

Transport and Environment Committee

10.00am, Thursday, 17 May 2018

Petition for a Park and Ride Site at Lothianburn – Follow Up Report

Item number	7.3
Report number	
Executive/routine	Executive
Wards	8 - Colinton/Fairmilehead 10 - Morningside
Council Commitments	18 , 26

Executive Summary

On [10 August 2017](#), the Transport and Environment Committee considered a petition received from the residents of Morningside and surrounding areas, asking the City of Edinburgh Council to work with Scottish Government and Midlothian Council to build a park and ride site at Lothianburn. The petitioners consider that this would reduce traffic congestion and air pollution on the A702 and reduce commuter parking in Morningside.

The Committee agreed:

- a) The Executive Director of Place would liaise with Midlothian Council and report to the Committee in two cycles on the issues relating to Park and Ride;
- b) To consult with and involve the local community councils (especially Fairmilehead) as part of the review of the Lothianburn Park and Ride petition; and
- c) To discuss the Number 11 bus route with Lothian Buses as part of the review of the Lothianburn Park and Ride petition.

This report outlines the issues to be considered before deciding whether to progress with the development of a Park and Ride site at Lothianburn and updates Committee on the consultation which has taken place.

Petition for a Park and Ride Site at Lothianburn – Follow Up Report

1. Recommendations

- 1.1 This report recommends that the Transport and Environment Committee:
 - 1.1.1 notes the petition which was considered on 10 August 2017 and that officers have progressed the actions requested;
 - 1.1.3 notes the findings and conclusions from the consultation and engagement undertaken;
 - 1.1.4 agrees not to progress with the development of a park and ride site at Lothianburn at this time, but notes that this will not limit the opportunity to develop the site in the future should it be required;
 - 1.1.5 notes that there will be no further work on the development of a Lothianburn park and ride site at this time; and
 - 1.1.6 agrees that a review of the park and ride site at Straiton should be undertaken to understand the reasons for relatively low patronage and to identify potential improvements.

2. Background

- 2.1 On 10 August 2017, the Transport and Environment Committee considered the following petition: in order to reduce traffic congestion and air pollution on the A702 and reduce commuter parking in Morningside, we, the residents of Morningside and the surrounding areas, petition the Council to work with the Scottish Government and Midlothian Council to build a park and ride facility at Lothianburn.
- 2.2 During the Committee's consideration of the petition, the lead petitioner advised that many Morningside residents were supportive of a park and ride scheme, drawing attention to the scheme at Straiton and noting that, in their opinion, Straiton was well-utilised. The petition proposed that the same benefits would apply to Lothianburn, providing positive outcomes including reduced car journeys, easy parking, and reductions in on-street parking and air pollution.
- 2.3 Committee asked that officers to liaise with Midlothian Council and report back to the Committee in two cycles on the issues relating to park and ride. This report discusses the key issues related to the petition, which broadly are:
 - 2.3.1 the case for developing the park and ride site at Lothianburn;

- 2.3.2 addressing commuter parking in Morningside and surrounding areas; and
- 2.3.3 reducing traffic congestion and air pollution on the A702.
- 2.4 The Committee also asked officers to further engage specifically with Fairmilehead Community Council and Lothian Buses. Officers also met with the Morningside Community Council and local ward Councillors to discuss the findings on the Lothianburn proposal.

