

Transport Note: 75 Shakespeare Avenue, Hayes, UB4 0BE

London Borough of Hillingdon, Planning Ref: 35060/APP/2026/132

Introduction

1. The site is located at 75 Shakespeare Avenue. The proposal will sub-divide the existing 3-bedroom property to create a new 2-bedroom dwelling. This Transport Note has been written in support of the application and seeks to address the points raised by the Transport Planning and Development Officer in the memo dated 15th March 2026. The memo is contained in Appendix A.

PTAL Rating and Accessibility

2. The memo refers to the PTAL rating of the site as 1b bordering 0, but the site achieves a PTAL 2 as demonstrated by the WebCat Report contained in Appendix B.
3. There are footways on both sides of all roads and with the area being residential in nature, many would consider the roads to be suitable for cycling.
4. The memo refers to local bus stops being approximately 600m away, stating this is well beyond the 400m threshold normally used to assess reasonable bus access. However this statement is incorrect; the PTAL calculation assumes people will walk up to 640m to a bus service. Refer to the extract from page 18 of Transport for London's (TfL) Assessing transport connectivity in London document, contained in Appendix C.
5. There are three bus stops within 550m walk of the site and one bus stop within 650m walk, as demonstrated on the maps in Appendix D. Bus stops 'L' and 'O' to the south on Uxbridge Road (A4020) are 550m walk and provide access to six bus routes including a night bus service. Bus stops 'A' and 'B' on Yeading Lane are 550m and 650m walk from the site, providing access to a further three routes (including a night bus).
6. This demonstrates that the PTAL rating of the site is higher than what has been set out in the memo and that there are nine bus routes available within walking distance of the site which is important as it demonstrates the site is accessible by public transport.

Policy

7. The site is in a location in an Outer London Borough with a PTAL rating of 2. This means that different parking standards in the London Plan apply to the development than those set out in the memo. Refer to the extract from the London Plan contained in Appendix E.
8. The London Plan policy requirement would be one space for a 3-bedroom dwelling and 0.75 spaces for a 1-2 bedroom dwelling. This would mean 1.75 spaces would be suitable for the site.

9. It is acknowledged that Hillingdon Council's parking standards require two parking spaces irrelevant of dwelling size, suggesting four spaces would be required, however, given the accessibility of the site by non-car modes it is considered this would result in an overprovision of parking and is not particularly aspirational in terms of promoting sustainable travel.
10. The plans have been updated and it is proposed that two spaces are provided which is between the London Plan (1.75 space) and Hillingdon Council (four space) requirements and is therefore acceptable.

Site Layout

11. The proposal will close one of the existing crossovers into the site from Balmoral Drive, retaining and extending the existing crossover on Shakespeare Avenue. There will be two parking spaces.
12. The proposal with two spaces removes the issues associated with the parking layout and pedestrian access concerns that were raised in the memo on the previous proposal. Pedestrian intervisibility splays are shown on the plan contained in Appendix F.
13. A legal agreement will be in place to confirm rights of access to the driveway to allow vehicles associated with either dwelling the ability to cross the red line boundary of either dwelling.
14. The cycle store will be turned around to ensure access can be appropriately achieved.

Parking Survey

15. The parking beat survey results are contained in Appendix G. The survey was undertaken in accordance with the Lambeth methodology. It took place on two nights, Tuesday 21st April and Thursday 23rd April 2026 and covered streets within a 200m walk. A summary of the results are provided in Table 1.1. The survey demonstrates that 84% of parking opportunities are in use on the Tuesday, and 82% on the Thursday, with an average between the two days of 83%.

Table 1.1 – Parking Survey Results				
		Baseline	Plus one car parked	Plus two cars parked
Tuesday	Parked	170	171	172
	Spaces	33	32	31
	Occupancy	84%	84%	85%
Thursday	Parked	170	171	172
	Spaces	38	37	36
	Occupancy	82%	82%	83%
Average	Parked	170	171	172
	Spaces	36	35	34
	Occupancy	83%	83%	84%

16. Car ownership data indicates there are 1.36 cars per household in the local area, suggesting that the two houses would together generate 2.73 cars owned. With space for two cars to park on the driveway there may be demand for one car to park on-street.
17. If one additional car parks on-street this has no change to the average occupancy level which remains at 83%, the same as the baseline situation.
18. If two additional cars park on street this increases average occupancy by one percentage point to 84%. This is the same percentage occupancy as the Tuesday baseline which shows that there would be no material change in terms of parking conditions if one or two additional cars park on street.
19. There is not expected to be a noticeable change in parking conditions or the ability of existing residents in the area to find somewhere to park as a result of the development.

Permit-Free Agreement

20. It is proposed that residents of the new 2-bedroom dwelling would be exempt from purchasing a permit to park for any future Controlled Parking Zone that is implemented in the area. This would mean that in the future there will be zero impact from the new dwelling on local parking conditions. This would be included in any tenancy or ownership agreement when new residents move in.

Conclusion

21. On the basis that the site is in an accessible location with access on foot, by bicycle and by bus, it is considered that there are real options for travel to the site by non-car modes. It is considered that the demand for parking will be reflective of the site's accessibility, particularly for the new 2-bedroom dwelling.
22. It is considered that the changes to the driveway to accommodate two cars will provide a better arrangement than the previous scheme with appropriate pedestrian access provided and pedestrian intervisibility from the parking spaces achieved. Closing the existing crossover on Balmoral Drive is a benefit to the scheme.
23. The theoretical assessment has shown that there would be no material change to average parking occupancy should one or two additional cars seek to park on-street.

Appendix A

Hillingdon Council Memo Dated 15th March 2026



MEMO

**To: Planning Authority
For the Attention of Rhian Thomas**

Ref: 35060/APP/2026/132

From: Transport Planning and Development – Senober Khan

Date: 15 March 2026

Address: 75 SHAKESPEARE AVENUE, HAYES

Proposal: Subdivision of the site to provide an additional two-storey dwellinghouse, with the erection of a second floor, part single part double storey front, side and rear extensions, erection of a single-storey rear extension to the existing dwelling, enlargement of the dropped kerb, and addition of associated parking and amenity space.

