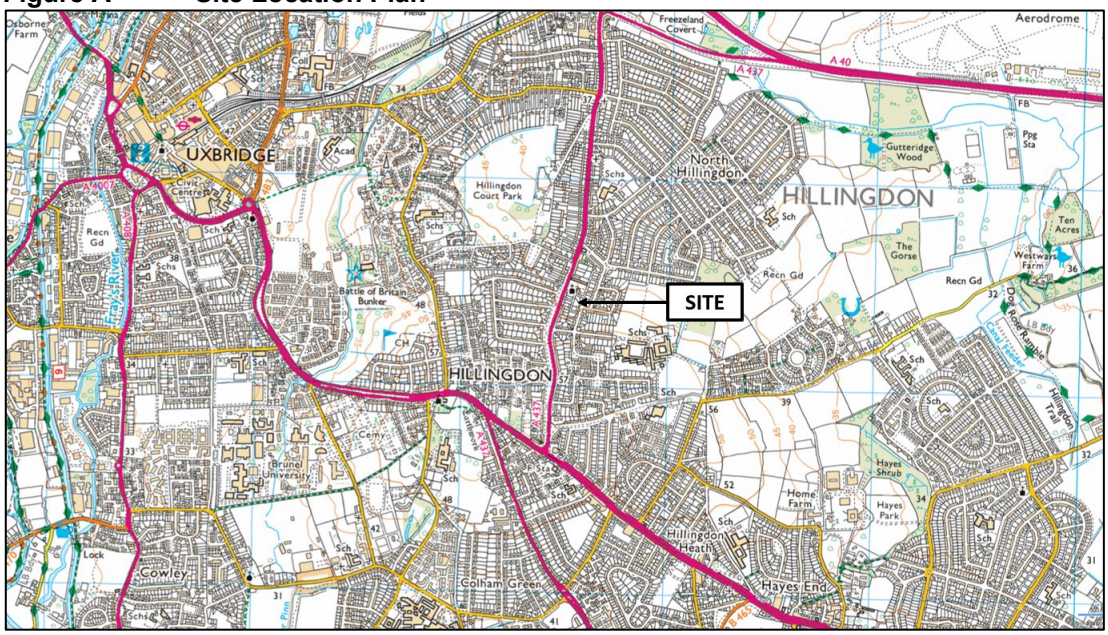
TRANSPORT NOTE
PROPOSED RESIDENTIAL DEVELOPMENT
LANDMARK PLACE, HILLINGDON
ADL REF: 4962, 26th April 2021

1.0 Introduction

1.1 ADL Traffic and Highways Engineering Ltd have been instructed by Landmark Group to prepare this Pre-Application Transport Note in relation to the proposed extension of the existing flatted development to provide one additional flat at Landmark Place, off Snowden Avenue in Hillingdon, Uxbridge. The proposal would include the addition of one car parking space on site.

1.2 The site postcode is UB10 0SD. The site location is shown in Figure A.

Figure A Site Location Plan



1.3 The main purpose of this Pre-Application Transport Note is to demonstrate that the existing parking situation in the vicinity of the site can accommodate demand for an additional one-bedroom flat.

1.4 The proposed site layout plan is provided as Appendix 1.0.

2.0 The Site

2.1 The site currently comprises a two-storey residential building comprising six 1-bed flats and two 2-bed flats. There are currently ten car parking bays on site; of which one is designated as a disabled bay.

2.2 The access into the site is via Landmark Place from Snowden Avenue. The access is in the form of a vehicular crossover.

3.0 Local Highway Network

3.1 The site is located at Landmark Place, which is a cul-de sac off Snowden Avenue, approximately 130 metres north of the junction with Clifton Gardens. Snowden Avenue is a local residential road which runs broadly in north-south direction between Clifton Gardens and Sutton Court Road. It is subject to a 30-mph speed limit.

3.2 In the vicinity of the site, Snowden Avenue is approximately six metres wide. Between Clifton Gardens and Landmark Place, there are no parking restrictions, with the majority of properties providing dropped kerbs to private driveways. There are double yellow line parking restrictions on the southern side of Snowden Avenue, opposite the Landmark Place access. There are also double yellow lines on Snowden Avenue at the junction with Oakdene Road.