3. Main report

- 3.1 Following the engagement undertaken on the potential to develop a park and ride facility at Lothianburn, the following issues have been identified:

The Case for Developing a Park and Ride Site at Lothianburn

- 3.2 A park and ride site at Lothianburn was considered in 2008 and 2009 by both the City of Edinburgh Council and Midlothian Council (the proposed site is within Midlothian Council's boundary). At the time, the proposed site (see Appendix 1 for map) was expected to reduce car trips into Edinburgh, and make up part of a series of park and ride sites around the Edinburgh City Bypass. The 2008 work to identify and undertake the detailed design work of the proposed site was funded by SEStran. Changes in SEStran's funding arrangements resulted in the proposed site at Lothianburn not being progressed, but remained available for use if required.
- 3.3 The A702 plays a key role in Edinburgh's transport network linking the west and south suburbs (such as Morningside and Fairmilehead) to the city centre. However, beyond these suburbs and the City of Edinburgh Bypass (e.g. south and south west of Hillend) there is limited current and future residential development. Current demand for bus use is predominantly from within the bypass boundary and drivers would generally not drive away from the city and destinations to access a park and ride. Given these two demand factors, it is unlikely there would be sufficient passenger numbers to support the Lothianburn site. Providing similar range and frequency of bus services from Lothianburn as are currently provided from Morningside, would not be economic for bus operators due to limited passenger numbers.
- 3.4 Trips originating from further outside the bypass boundary are served well by existing park and ride sites, with an additional site at Lothianburn providing limited potential travel time savings. Trips from the south along the A7 (from the Scottish Borders, Hawick) have access to Sheriffhall park and ride. While trips from the southwest (from Dumfries, Wiston, or West Linton) have access to park and ride facilities at Straiton, or Hermiston. Based on the build costs of existing sites, it is likely that the Lothianburn site would cost around £3.5 million to build.

- 3.5 The 2008 analysis of the Lothianburn site looked at options to develop further park and ride sites in addition to the existing sites at Hermiston, Ingliston, Ferrytoll, Straiton, Sheriffhall, and Newcraighall. The analysis showed the Lothianburn site as the second ranked site compared to other options, behind the Hermiston Extension. This was based on an expectation that Lothianburn would attract similar usage to Hermiston and that increasing patronage would continue across all sites.
- 3.6 The Council records patronage of park and ride sites across Edinburgh twice daily, to help identify when future capacity is likely to be required. Based on the patronage counts at Straiton (located within a 10-minute drive from Hillend and other residential areas outside the City Bypass) it is considered that additional capacity is not required at present.
- 3.7 Straiton has a low patronage rate, in comparison to other sites (see Appendix 2 for a graph showing comparative rates). Some of the factors contributing to this include the frequency of bus service along the A701 and the availability of on street parking in areas closer to the city centre.
- 3.8 SEStran released its Park and Ride Strategy in 2010, which reviewed existing park and ride provisions and set a framework for future investment for Southeast Scotland. SEStran's strategy considered the Lothianburn proposal and made similar conclusions to the Council regarding likely future catchment for the site and growth in the area. SEStran's strategy noted that reasons behind Straiton's low patronage should be understood before considering further investment in Lothianburn.
- 3.9 Transport Scotland commissioned a SESplan Cross Boundary and Land Use Appraisal study which was completed in April 2017. Part of the study included estimating the number of trips between Local Authorities and modelling scenarios to understand what potential changes to the transport network may be required in the future. This study considered the Lothianburn park and ride proposal as a long list of potential transport projects and concluded that Lothianburn park and ride proposal would not make a significant contribution to achieving transport planning objectives.
- 3.10 The City of Edinburgh Council's Local Transport Strategy and Public and Accessible Transport Action Plan identifies the need to have well designed park and ride facilities available at the edge or outside of the city. Overall the existing park and ride sites provide sufficient capacity to meet demand for the area and the development of an additional site at Lothianburn is not currently an immediate priority for the Council. Additional space is required at the Hermiston site as this is currently operated at capacity.
- 3.11 To ensure Edinburgh's assets are best serving its communities, it is proposed to carry out further work to better understand why Straiton has relatively low patronage and what actions SE could be undertaken to improve its use (note that the similar task identified by SEStran in 2010 was not undertaken).