Highways comments:

The proposal would subdivide the existing property to create a 2-bed dwelling with one on-site parking space and front-of-plot cycle storage, while the donor 3-bed property would retain two parking spaces.

The Planning Statement (PS) notes that the scheme seeks to address issues previously raised under application 35060/APP/2025/203, including an amended access arrangement, revised parking layout, and altered cycle parking provision. The submitted PS similarly claims that all previous objections have been resolved. However, having reviewed the amended drawings and supporting documents, the Highway Authority (HA) considers that the key issues remain unresolved and, in several respects, new issues have been introduced.

Applicable Parking Standards

London Plan (2021) - Table 10.3 (Outer London, PTAL 0-1)

- 1-2 bed dwellings: up to 1.5 spaces (maximum)
- 3+ bed dwellings: up to 1.5 spaces (maximum)
- The London Plan allows the upper end of the range to be applied in low-PTAL areas.

Hillingdon Local Plan Part 2 - Policy DMT6

- 2 on-plot spaces required per dwelling with curtilage

The site has a PTAL of 1b, bordering PTAL 0, indicating very poor public transport accessibility. Local bus stops are approximately 600m away, well beyond the 400m threshold normally used to assess reasonable bus access. In such locations, London Plan



and Local Plan policies expect developments to provide fully compliant on-site parking, with no reasonable basis for reducing provision.

While the London Plan “1.5 maximum” cannot be practically delivered, Hillingdon’s adopted requirement of 2 spaces per dwelling is entirely justified in this low-accessibility context.

The proposal provides only 1 space for the new dwelling and therefore fails Policy DMT6.

Assessment of Proposed Parking Layout

Despite the applicant’s assertion that all earlier issues have been addressed, the proposed parking arrangement remains substandard, impractical and unsafe for the following reasons:

1. Unsafe and impractical shared access arrangement

The applicant proposes three parking spaces within a very constrained forecourt, served by a widened shared dropped kerb. However:

- Vehicles serving the new dwelling would need to cross into the donor dwelling’s red-line area to manoeuvre.
- Vehicles would need to drive over the splayed section of the dropped kerb, which is not designed for vehicle overrun, and may result in illegal footway overrun under the Highways Act.
- This creates operational conflict and an unacceptable risk to pedestrians.

2. Absence of required pedestrian visibility splays

Any new or widened vehicle access must provide 2.4m × 2.4m pedestrian visibility splays, as required by Manual for Streets, supported by Local Plan Policy DMT1, and reinforced within the Council’s Domestic Vehicle Footway Crossover Policy.

No visibility splays are shown on the submitted drawings.

3. Donor dwelling pedestrian access obstructed

The two side-by-side parking spaces for the donor dwelling obstruct the pedestrian entrance and the route from the front door to the public highway.

While the applicant claims that a 1m unobstructed footpath is retained, this space lies outside the red-line boundary, relying on land belonging to the new dwelling. This is unacceptable because:

- A boundary fence or planting could be installed at any time.
- The path could be obstructed by vehicles and/or inconsiderate drivers.
- Emergency egress from the donor dwelling must be safeguarded at all times, and this cannot be ensured where the access route is outside its own curtilage or vulnerable to obstruction by neighbouring occupiers or parked vehicles.
- Pedestrian access must be provided wholly within the curtilage of the dwelling it serves, in accordance with London Plan Policy D5 (Inclusive Design).

4. Cycle storage remains inaccessible

The cycle shed for the new dwelling cannot be accessed safely or conveniently due to insufficient standing/turning space in front of it.

This fails the requirements for convenient, safe and step-free cycle parking under London Plan Policy T5 and Local Plan Policy DMT6.



Cumulative Impact and Policy Conflict

The cumulative shortcomings of the proposed access and parking layout result in a development that fails to comply with:

- London Plan Policies D5 (Inclusive Design), T5 (Cycling) and T6 (Car Parking)
- Hillingdon Local Plan Part 2 Policies DMT1, DMT2 and DMT6
- Hillingdon's Domestic Vehicle Footway Crossover Policy
- Manual for Streets principles
- NPPF 2025 - Promoting Sustainable Transport

The public highway cannot be treated as an extension of private parking provision, nor can shortfalls in on-site spaces be offset by kerbside reliance. Allowing such an approach would undermine parking policy, exacerbate highway safety issues, and erode sustainable transport objectives.

Recommendation

The Highway Authority objects to the proposal because the submission fails to demonstrate a safe, policy-compliant or design-led approach to access, layout or movement. The proposed parking and cycle arrangements are operationally unsafe, substandard, and contrary to adopted planning and transport policies.

