 to 22:00), 7 days/week for 3 weeks), there were:
  - 2 occurrences (less than 1%) where the number of cars parked on the park side was 20 or above, as described above.
  - 11 occurrences (less than 4%) where the number of cars parked on the park side was 15 or above.
  - 55 occurrences (less than 18%) where the number of cars parked on the park side was 10 or above.
- 8) So, based on the above, this survey indicates that for more than 80% of the time, the number of cars parked on the park side of Overtoun Drive is less than 10.

### 3.3 PARKING OPTIONS

We have identified three possible parking options which are described below:

- OPTION 1:** We secure use of the RPCC car park and use this for all parking. This is the option detailed in our Proposal Document and remains our preference for the reasons described in Section 3.1, even although it would increase the project cost due to the extra work to create the additional parking bays in the RPCC car park.
- OPTION 2:** We secure use of the RPCC car park outside their operating hours, when it lies empty, allowing all parking weekday evenings, weekend daytimes and weekend evenings to be located here. Parking during weekday daytime would be located on Overtoun Drive. So, this option would result in some additional parking on Overtoun Drive, but this would be limited to weekday daytime periods only.
- OPTION 3:** We do not secure any use of the RPCC car park therefore all parking will be located on Overtoun Drive.

We have also secured the use of Ace Place Nursery Car Park on Roger Drive. Ace Place are one of our biggest supporters and use our existing facilities regularly. They have granted us permission to use their car park outside of their operating hours, so weekday evenings and at weekends.

Were we to gain use of the RPCC car park (either Option 1 or 2) then the Ace Place car park would provide no real benefit as there is more than enough space in the RPCC car park. Also, for Option 2, the ACE Place car park would not be available during RPCC operating and hence would not avoid additional parking in Overtoun Drive during weekday daytime periods.

It would, however, provide benefit in Option 3 as we can direct “controlled” parking to Ace Place thereby reducing the number of additional cars parking on Overtoun Drive. Whilst we can encourage “uncontrolled” parking to be located here also, a significant number of users would most likely park on Overtoun Drive for convenience.

**Table 2** takes the findings of the study of additional parking needs (see Section 3.2.1) and spreads the total number of cars across the three locations based on the above assumptions whilst conservatively assuming all “uncontrolled” parking in Option 3 is located on Overtoun Drive.

OPTION	Time Period	RPCC	Ace Place	Overtoun Drive
<b>1</b>	Weekday Daytime	10	-	-
	Weekday Evening	23	-	-
	Weekend Daytime	18	-	-
	Weekend Evening	18	-	-
<b>2</b>	Weekday Daytime	-	-	10
	Weekday Evening	23	-	-
	Weekend Daytime	18	-	-
	Weekend Evening	18	-	-
<b>3</b>	Weekday Daytime	-	-	10
	Weekday Evening	-	5	18
	Weekend Daytime	-	8	10
	Weekend Evening	-	2	16

**Table 2:** Distribution of additional cars across the three parking locations

### 3.4 PARKING IMPACT ASSESSMENT

The key concern about car parking expressed via the representations to SLC is that our new facility will result in considerable additional parking in neighbouring residential streets that will have a detrimental impact on local residents. We have therefore worked to assess this impact. As previously described, we have focussed our assessment on Overtoun Drive as this is the nearest residential street to our facility. Clearly any additional on street parking can be dispersed around various neighbouring streets, but the view we’ve taken is that if all of this parking is focussed on Overtoun Drive and doesn’t have any significant impact then wider dispersed parking will have a lesser effect.

**Table 3** combines the findings of the study of additional parking needs (see Section 3.2.1) and the dispersion of this across the different locations for the different options (see **Table 2**), with the results of the survey of existing parking (see Section 3.2.2) to determine the maximum number of cars that could park on Overtoun Drive for the three different options being considered, focussing on the park side for reasons previously described. Cells shaded green indicate no additional parking, so no change from current parking levels.