Addressing commuter parking in Morningside and surrounding areas

- 3.12 The proposal to build a park and ride site at Lothianburn is in part a response to issues raised by petitioners about parking in Morningside and surrounding areas.
- 3.13 Morningside is an attractive location to access public transport services, providing services to a range of destinations with relatively short travel time. The maps in Appendix 3 show a comparison between Lothian Bus services that could be accessed from a site at Lothianburn and Morningside. Providing this range and journey times from Lothianburn is not economically feasible for bus operators.
- 3.14 The parking issues experienced by some Morningside residents are likely to continue, even if there was a park and ride site at Lothianburn. The Council's view is that continuing to implement the existing decisions and policies will provide the best parking outcomes for Morningside residents. The existing parking management tools include controlled parking zones and a regular review process.
- 3.15 The Council has engaged with the lead petitioner to identify which areas within Morningside are particularly problematic. Paragraphs 3.18 to 3.20 set out the relevant decisions and policies the Council has as tools to manage parking, and how they apply to Morningside and surrounding areas. Appendix 4 provides a table describing how these existing decisions and policies and decisions respond to the issues in Morningside.
- 3.16 Morningside has an existing Priority Parking Area in place within the area (B2). Priority Parking helps residents park closer to their homes by allocating the kerbside space for use by residents' permit holders only. The allocated parking places only operate for a short period each day and prevents non-residents and commuters from using the areas for the whole day. The Council is reviewing the spaces available in B2 to ensure there is sufficient numbers available for residents. It is anticipated that additional space will be provided on-street in 2018.
- 3.17 On [21 March 2017](#), the Committee agreed to commence the legal process required to extend the B2 Priority Parking Area into South Morningside. An informal consultation on the design of this extension is expected to assist in fine-tuning the design to ensure that it meets the needs of residents. The legal process is expected to commence in the spring of 2018.
- 3.18 On 10 August 2017, the Transport and Environment Committee agreed a report on the Council's Parking Action Plan. The [Parking Action Plan](#) is one of a suite of plans designed to deliver accessibility and transport improvements across the city in support of the Local Transport Strategy and includes a controlled parking and priority parking protocol. The parking protocol sets out certain criteria that must be met before the Council will consider investigating parking controls. This protocol will ensure a fair and consistent approach in how the Council tackles parking problems around the city, and should be used to respond to or monitor issues that arise.

- 3.19 Following engagement with Councillors for Morningside, officers carried out work to establish the origins of parking in this area. A study has been undertaken to assess the proportion of vehicles parked in Morningside that also pass the potential Lothianburn site. Details of the study's methodology and summary findings is provided in Appendix 6.
- 3.20 The study found that of the 1,693 vehicles parked in Morningside during the day:
- 3.20.1 14.1 percent (239 vehicles) could have accessed a site at Lothianburn;
 - 3.20.2 47.3 percent (801 vehicles) were also parked overnight (likely to be Morningside residents); and
 - 3.20.3 38.5 percent (653 vehicles) originated from elsewhere.
- 3.21 The study found that parking in Morningside was well used at night, where overnight 1,477 vehicles were observed (indicating 676 vehicles leave Morningside during the morning).

Reducing traffic congestion and air pollution on the A702

- 3.22 The petition proposes that the Lothianburn park and ride site will reduce traffic and emissions along the A702. However, as the site is not likely to have a high uptake, any subsequent impact on reducing congestion and air pollution along the A702 will be minimal.
- 3.23 The Council is, however, focussed on ensuring its transport system reduces its impact on the environment. This focus is reflected in several key interventions that can be seen along the A702 including:

Screening air quality for pollution

- 3.23.1 Using a range of monitoring tools, air is screened, assessed and if necessary managed to ensure pollutants do not go above prescribed levels. There are five sites along the A702 between Greenbank and Tollcross that are monitoring air quality. The Council is also looking at where and how a Low Emission Zone regime could be implemented in Edinburgh to further improve poor air quality across the city.