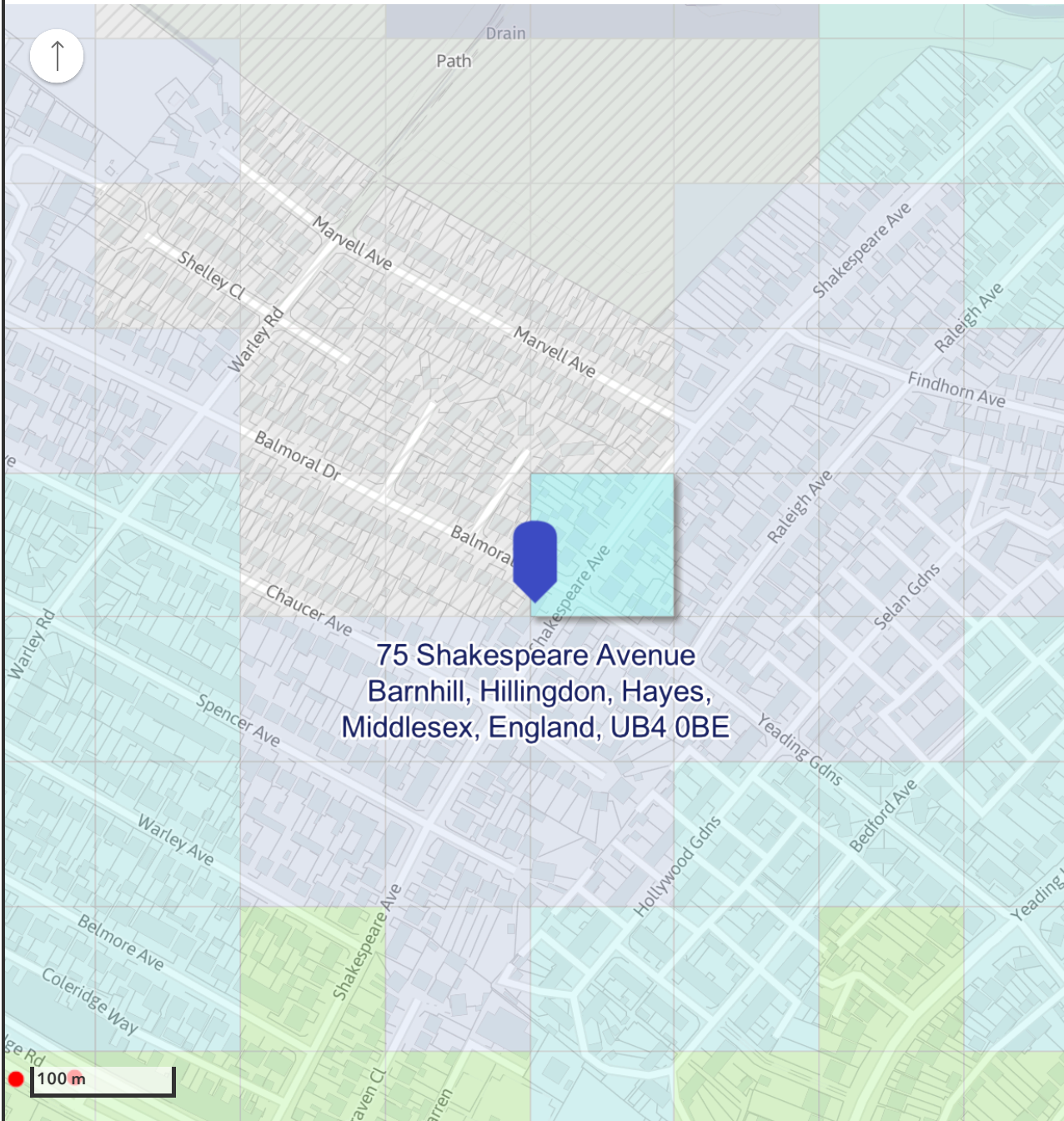
Accordingly, the scheme is contrary to:

- London Plan Policies T1, T2, T5, T6 and D5
- Hillingdon Local Plan Part 2 Policies DMT1, DMT2 and DMT6
- Hillingdon's Domestic Vehicle Footway Crossover Policy
- Manual for Streets
- NPPF 2025 - Promoting Sustainable Transport

Appendix B

PTAL Rating

PTAL Report



TfL Stations
Underground Stations



National Rail Stations



Bus Stops



Elizabeth Line Stations



DLR Stations



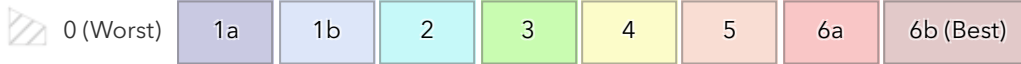
Overground Stations



Tramlink Stations



PTAL 2023 RESULT



PTAL 2023 Score

2

Grid ID: 86159

Coordinates: 510545,181652 (BNG)

Accessibility Index (PTAI) : 5.85

Calculation Parameters

Day of Week: Monday-Friday

Time Period: AM Peak

Walk Speed: 4.8 km per hour

Bus Walk Access Time Threshold: 8 mins

Rail Walk Access Time Threshold: 12 mins



Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmore Parade	427	7.50	592.11

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Shaftesbury Way	140	7.50	632.86

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmore Parade	90	5.33	592.11

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Shaftesbury Way	E6	4.67	632.86

Mode	Stop	Route	Service Frequency	Walk Distance (m)
BUS	Belmore Parade	U7	2.00	592.11

Appendix C

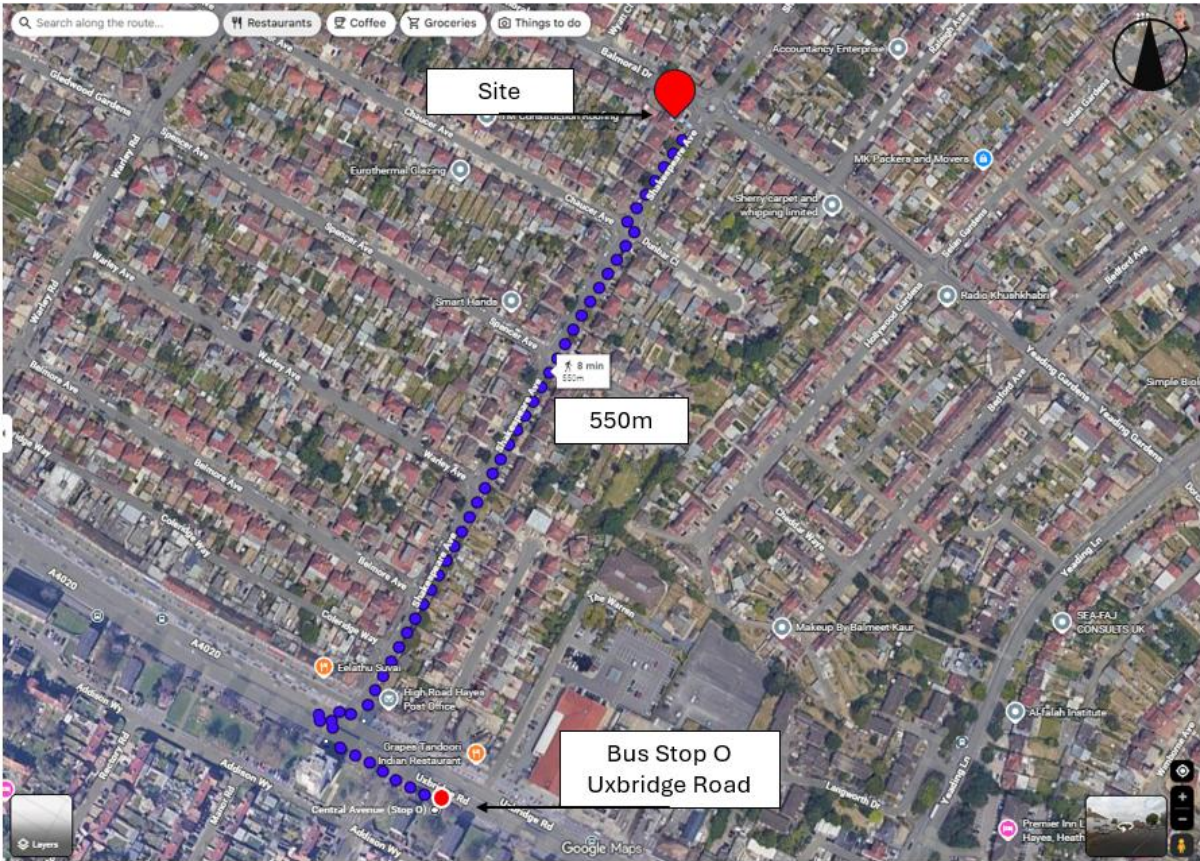
Extract from Transport for London's Assessing transport connectivity in London document