4.0 Access Arrangements

4.1 The existing vehicular access into Landmark Place from Snowden Avenue would be retained.

4.2 Having reviewed the Crashmap website, it appears that there have been no collisions at or in the close proximity to this site access. As such, there are no highway safety issues related to the site access that need to be addressed as part of any subsequent planning application.

4.3 As discussed in Section 4.0 of this Transport Note, the trip generation associated with the proposed development would be very low; and as such the existing access arrangement would sufficiently accommodate the development's traffic demand.

5.0 Proposed Trip Generation

5.1 TRICS 7.7.4 database has been used to estimate vehicular trip generation associated with the proposed one-bedroom flat/studio. Suburban sites in Greater London for weekdays only have been selected. The TRICS report is provided as Appendix 2.0.

5.2 The vehicular trip generation during the typical AM and PM peak hours is summarised in Table 5A.

Table 5A Two-way Vehicular Trip Generation

Time	Trip Rate (/dwelling)		Trips (1 Flat)		
	In	Out	In	Out	Two-way
08:00-09:00	0.027	0.070	0	1	1
17:00-18:00	0.073	0.042	1	0	1

5.3 Table 5A demonstrates that the proposed development could generate up to only one new vehicular trip (two-way) during the typical weekday peak hours. This is considered to be imperceptible in traffic engineering terms.

5.4 An increase in vehicular trips outside of the peak hours would be further less than this and hence *de minimis*.

5.5 Given that the proposed development represents low trip generation, the existing site access which does not have any accident records or known highway safety issues is considered to be appropriate for the proposed development. Furthermore, there is no requirement for any off-site junction capacity assessment.

6.0 Parking Assessment

Car Ownership

6.1 The 2011 Census car ownership data has been used to estimate the number of cars that would be owned by the occupant of the proposed one-bedroom flat. The site is located in ward E02000510 (Uxbridge North). For flats in this location, the average car ownership for dwellings with 1-3 rooms is 0.54 – i.e., one car.

6.2 Given this data is from 2011, ADL have used TEMPro growth factors for car ownership for the year 2022 (likely year of occupation). The car ownership growth factor for this location (Hillingdon) between 2011 and 2022 is 1.1436. Hence, **0.54 x 1.1436 = 0.62** (i.e., one car). It is therefore estimated that the proposal would likely result in a maximum of one additional car.

6.3 Given the proposal includes one additional car parking space, the additional parking demand of one car associated with the proposal would be accommodated.

Parking Stress Survey

6.4 Despite the fact there will be no displacement of cars as a result of the development, in the interest of robust assessment, ADL commissioned K & M Traffic Surveys to undertake parking stress survey in line with Lambeth Parking Survey Methodology on 8th and 9th December 2020 (Tuesday and Wednesday) in order to assess the parking situation of the area.

6.5 The survey was undertaken on 02:45 hours on 8th December 2020 and 02:30 hours on 9th December 2020. The parking stress survey results are provided in Appendix 3.0.

6.6 Given this survey was undertaken during the Covid-19 pandemic, the lockdown measures would have heightened the degree to which residents would be staying at home. Therefore, this assessment of the parking conditions is considered to be very robust. As such, ADL have successfully carried out parking stress survey in other outer London boroughs where the Highway Authorities have accepted the results of parking stress survey during lockdown.

On-site Car Park

6.7 The survey shows that on both dates, of the ten car parking bays in Landmark Place (nine standard, one disabled) eight of the standard bays were occupied, as well as the disabled bay. Therefore, there remained one vacant marked bay on Landmark Place on both occasions.

Streets within 200 metres from the Site

6.8 The survey also covered streets within a 200-metre walking distance from the site. The survey shows that there are 85 potential car parking spaces on Snowden Avenue, Clifton Gardens, Brampton Road, Oakdene Road, and Silver Way.

6.9 On the 8th of December, there were 28 observed spaces, and on the 9th of December, there were 32 observed spaces. On average there were 30 observed spaces (i.e., vacant spaces).