OPTION	Time Period	Current	Additional	TOTAL
<b>1</b>	Weekday Daytime	15	0	15
	Weekday Evening	22	0	22
	Weekend Daytime	19	0	19
	Weekend Evening	9	0	9
<b>2</b>	Weekday Daytime	15	10	25
	Weekday Evening	22	0	22
	Weekend Daytime	19	0	19
	Weekend Evening	9	0	9
<b>3</b>	Weekday Daytime	15	10	25
	Weekday Evening	22	18	40
	Weekend Daytime	19	10	29
	Weekend Evening	9	16	25

**Table 3:** Assessment of additional parking on park side of Overtoun Drive

There is approximately 325m of car parking length between the double yellow lines at Johnstone Drive and the yellow lines at the north west entrance to Overtoun Park at Mill Street. Using the “rule of thumb” that a length of 6m should be provided for mid spaces and 5m for end spaces, there is space to accommodate 54 cars on the park side of Overtoun Drive. As illustrated in **Table 3**, this is more than sufficient to accommodate the maximum parking demand from our facility for all options identified (25 and 40 cars respectively for Options 2 and 3 respectively with Option 1 not resulting in any additional parking on Overtoun Drive).

### 3.5 CONCLUSIONS

The following conclusions can be drawn from this car parking study:

- 1) If we can secure use of the RPCC Car Park at all times (Option 1) then there would be no additional parking in Overtoun Drive. This remains our preferred choice for the reasons described in Section 3.1, even although it would increase the project cost due to the extra work to create the additional parking bays in the RPCC car park.
- 2) If we could secure use of the RPCC outside of their operating hours (Option 2) then there would only be additional parking in Overtoun Drive during weekday daytime periods (ACE Place Car Park unavailable at these times). The MAXIMUM number of cars parked on the park side of the road at these times would increase from 15 to 25 which, due to the length and width of Overtoun Drive and the available capacity for ~54 cars on the park side, we believe can be readily accommodated without any significant disruption to local residents. It should also be noted that this maximum would only be slightly higher than current parking levels in Weekday Evening periods (22 maximum as shown in **Table 1**). There would be no change to current parking levels at any other times.
- 3) If we cannot secure any use of the RPCC car park then there would be additional parking in Overtoun Drive at all times, with this reduced to a degree by locating “controlled” parking in the Ace Place Nursery car park. The MAXIMUM number of cars parked on the park side of the road at any time would increase from 22 to 40. Whilst this is our least preferred option as it would result in most additional parking in Overtoun Drive, given the length and width of Overtoun Drive and the available capacity for ~54 cars on the park side, we believe this option can also be accommodated without significant disruption to local residents.
- 4) The above analysis is hugely conservative as it combines an assessment of the MAXIMUM additional car parking needs from our proposed facility (and from a clearly conservative analysis approach as previously described) with the MAXIMUM number of parked cars counted by our survey. The chances of these maximums coinciding are extremely low and even if they did it would only be for a very small proportion of time. Furthermore, for Option 3, it assumes that all “uncontrolled” parking is located in Overtoun Drive which we can take action to reduce.
- 5) This assessment considers routine use of our facility. We would, from time-to-time, look to hold large events; tournaments, open days etc. but these would be in evenings and at weekends when we would hope to have access to the RPCC car park, if not on an ongoing basis as part of one of the above options, but on an infrequent basis. The use of the Ace Place car park would also serve this purpose.

## 4. MAIN CONCLUSIONS

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Through the information and evidence provided within this Annex and through signposting to the more detailed information within our overall Proposal Document, we believe we have addressed all the concerns identified. More specifically, we believe we have demonstrated that:

- 1) Whilst our plans will clearly result in a loss of some green space, with our ideas and vision, the proposed facility will offer way more to the local community than in its current state and this is backed-up by the findings of our expansive community survey.
- 2) Our facility will not pose any nuisance to residents through noise and light pollution. However, we are committed to working with SLC planners and other interested groups during the design and planning stage to achieve this position.
- 3) Our facility will deliver huge benefits to the general public and wider community in a whole host of ways and that our “not-for-profit”, volunteer lead model will deliver facilities and opportunities of unrivalled quality and value.
- 4) There are a range of parking solutions which make use of three parking locations (Overtoun Drive, Ace Place Nursery and the Rutherglen Primary Care Centre (RPCC)). We understand the concerns about additional car parking on Overtoun Drive and are committed to working with SLC planners and other interested groups during the design and planning stage to minimise and ideally eliminate this. The use of the RPCC car park remains our preferred solution, not least because it would eliminate any additional traffic and parking within Overtoun Drive. However, we believe we have demonstrated, through a grossly conservative assessment, that even if we cannot secure access to this in any form (permanent or out of hours), then given the length and width of this road, there is sufficient capacity to accommodate all additional parking generated by our facility at all times without causing significant disruption and congestion. We therefore believe that all of the parking solutions we have identified are viable and achievable and it would then be a matter of working with the relevant stakeholders during the design and planning stage to identify the best overall solution recognising all the different constraints.