Moving towards low emissions vehicles across the fleet

- 3.23.2 Working with public transport operators to promote emission-free public transport vehicles, supporting electric and hybrid vehicles through proposed lower parking permit charges, planning and economic development initiatives that support low emissions, and public-sector procurement.

- 3.24 Continuing the trend of increasing numbers of trips taken by public transport will contribute materially to reducing congestion and vehicle emissions across the city. The Council has invested heavily in bus lanes (including along the A702 corridor) to improve journey time and reliability. This investment is being supported by effective and increasing enforcement of bus lanes, technology based traffic control measures to prioritise public transport, promoting walking and cycling at intersections, and extending real-time information systems (such as Bustracker).
- 3.25 While the proposed Lothianburn park and ride site is unlikely to have a significant positive impact on congestion or air pollution along the A702, the existing suite of congestion and emissions reducing initiatives are expected to be most effective over time.

Conclusion

- 3.26 The findings indicate that developing a park and ride facility at Lothianburn would not be well used, it would only impact marginally on parking in and around Morningside, and it would not reduce congestion or air pollution on the A702. It is recommended that the Council does not progress with development at this time. Should the evidence change in the coming years, the option to develop the site would still be available and will be considered as part of ongoing park and ride options across Edinburgh.

4. Measures of success

- 4.1 There are no immediate measures of success applicable to this report.

5. Financial impact

- 5.1 The capital cost of developing a park and ride facility at Lothianburn is estimated at £3.5million.
- 5.2 This report recommends that the development of the site does not progress at the current time.
- 5.3 The costs associated with further parking measures and/or reducing emissions will be reported when actions have been identified.

6. Risk, policy, compliance and governance impact

- 6.1 There are no risk, policy, compliance, and governance impacts arising from the recommendations in this paper.

7. Equalities impact

- 7.1 There are no equalities impacts arising from the recommendations in this paper.

8. Sustainability impact

- 8.1 There are no sustainability impacts arising from the recommendations in this paper.

9. Consultation and engagement.

- 9.1 In developing this report, the Council has engaged with a range of parties, including local representatives (lead petitioner and the Fairmilehead Community Council), Lothian Buses, Midlothian Council, and Transport Scotland.
- 9.2 The Convenor of the Transport and Environment Committee asked Council officers to discuss the key findings in relation to the Lothianburn park and ride proposal with Morningside Councillors and the Morningside Community Council.
- 9.3 Meetings were held with both groups in January 2018.
- 9.3.1 Local Councillors for Morningside were not in support of the Council's conclusion on the park and ride proposal. Issues related to congestion on buses and corridors along the A702, safety on local streets in Morningside, and the need to carry out work to understand the origin of parking in Morningside.
- 9.3.2 The Community Council representatives acknowledged there is not a strong case for progressing the Lothianburn park and ride proposal. However, representatives did advise that the Community Council is concerned about parking issues in Morningside.
- 9.4 Following the completion of the Morningside survey work, Council Officers met with the representatives from Morningside Community Council and Local Councillors for Morningside in April. The results of the survey were discussed and all members were comfortable with the findings and conclusions on the Lothianburn park and ride, as set out in this report.
- 9.5 The Council does not consider that the issues raised by the Morningside Councillors and the Morningside Community Council justify progressing the Lothianburn park and ride site. Further detail about engagement with both groups is set out in Appendix 5.
- 9.6 As part of this engagement, local ward Councillors requested a further study to further understand the origins of commuter parking in Morningside. Details of the methodology for this study is set out in Appendix 6.
- 9.7 The lead petitioner has provided the list of streets that are identified as having parking issues as set out in table 1. The Fairmilehead Community Council has advised that it would be against the development of a park and ride facility at Lothianburn and did not express any concern about parking congestion and air pollution. No other parties expressed a strong view either for or against the proposed petition.