- The calculation assumes that people will walk up to 640 metres (approximately eight minutes) to a bus service and up to 960 metres (12 minutes) to a rail or Tube service. Services available at a longer distance do not affect the PTAL of a selected location. The walk access distance is measured using software such as RouteFinder, an application of the MapInfo package

Appendix D

Route from Site to bus stops on Yeading Lane and Uxbridge Road







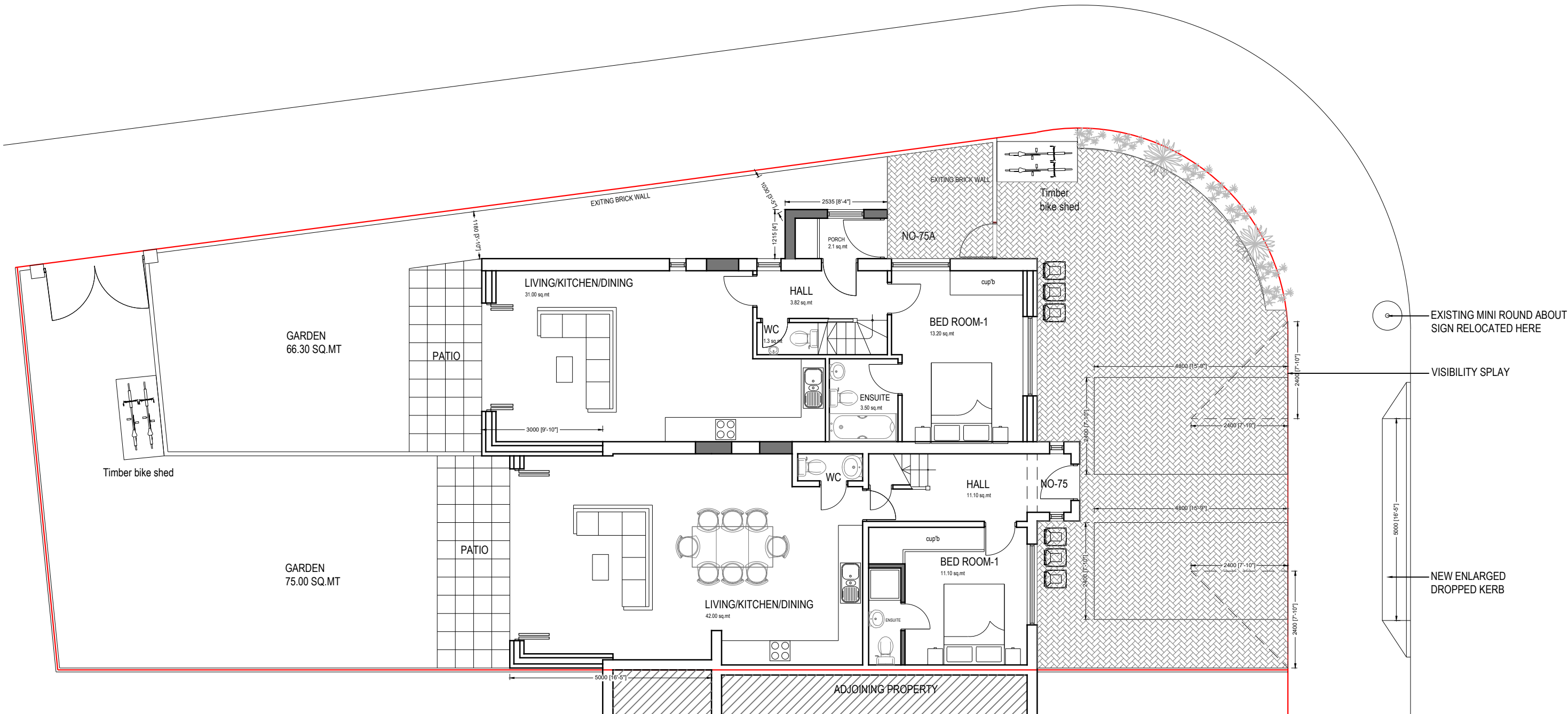
Appendix E

London Plan Parking Standards

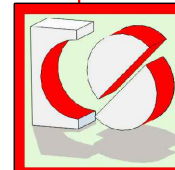
Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Appendix F