20

We hope that with this information, clarification and evidence, SLC now have confidence to take our proposal to the September meeting of the Housing and Technical Resources Committee to hopefully achieve a positive decision on “Heads of Terms” to allow us to move on.

More specifically, given that finding an acceptable parking solution is one of a number of conditions included in the draft “Heads of Terms”, and with three viable solutions identified, we trust SLC share our view that the lack of a final decision on car parking provision should not preclude an agreement on “Heads of Terms”.

Nine months on from submitting our proposal we are extremely keen for SLC to determine a position regarding “Heads of Terms”. We cannot progress with our funding applications until this is secured. All indications are that we stand a very good chance of securing the funding required to build this facility, but the funding opportunities available to us will be time limited and the longer we delay, the greater the chance of us missing this opportunity to do something we think will be hugely beneficial to the local community.

# APPENDIX 1: Car parking study

Number of Users/Visitors																							
Tennis Courts				Padel Courts				Café				Community				Operations				Total Users	Car Parking		TOTAL
Schoolchildren	Members	Visitors		Members	Visitors			Members	Visitors			Members	Visitors			Coaching	Club	Café	Shop		Uncontrolled	Controlled	
Weekday	Maximum number of users at any given time	4	4	4	4	4		10	30	0	15	0	30	0	15	3	2	2	1	111			
	Percentage of users travelling by car	25%	10%	25%	10%	10%		25%	0%	25%	0%	25%	0%	0%	100%	100%	0%	50%	100%				
	Maximum number of additional cars requiring parking at any given time	1	0.4	1	0.4	0.4		2.5	0	0	0	0	0	0	3	3	0	1	1		5.3	5	10.3
	Maximum number of users at any given time	8	8	4	4	4		10	15	0	30	0	30	0	4	4	0	2	0	85			
Evening	Percentage of users travelling by car	50%	20%	50%	20%	20%		50%	10%	50%	10%	50%	10%	50%	100%	100%	50%	50%	100%				
	Maximum number of additional cars requiring parking at any given time	4	1.6	2	0.8	0.8		5	1.5	0	3	0	1.5	0	4	4	0	1	0		17.9	5	22.9
	Maximum number of users at any given time	8	8	4	4	4		10	40	0	20	0	40	0	4	4	0	3	2	103			
	Percentage of users travelling by car	40%	10%	40%	10%	10%		40%	0%	40%	0%	40%	0%	100%	100%	50%	50%	100%					
Weekend	Maximum number of additional cars requiring parking at any given time	0	0.8	1.6	0.4	0.4		4	0	0	0	0	0	0	4	4	0	1.5	2		10	7.5	17.5
	Maximum number of users at any given time	8	8	4	4	4		5	20	0	30	0	30	0	0	0	0	2	0	81			
	Percentage of users travelling by car	50%	20%	50%	20%	20%		50%	10%	50%	10%	50%	10%	100%	100%	100%	50%	100%					
	Maximum number of additional cars requiring parking at any given time	4	1.6	2	0.8	0.8		2.5	2	0	3	0	2	0	0	0	0	2	0		15.9	2	17.9

## Overview of facility usage:

		, , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , , 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## Percentage users travelling to facility by car:

		Weekday		Weekend	
		Daytime	Evening	Daytime	Evening
<b>Members</b>		25%	50%	40%	50%
<b>Justification</b>	The majority of our members who play during the daytime live locally and walk to our Viewpark or Burnside courts. With our proposed Overtoun Covered Courts within easy walking distance of both our existing venues, we see this trend continuing and 25% as a conservative estimate.	More of our members who play in the evening travel by car due to a range of factors including: travelling from further afield, convenience, safety, comfort etc. The latter two points are particularly pertinent during winter months. However, we pride ourselves on being a local club, with majority of our members living within walking/cycling distance. To accommodate and encourage the latter we plan to include generous, quality bike storage facilities. We therefore consider 50% to be a conservative estimate.	We estimate this number to be below Weekday Evenings as it will be in daylight hours and, generally speaking, members have more time to walk/cycle at weekends. It will be higher than Weekday Daytimes because members will travel from further afield. 40% is considered a conservative estimate.	Considered comparable to Weekday Evenings.	
<b>Visitors (Tennis)</b>		10%	20%	10%	20%
<b>Justification</b>	We expect the vast majority of tennis playing visitors to be local residents (this is key to our tennis development plan) who we will encourage and incentivise to walk/cycle to the facility. This will be achieved by providing generous, quality bike storage facilities and potentially offering a discount on court bookings and/or a rewards programme to those who travel on foot or bike.	Increased from Daytime due to darker nights, particularly in winter, as well as players coming from further afield.	Considered comparable to Weekday Daytime.		
<b>Visitors (Community)</b>		0%	10%	0%	10%
<b>Justification</b>	These are a combination of people visiting the park and Health Centre anyway and enjoying our facilities on their visit and local residents who we will expect and encourage to walk/cycle to the facility. In terms of the former, they will not cause increased parking (if they arrive by car they will be parking in the area anyway). In terms of the latter, whilst some local residents will drive to the facility, this is judged to be very much the exception and well within conservatism elsewhere within this analysis.	Increased from Daytime due to darker nights, particularly in winter.	Considered comparable to Weekday Daytime.	Considered comparable to Weekday Evening.	