9.8 Appendix 5 sets out the full results from engagement with each party.

10. Background reading/external references

- 10.1 [Planning application for Lothianburn Park and Ride](#) – considered by Midlothian Council on 24 January 2009.
- 10.2 [Future expansion of Park and Ride Serving Edinburgh](#) – considered by the Transport, Infrastructure, and Environment committee on 22 September 2009.
- 10.3 [SEStrans Park and Ride Strategy](#) – 2010.
- 10.4 [Sustainable Edinburgh 2020 - 2014](#).
- 10.5 [SESPlan Cross Boundary and Land Use Appraisal](#) – April 2017.
- 10.6 [Lothianburn Park and Ride Petition](#) – considered by Transport and Environment Committee on 10 August 2017. Note that this petition was considered along with a petition for to redesign the traffic light priorities at Junction of Slateford Road and Shandon Place.
- 10.7 [Delivering the Local Transport Strategy 2014-19: Parking Action Plan](#) – considered by Transport and Environment Committee on 10 August 2017.
- 10.8 [Minutes of the Transport and Environment Committee](#) – of 10 August 2017 meeting.

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11. Appendices

- Appendix 1 Proposed Lothianburn Park and Ride
- Appendix 2 Comparisons of park and ride patronage of sites across Edinburgh
- Appendix 3 Comparison maps of Lothian Bus services available from Lothianburn and Morningside
- Appendix 4 How existing decisions and policies respond to parking issues in Morningside
- Appendix 5 Consultation and engagement
- Appendix 6 Morningside parking survey methodology and summary results

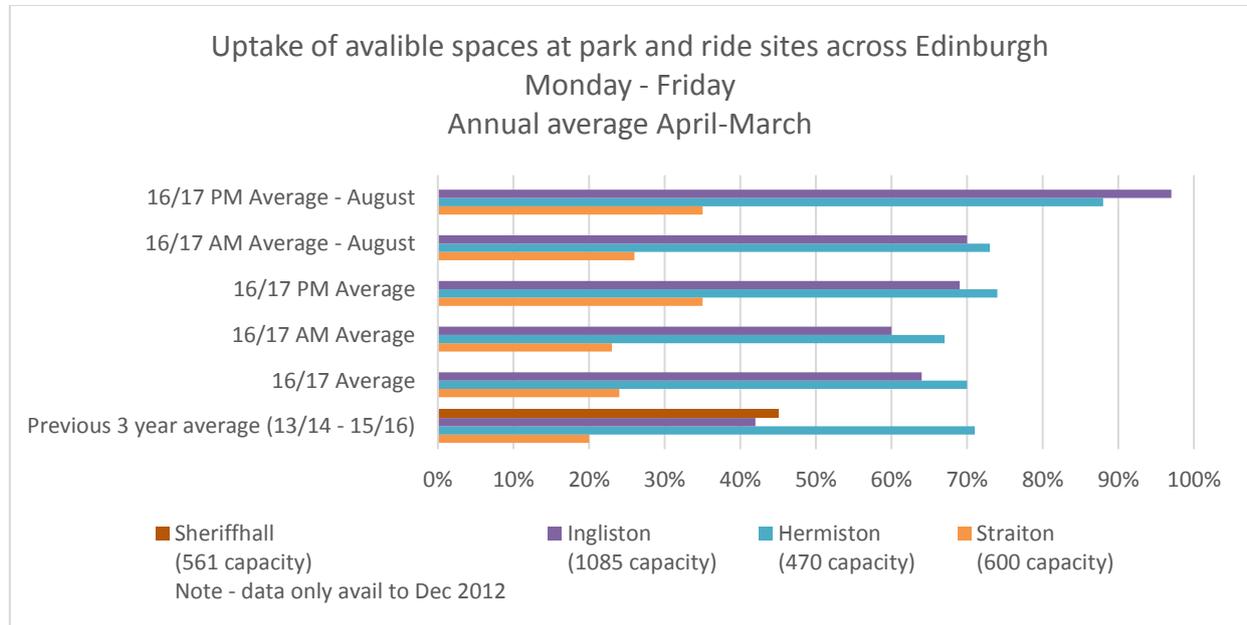
Proposed Lothianburn Park and Ride

The map below shows the proposed Lothianburn park and ride site in relation to Edinburgh's city centre (map sourced from City of Edinburgh Council interactive maps).