6.10 The proposed parking provision on site will accommodate the car parking demand associated with the additional of one flat. The parking survey results also indicate that there is sufficient parking capacity on site to accommodate the addition of one car as a result of the proposed one-bedroom flat. Should all the marked bays on Landmark Place be occupied, there is sufficient capacity on the neighbouring residential streets to accommodate an additional car.

6.11 There are therefore no issues regarding parking as a result of the proposed development.

Cycle Parking

6.12 It is proposed to provide one cycle parking space for the proposed development. This is in line with the London Plan cycle parking standards.

7.0 Servicing

7.1 The existing servicing situation would remain the same.

8.0 Conclusions

8.1 The proposal comprises the one-storey extension the existing dwelling in the form of a one-bedroom flat at Landmark Place, Hillingdon. One additional car parking space is also proposed.

8.2 The existing site access would be used and is considered to be appropriate for use for the proposed development in terms of visibility.

8.3 The proposed development will have no severe traffic impact on the local road network.

8.4 Based on the car ownership data for this location, it is estimated that the proposed development would result in one additional car only, which would be accommodated by the proposed car parking space.

8.5 A parking stress survey in December 2020 also indicates that there is capacity within the existing marked car park on Landmark Place to accommodate this additional car. There is also capacity on the adjacent residential streets to accommodate this additional car as well should all the marked bays on Landmark Place be occupied.

8.6 The development therefore conforms to the National Planning Policy Framework 2019.

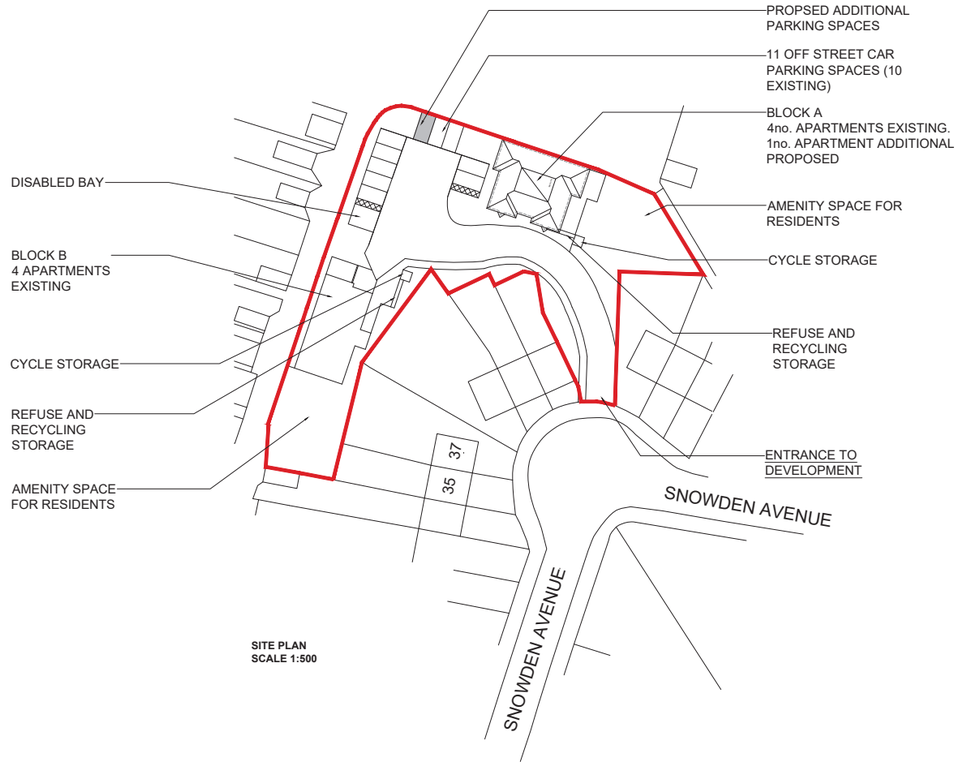
APPENDIX 1.0

SITE PLAN

SCALE BAR 1:100 0 1m 2 3 4 5 6 7 8 9 10m

APPENDIX 1.0
SITE PLAN

LOCATION PLAN
SCALE 1:1250



SITE PLAN
SCALE 1:500

N

SCALE BAR 1:500 0 5m 10 15 20 25 30 35 40 45 50m

SCALE BAR 1:1250 0 10m 20 30 40 50 60 70 80 90 100 110 120m

LANDMARK GROUP
THE PILLARS
SLADE OAK LANE,
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CIOB RTPI IN PARTNERSHIP WITH LABC
RIBA Chartered Practice