## APPENDIX 2: Car parking survey camera positions and typical images

### Cameras A & B (to count cars parked on "North/South Section")

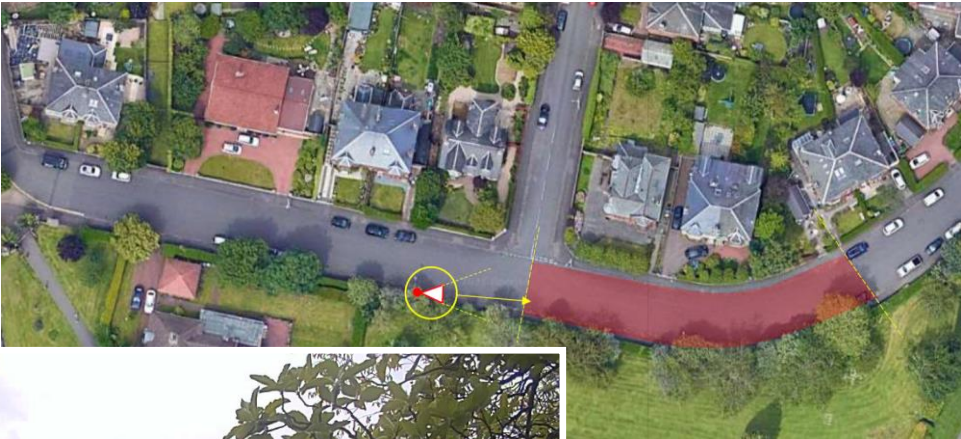


### Camera C (to count cars parked around "Gate Area")

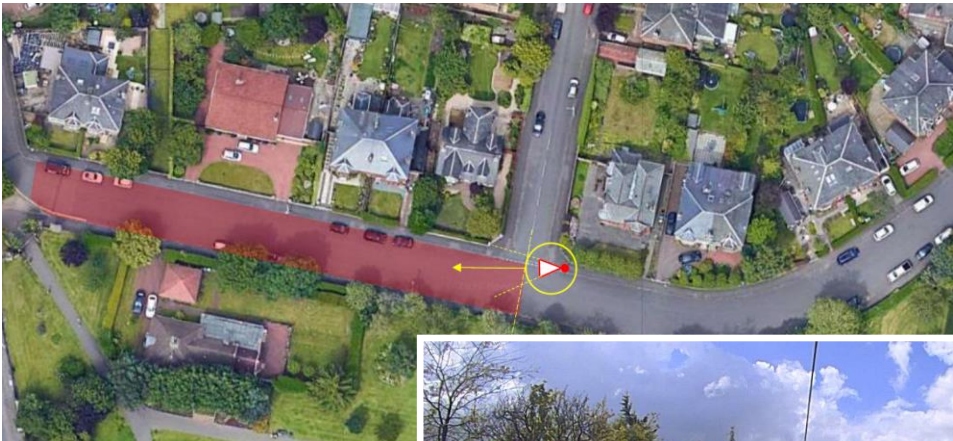




**Camera D** (to count cars parked on "Bend")



**Camera E** (to count cars parked on "East/West Section")



# APPENDIX 3: Example of raw data from car parking study

		02-Aug-21															
		8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM	10:00:00 PM	
North/South Section Camera A + B	Park Side	0	0	3	1	3	2	2	4	4	4	0	3	2	0	0	
	Residential side	4	5	7	7	6	2	2	4	3	5	4	4	5	5	5	
Gate Area Camera C	Park Side	1	0	5	2	4	4	3	5	3	5	4	7	1	2	0	
	Residential side	2	1	2	2	2	3	4	2	3	3	3	4	1	1	1	
Bend Camera D	Park Side	1	0	0	2	0	0	0	0	1	0	0	1	1	0	0	
	Residential side	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
East/West Section Camera E	Park Side	0	1	2	1	0	0	2	3	1	1	0	1	1	1	1	
	Residential side	2	1	2	2	3	4	3	4	4	4	5	4	4	4	4	
Total	Park Side	2	1	10	6	7	6	7	12	9	10	4	12	5	3	1	
	Residential Side	8	8	11	11	11	9	10	10	10	12	12	12	10	10	10	
	Total	10	9	21	17	18	15	17	22	19	22	16	24	15	13	11	
Average	Park Side	7										5					
	Residential Side	10										11					
	Total	17										16					
Maximum	Park Side	12										12					
	Residential Side	12										12					
	Total	22										24					
Average	Park Side	6															
	Residential Side	10															
	Total	17															
Maximum	Park Side	12															
	Residential Side	12															
	Total	24															

## APPENDIX 4: Aggregated data from car parking study

		Park Side	
		Avg	Max
Monday 2nd August	Daytime	7	12
	Evening	5	12
	Whole Day	6	12
Tuesday 3rd August	Daytime	5	12
	Evening	6	9
	Whole Day	5	12
Wednesday 4th August	Daytime	4	8
	Evening	4	5
	Whole Day	4	8
Thursday 5th August	Daytime	6	12
	Evening	4	8
	Whole Day	5	12
Friday 6th August	Daytime	5	7
	Evening	2	4
	Whole Day	4	7
Saturday 7th August	Daytime	7	16
	Evening	3	8
	Whole Day	6	16
Sunday 8th August	Daytime	3	5
	Evening	3	4
	Whole Day	3	5
Monday 9th August	Daytime	6	9
	Evening	4	10
	Whole Day	5	10
Tuesday 10th August	Daytime	8	15
	Evening	13	21
	Whole Day	10	21
Wednesday 11th August	Daytime	7	11
	Evening	3	6
	Whole Day	6	11
Thursday 12th August	Daytime	9	15
	Evening	2	5
	Whole Day	7	15
Friday 13th August	Daytime	4	7
	Evening	2	5
	Whole Day	3	7
Saturday 14th August	Daytime	9	14
	Evening	7	9
	Whole Day	8	14
Sunday 15th August	Daytime	5	8
	Evening	2	4
	Whole Day	4	8
Monday 16th August	Daytime	9	15
	Evening	10	22
	Whole Day	9	22
Tuesday 17th August	Daytime	9	13
	Evening	10	14
	Whole Day	9	14
Wednesday 18th August	Daytime	6	11
	Evening	12	18
	Whole Day	8	18
Thursday 19th August	Daytime	8	14
	Evening	4	6
	Whole Day	7	14
Friday 20th August	Daytime	7	11
	Evening	3	5
	Whole Day	6	11
Saturday 21st August	Daytime	7	19
	Evening	2	3
	Whole Day	5	19
Sunday 22nd August	Daytime	6	15
	Evening	1	4
	Whole Day	5	15