Comparisons of park and ride patronage of sites across Edinburgh

The graph below shows a comparison of the uptake of available spaces at park and ride sites across Edinburgh. Note that Midlothian Council monitors Sheriffhall and at the time of writing this report, count data to December 2012 is only available for the Sheriffhall site.



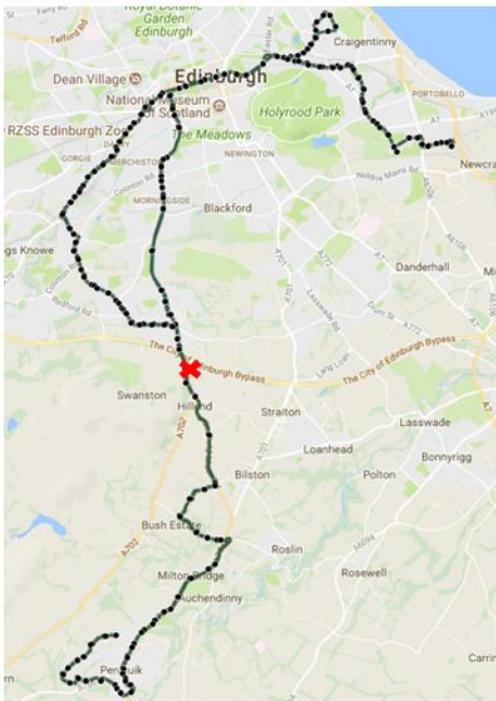
Comparison maps of Lothian Bus services available from Lothianburn and Morningside

These maps show a comparison of the available Lothian bus services from Lothianburn and Morningside.

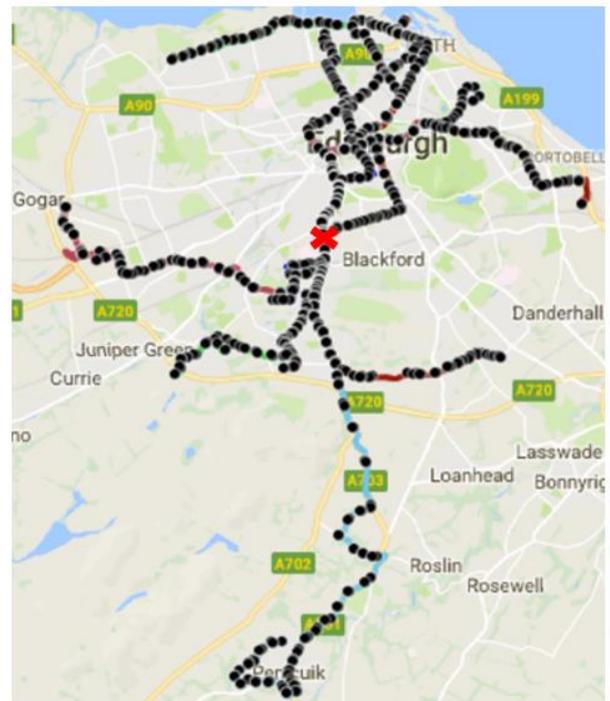
Lothianburn could be serviced by service 15 and 4 (with the 4 offering a rather indirect route to the City Centre). The travel time from Lothianburn to Princes Street is around 40 minutes in the am peak.

Morningside is serviced by six routes across the city, and offers a journey time of around 25 minutes to Princes street.

Bus options via Lothianburn Service 15/4



Bus options via Morningside Service 11/15/16/23/36/5



How existing decisions and policies respond to parking issues in Morningside

The table below sets out the streets that have been identified by the petitioner and from petition signatory addresses, and how existing policies and decisions apply.