Proposed Layout Plan



PROPOSED BLOCK PLAN



CRAFTED SPACES
ARCHITECTURE + URBANISM
DESIGNING WITH SOCIAL, ECONOMICAL & ENVIRONMENTAL SUSTAINABILITY
(M) 07973988297

Applicant:
MR YADVINDER SINGH SAINI

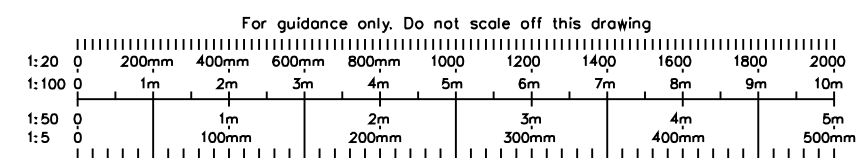
Job Title:
75 SHAKESPEARE AVENUE, HAYES, UB4 0BE

Drawing Title:
PROPOSED BLOCK PLAN

Scale: 1:100	Drawing No. PA4-21100-10	Print Size A3	Revision A
Date: 15/11/2025			

Drawing Status:
FOR PLANNING APPROVAL

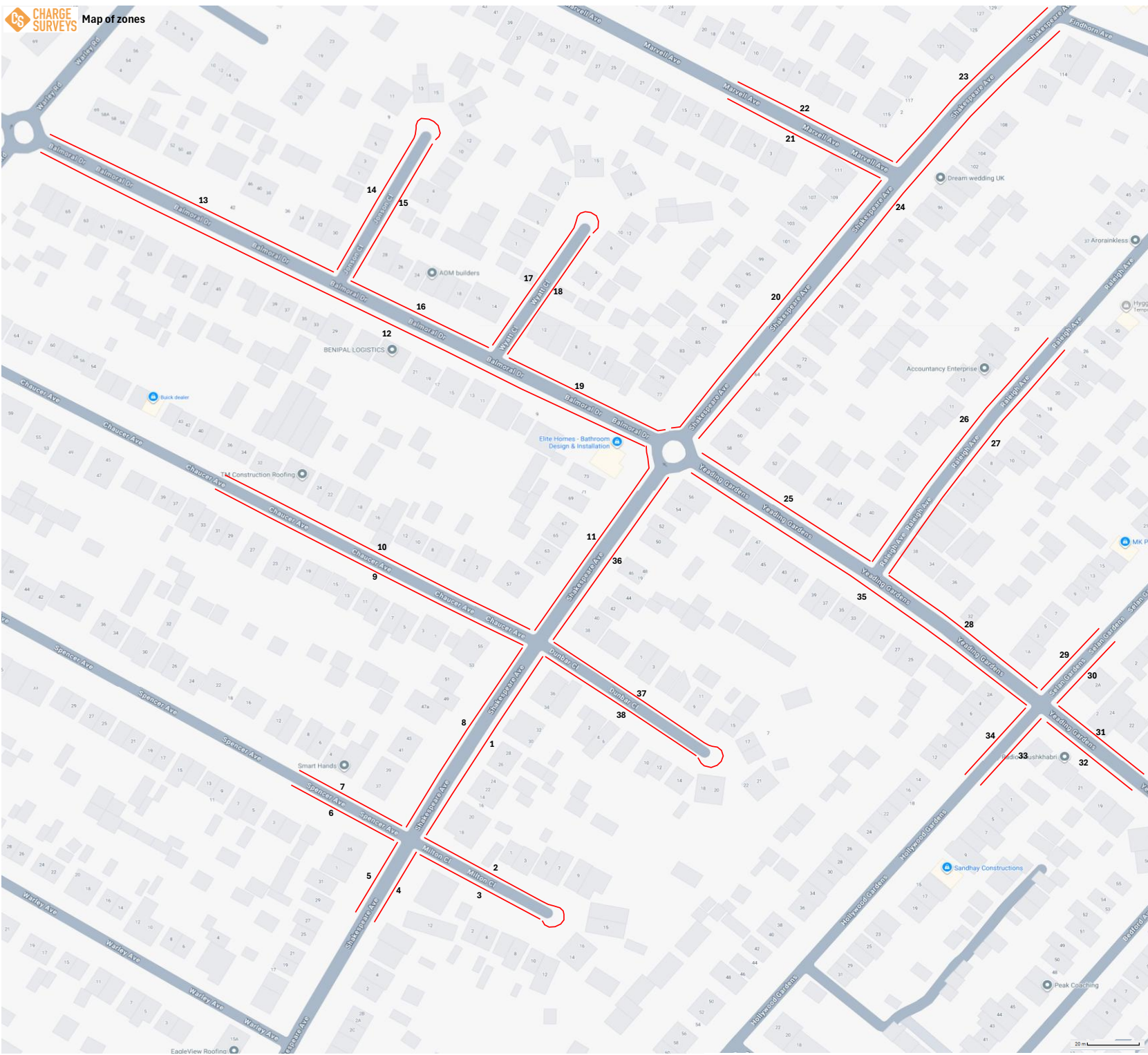
REV-A 05/05/2026 PP DWG REVISED.