Streets/areas affected	Response
Braid Crescent, Avenue & Road, Cluny Gardens & Drive	Streets are within B2 PPA. Space allocation within this area is being reviewed with a view to providing additional space for permit holders.
Comiston Drive, Craiglea Drive, Morningside Drive, Balcarres Street, Craighouse Gardens	These streets are partly in B2 and partly in the area that has been consulted on. Residents have been asked about parking issues within the area to gain evidence to inform future decisions on parking controls in the area.
Braidburn Terrace, Hermitage Gardens & Drive, Corrennie Gardens & Drive, Midmar Gardens & Avenue	These streets are in the area the Council has agreed to extend B2 into. Council officials are implementing this decision through a Traffic Regulation Order process.
Riselow Crescent, Terrace, Place & Road, Braid Hills Road, Comiston Road (Pentland Terrace), Comiston Springs Avenue, Greenbank Crescent & Drive	Historically issues have been raised in these areas. However, the parking issues in this area are unlikely to meet the criteria for investigation as set out in the agreed protocol given the number of properties with off street parking available.

Consultation and engagement

In developing this report, the Council has engaged with a range of parties, including Fairmilehead Community Council (FCC) and the lead petitioner, Morningside Councillors, representatives of the Morningside Community Council, Lothian Buses, Midlothian Council, and Transport Scotland. The following headings provide further information.

Lead petitioner and Fairmilehead Community Council

Council has engaged with the lead petitioner to identify the specific streets petitioners have raised concerns about. The table in Appendix 3 is based on a list of streets provided by the lead petitioner and aligns with the streets of petitioners that have signed in support of the proposal.

The Council has spoken with representatives of the Fairmilehead Community Council. The FCC has discussed the proposed park and ride site and has advised that it has no concerns with commuter parking, congestion, or air pollution in Fairmilehead. The FCC advised that it would be against the installation of a park and ride facility at Lothianburn.

Morningside Councillors and representatives of the Morningside Community Council

Morningside Councillors were not in support of the Council’s conclusions on the Lothianburn proposal. The Morningside Councillors raised issues related to congestion on buses and corridors along the A702, safety on local streets in Morningside, and the need to carry out work to understand the origin of parking in Morningside. The table below sets out a brief response to these concerns. The Council does not consider that any of these concerns justify progressing the Lothianburn park and ride site.

Concerns raised	Council response
Issues related to congestion on buses and corridors along the A702	<p>Lothian Buses has advised that occasionally there are capacity issues on service 15. However, Lothian Buses considers that it continues to meet passenger service needs.</p> <p>Road capacity along the A702 bus corridor between Morningside and the city centre is subject to congestion. This is consistent with most corridors and Lothian Buses is not aware of any significant re-occurring issues along this specific route.</p>

Concerns raised	Council response
Safety on local streets in Morningside	The Council has reviewed accident data in Morningside. Most accidents occur on the A702, with a small proportion occurring on side/suburban roads. The Road Safety Team undertakes an annual collision investigation into all streets within the City of Edinburgh Council area and this is used to target safety works. A 20mph speed limit has been implemented in parts of Morningside, with work underway to apply 20mph (and reducing limits from 40mph to 30mph in some areas) across the rest of the area.
Further work to understand the origin of parking in Morningside	As set out in the body of this paper, the study does not find sufficient evidence to support the views that the development of a park and ride site at Lothianburn would address parking issues in Morningside.
Parking issues in Morningside	As is set out in the body of this paper, continuing to apply existing policies and decisions relating to parking will be most effective in managing parking issues.

Lothian Buses

The Council has discussed the viability of servicing a park and ride site at Lothianburn and the routing of service 11. Lothian Buses operates as a commercially separate agency to the Council and is responsible for making its own commercial decisions. This means the Council has limited ability to influence any decisions.