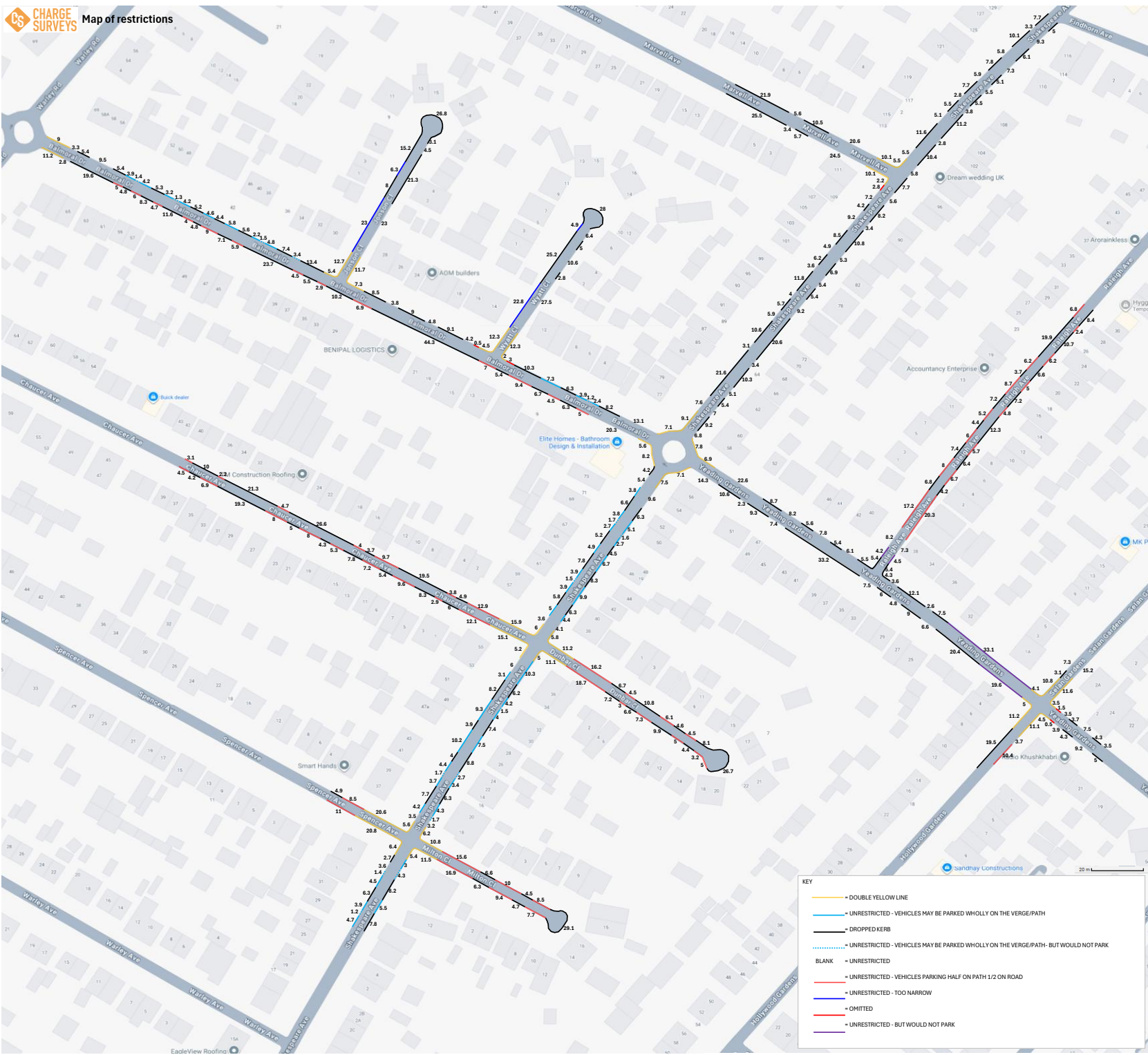


Appendix G

Parking Survey Results







KEY

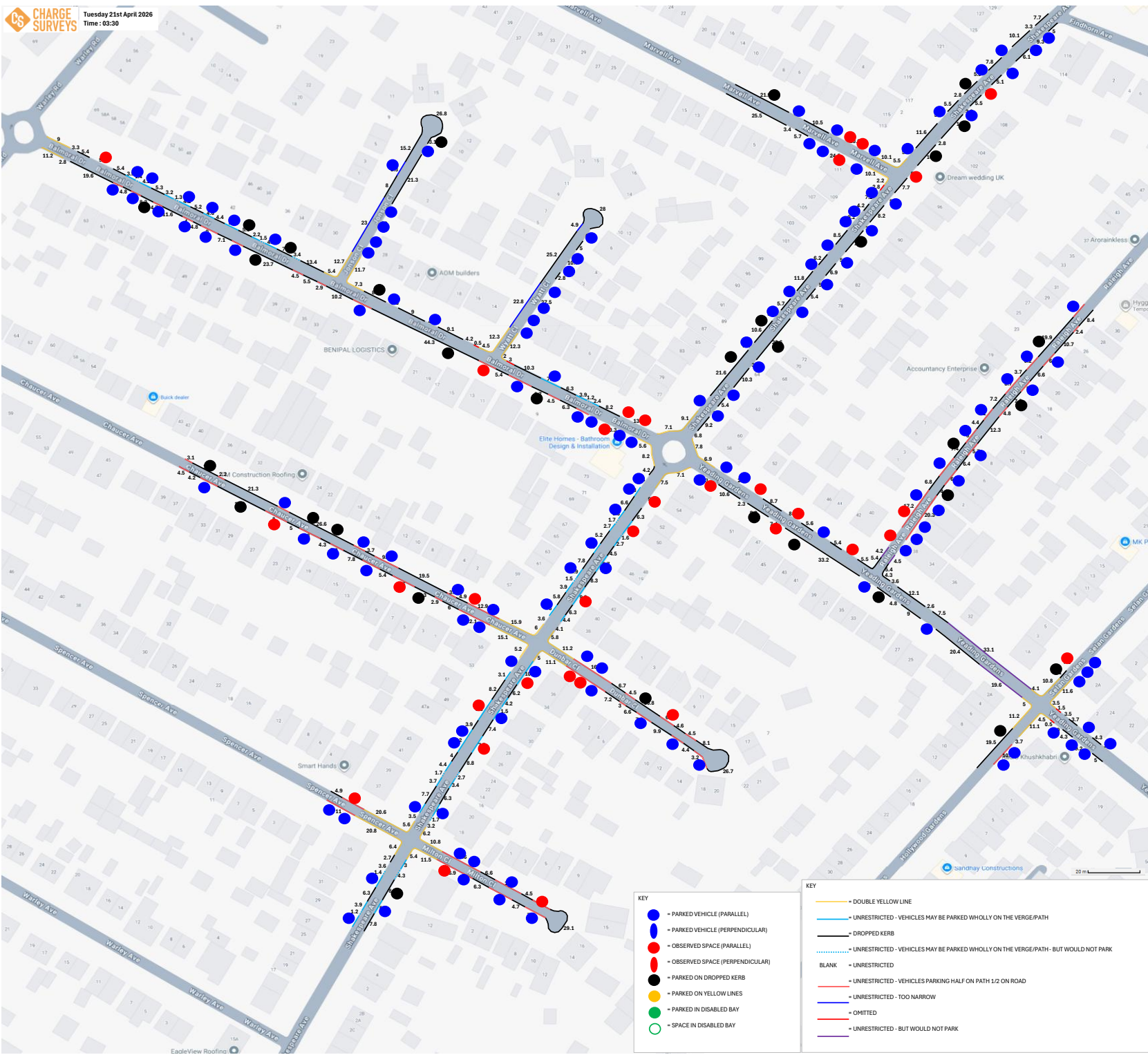
- DOUBLE YELLOW LINE
- UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH
- DROPPED KERB
- ⋯ UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK
- BLANK = UNRESTRICTED
- UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD
- UNRESTRICTED - TOO NARROW
- OMITTED
- UNRESTRICTED - BUT WOULD NOT PARK