In relation to the proposed park and ride site, Lothian Buses advised that it supports the development of park and ride sites, and that sites should meet a clear demand and be services with limited disruption or delay for existing bus services. Both service 4 and 15/X15 could potentially be routed to service a park and ride site at Lothianburn. However, Lothian Buses does not expect that it could provide commercially viable services that meet passenger's expectations of a high frequency and direct route to the city centre.

Service 11 previously had split termination points at Fairmilehead and Hyvots Bank (it no longer services Fairmilehead), which the Committee asked the Council to raise with Lothian buses. Lothian Buses has advised there are sound commercial and operational reasons as to why it does not intend to split the route again.

In addition, Lothian Buses has provided comments about bus congestion, as set out in the section 'Morningside Councillors and representatives of the Morningside Community Council' above.

Midlothian Council

Midlothian Council was in support of SEStran's work to progress the Lothianburn park and ride in 2008 and had issued conditional planning permission for the site. Edinburgh's transport network would be the main beneficiary of the Midlothian park and ride site. Given this, Midlothian Council's view is that while the site is available, it would not prioritise any funding or development resources for the park and ride.

Transport Scotland

Transport Scotland supports the objectives of park and ride sites to make public transport more competitive against the car and the role the sites play in routes enhancing connections to and from city centres and areas of economic activity. Transport Scotland has noted that it is up to the Council to determine if a further site is required at Lothianburn in addition to the sites that are already operational around the city boundary and to arrange funding for the construction and operation of a new facility.

Methodology for Morningside parking survey

Morningside Councillors have advocated for the Council to carry out further work to better understand the origins of parking in Morningside. The Council considered the best way to potentially gather the information, including the use of automatic number plate recognition (ANPR) camera surveys, vehicle surveys, and face-to-face interviews.

The streets in Morningside to be surveyed were identified using the streets listed by people that had signed the petition.

Methodology options considered but not used

In officers' past experience of trying to conduct face-to-face interview, people parking in the morning peak period in residential streets do not respond well to these kind of survey questions and the response rate is very low. It would also take a considerable resource to cover all the streets required and try and catch drivers as they park. Officers had to discount this option of gathering information.

Officers looked at recording number plates of cars parked on the affected streets and looking up the registered address of vehicles to determine where they come from. The Council was not able to gain access to the Driver and Vehicle Licensing Agency (DVLA)'s registration database for this purpose, due to data protection issues. This option was also discounted.

Methodology used in survey

A survey was carried out on Tuesday 13 March 2019, by a traffic survey company commissioned by the Council. The company used a combination of ANPR camera and vehicle surveys.

An ANPR camera was located on the A702 Biggar Road, just north of the Lothianburn Junction, on the city side of the bypass. The camera recorded number plates of vehicles passing the site during the morning peak period (between 0600 and 1000).

The ANPR camera survey was supplemented with surveys of vehicles parked in the affected residential streets. One survey was carried out before the morning peak period (between 0000 and 0600) which recorded local resident cars parking overnight. A second survey recorded vehicles parked in the affected area after the morning peak period (between 1000 and 1400). A cross-match exercise was undertaken between the three data sets to how many of the vehicles travel past a point near the proposed Lothianburn park and ride site, then park on the streets identified in the petition. The cross-matched vehicles could reasonably be expected to consider parking at the proposed Lothianburn park and ride site.

Summary results from survey

Vehicles present in Morningside during the day

Location	Vehicle count (16933 total)	Percentage of total parked in Morningside during day
Were parked overnight	801	47.3%
Originated from elsewhere	653	38.5%
Passed an ANPR camera	239	14.1%

Vehicles that passed ANPR cameras

Camera	Vehicle count (239 total)	Percentage of those that passed an ANPR Camera
A only	28	11.7%
B only	122	52%
A and B	89	37%

Vehicles present overnight

Location	Vehicle count
Parked overnight	1477
Remained during day	801