ROAD NAME	ZONE	RESTRICTION	METRES	Tuesday 21st April 2026					Thursday 23rd April 2026		
				5 METRES - 1 SPACE	TIME - 03:30			TIME - 04:45			
					PARKED VEHICLES	OBSERVED SPACES	% RESTRICTION STRESS	PARKED VEHICLES	OBSERVED SPACES	% RESTRICTION STRESS	
SHAKESPEARE AVENUE	1	DOUBLE YELLOW LINE	11.2								
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH (VEHICLE PARKED ADJACENT ON RD)									
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	33.7	3	3	2	60.0%	4	2	66.7%	
		DROPPED KERB	28.7								
MILTON CLOSE	2	UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	5.9								
		UNRESTRICTED	3.2								
		DOUBLE YELLOW LINE	10.8								
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	34.1	6	3	1	75.0%	2	2	50.0%	
SHAKESPEARE AVENUE	3	DROPPED KERB	40.2								
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	34	5	3	1	75.0%	4	0	100.0%	
		DOUBLE YELLOW LINE	11.5								
		DOUBLE YELLOW LINE	5.4								
SHAKESPEARE AVENUE	4	UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	8.5	1	1	0	100.0%	1	0	100.0%	
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	4.3								
		DROPPED KERB	16		1			1			
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	13.1		2			2			
SPENCER AVENUE	5	DROPPED KERB	9								
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	2.6								
		UNRESTRICTED	3.6								
		DOUBLE YELLOW LINE	6.4								
SHAKESPEARE AVENUE	6	DOUBLE YELLOW LINE	20.8								
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	11	2	2	0	100.0%	2	0	100.0%	
		DROPPED KERB	4.9								
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	8.5	1	0	1	0.0%	0	1	0.0%	
SHAKESPEARE AVENUE	7	DOUBLE YELLOW LINE	20.6								
		UNRESTRICTED	10.8								
		UNRESTRICTED	9.5	1	1	0	100.0%	1	0	100.0%	
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH (VEHICLE PARKED ADJACENT ON RD)									
CHAUCER AVENUE	8	UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	34.9	3	3	1	75.0%	4	1	80.0%	
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	1.7								
		DROPPED KERB	23.9								
		DOUBLE YELLOW LINE	15.1								
SHAKESPEARE AVENUE	9	UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	64.5	8	6	2	75.0%	9	0	100.0%	
		DROPPED KERB	60.3		2			1			
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	40.4	3	5	1	83.3%	7	0	100.0%	
		DROPPED KERB	86		3			3			
BALMORAL DRIVE	10	DOUBLE YELLOW LINE	15.9								
		DOUBLE YELLOW LINE	14.2								
		UNRESTRICTED	9	1	1	0	100.0%	1	0	100.0%	
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	28	1	5	0	100.0%	4	0	100.0%	
BALMORAL DRIVE	11	DROPPED KERB	29.6								
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	3.2								
		DOUBLE YELLOW LINE	16.8								
		UNRESTRICTED	29.1	4	3	1	75.0%	4	1	80.0%	
BALMORAL DRIVE	12	UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	74.8	8	9	1	90.0%	10	2	83.3%	
		DROPPED KERB	158.3		4			3			
		DOUBLE YELLOW LINE	14.4								
		UNRESTRICTED	12.8	1	0	1	0.0%	2	0	100.0%	
BALMORAL DRIVE	13	DROPPED KERB	52.1		2			1			
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	32.9		1			5	0		
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	7.6		6	0	100.0%	5	0		
		DOUBLE YELLOW LINE	12.7								
JONSON CLOSE	14	UNRESTRICTED - TOO NARROW	29.3		1			1			
		DROPPED KERB	50								
		DROPPED KERB	24.4		1			1			
		UNRESTRICTED	27.5	4	5	0	100.0%	5	0		
BALMORAL DRIVE	15	DOUBLE YELLOW LINE	11.7								
		DOUBLE YELLOW LINE	11.9								
		DROPPED KERB	26.6		1			1			
		UNRESTRICTED	12.8		2			2			
WYATT CLOSE	16	OMITTED	0.5								
		DOUBLE YELLOW LINE	12.3								
		UNRESTRICTED - TOO NARROW	27.7								
		DROPPED KERB	52.2								
WYATT CLOSE	17	UNRESTRICTED	27.5	8	7	0	100.0%	7	1	87.5%	
		DROPPED KERB	24.8								
		DOUBLE YELLOW LINE	12.3								
		DOUBLE YELLOW LINE	9.1								
BALMORAL DRIVE	18	OMITTED	3								
		DROPPED KERB	24.8								
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	13.6	1	1	0	100.0%	1	0		
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	1.2								
SHAKESPEARE AVENUE	19	UNRESTRICTED	13.1	2	0	2	0.0%	0	2	0.0%	
		DOUBLE YELLOW LINE	11.3								
		UNRESTRICTED	45.5	4	9	0	100.0%	8	0		
		DROPPED KERB	68.6		2			1			
MARVEL AVENUE	20	OMITTED	2.8								
		DOUBLE YELLOW LINE	10.1								
		UNRESTRICTED	27.9	4	3	1	75.0%	4	1		
		DROPPED KERB	31.2		1			1			
SHAKESPEARE AVENUE	21	DROPPED KERB	32.4								
		UNRESTRICTED	26.2	5	3	2	60.0%	4	1		
		DOUBLE YELLOW LINE	10.1								
		DOUBLE YELLOW LINE	5.5								
YEAING GARDENS	22	UNRESTRICTED	28.4	4	4	0	100.0%	3	2		
		DROPPED KERB	50.4		1			1			
		DROPPED KERB	127.8		4			10	4		
		UNRESTRICTED	85.7	11	12	2	85.7%	10	4		
RALEIGH AVENUE	23	DOUBLE YELLOW LINE	7.8								
		DOUBLE YELLOW LINE	6.9								
		UNRESTRICTED	44.7	7	3	3	50.0%	4	2		
		DROPPED KERB	25.2								
RALEIGH AVENUE	24	DROPPED KERB	54.8		2			2			
		UNRESTRICTED - BUT WOULD NOT PARK	4.2								
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	58.1	9	7	1	87.5%	4	4		
		UNRESTRICTED	8.2	1	0	1	0.0%	0	1		
YEAING GARDENS	25	DROPPED KERB	61.2		2			1			
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	51.1	8	7	0	100.0%	6	2		
		UNRESTRICTED - BUT WOULD NOT PARK	4.5								
		UNRESTRICTED	7.3	1	1	0	100.0%	1	0		
SELAN GARDENS	26	DROPPED KERB	23.9								
		UNRESTRICTED	6.2								
		UNRESTRICTED - BUT WOULD NOT PARK	33.1								
		DOUBLE YELLOW LINE	4.1								
YEAING GARDENS	27	DOUBLE YELLOW LINE	10.8								
		DOUBLE YELLOW LINE	3.1		1			1			
		UNRESTRICTED	7.3	1	0	1	0.0%	1	0		
		UNRESTRICTED	15.2	3	3	0	100.0%	3	0		
HOLLYWOOD GARDENS	28	DOUBLE YELLOW LINE	11.6								
		DOUBLE YELLOW LINE	3.5								
		OMITTED	1.5								
		UNRESTRICTED	14.5	1	2	0	100.0%	2	0		
YEAING GARDENS	29	DROPPED KERB	8								
		DROPPED KERB	9.3								
		UNRESTRICTED	13.1	1	3	0	100.0%	2	1		
		OMITTED	0.5								
YEAING GARDENS	30	DOUBLE YELLOW LINE	4.5								
		DOUBLE YELLOW LINE	11.1								
		UNRESTRICTED	3.7								
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	10.4	2	2	0	100.0%	2	0		
DUNBAR CLOSE	31	DROPPED KERB	19.5		1			1			
		DOUBLE YELLOW LINE	11.2								
		DOUBLE YELLOW LINE	12.1								
		UNRESTRICTED - BUT WOULD NOT PARK	19.6								
DUNBAR CLOSE	32	DROPPED KERB	88.5		3			2			
		UNRESTRICTED	42.9	5	3	2	60.0%	3	2		
		DOUBLE YELLOW LINE	13.3								
		UNRESTRICTED	13.7	1	0	1	0.0%	0	1		
DUNBAR CLOSE	33	DROPPED KERB	25.4								
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH	28.8	3	1	2	33.3%	1	2		
		UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK	1.6								
		DOUBLE YELLOW LINE	11.2								
DUNBAR CLOSE	34	UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	36.3	5	3	1	75.0%	4	1		
		DROPPED KERB	56.9		1			1			
		UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD	37.2	5	3	2	60.0%	3	2		
		DROPPED KERB	28.1					1			
DUNBAR CLOSE	35	DOUBLE YELLOW LINE	11.1								
		DOUBLE YELLOW LINE	11.1								
		DOUBLE YELLOW LINE	11.1								
		DOUBLE YELLOW LINE	11.1								

Key
0%
50%
100%

Key
0%
50%
100%













Observed spaces definition - A real time space recorded at time of survey - not determined by calculation post survey. Observed spaces can be affected by poor parking practice (e.g 1 vehicle parking over 2 spaces)



KEY	KEY
● - PARKED VEHICLE (PARALLEL)	- DOUBLE YELLOW LINE
● - PARKED VEHICLE (PERPENDICULAR)	- UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH
● - OBSERVED SPACE (PARALLEL)	- DROPPED KERB
● - OBSERVED SPACE (PERPENDICULAR)	- UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK
● - PARKED ON DROPPED KERB	- UNRESTRICTED
● - PARKED ON YELLOW LINES	- UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD
● - PARKED IN DISABLED BAY	- UNRESTRICTED - TOO NARROW
- SPACE IN DISABLED BAY	- OMITTED
	- UNRESTRICTED - BUT WOULD NOT PARK





KEY	KEY
● - PARKED VEHICLE (PARALLEL)	 - DOUBLE YELLOW LINE
● - PARKED VEHICLE (PERPENDICULAR)	 - UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH
● - OBSERVED SPACE (PARALLEL)	 - DROPPED KERB
● - OBSERVED SPACE (PERPENDICULAR)	 - UNRESTRICTED - VEHICLES MAY BE PARKED WHOLLY ON THE VERGE/PATH - BUT WOULD NOT PARK
 - PARKED ON DROPPED KERB	BLANK - UNRESTRICTED
 - PARKED ON YELLOW LINES	 - UNRESTRICTED - VEHICLES PARKING HALF ON PATH 1/2 ON ROAD
 - PARKED IN DISABLED BAY	 - UNRESTRICTED - TOO NARROW
 - SPACE IN DISABLED BAY	 - OMITTED
	 - UNRESTRICTED - BUT WOULD NOT PARK