CLIENT / JOB ADDRESS:
43 AND R.O. 35 - 47 SNOWDEN AVENUE
HILLINGDON
MIDDLESEX
UB10 OSD

DRAWING TITLE / DESCRIPTION
BLOCK A - LOFT CONVERSION - 1 BEDROOM FLAT WITH PROPOSED CAR PARKING SPACE

SUBMISSION / REF
PLANNING APPLICATION

DRAWING TITLE
LOCATION PLAN

DRAWING No.
103

SCALE : 1:100 ON A1
DRAWN BY : ML
DATE : 22.04.21
CHECKED BY : MS

REVISION	DESCRIPTION	DRAWN BY	DATE

ALL MEASUREMENTS TO BE CHECKED ON SITE AND NOT SCALED FROM THIS DRAWING. ANY DISCREPENCIES TO BE REPORTED TO LANDMARK GROUP. PARTY WALL (ETC) ACT 1996 TO BE AGREED WITH ADJOINING NEIGHBOURS PRIOR TO ALL WORK TO THE SATISFACTIONOF LOCAL AUTHORITY INSPECTOR. NO DEVIATION FROM THESE DRAWING WHAT SO EVER UNLESS AGREED IN WRITING WITH LANDMARK GROUP.

THAMES WATER (OR OTHER LOCAL WATER PROVIDER) BUILD OVER AGREEMENTS MAY BE REQUIRED. THIS IS SUBJECT TO A DRAINAGE INSPECTION AND MAY REQUIRE AN ADDITIONAL FEE, WHICH WILL BE PAYABLE TO THE WATER PROVIDER AND LANDMARK GROUP.

ALL GUTTERS, FOUNDATIONS AND DOWNPIPES TO REMAIN WITHIN THE BOUNDARY LINES OF THE SUBJECT PROPERTY ALL PLANS ARE SUBJECT TO FULL PLANS APPROVAL BY BUILDING CONTROL, NOT BUILDING NOTICE.

DRAFT DRAWINGS
NOTE: DRAWINGS AND CALCULATIONS TO BE APPROVED BY LOCAL AUTHORITY OR APPROVED BUILDING CONTROL INSPECTOR BEFORE WORK COMMENCES.

APPENDIX 2.0

TRICS: FLATS (PRIVATELY OWNED)

Calculation Reference: AUDIT-733701-210105-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

01	GREATER LONDON		
	BT	BRENT	2 days
	EN	ENFIELD	2 days
	HG	HARINGEY	1 days
	HK	HACKNEY	1 days
	HV	HAVERING	1 days
	IS	ISLINGTON	1 days
	RD	RICHMOND	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 9 to 493 (units:)
Range Selected by User: 9 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 10/09/20

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Wednesday	6 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	2
Residential Zone	5
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

APPENDIX 2.0
TRICS: FLATS
(PRIVATELY OWNED)

Secondary Filtering selection:

Use Class:

C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	4 days
50,001 to 100,000	3 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
500,001 or More	8 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	2 days
0.6 to 1.0	6 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	3 days
No	6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	1 days
1a (Low) Very poor	1 days
2 Poor	2 days
3 Moderate	1 days
4 Good	1 days
5 Very Good	1 days
6a Excellent	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BT-03-C-01 BLOCKS OF FLATS BRENT
LAKESIDE DRIVE
PARK ROYAL

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *28/09/16* *Survey Type: MANUAL*

2 BT-03-C-02 BLOCKS OF FLATS BRENT
ENGINEERS WAY
WEMBLEY

Suburban Area (PPS6 Out of Centre)
Development Zone
Total No of Dwellings: 472
Survey date: WEDNESDAY *30/11/16* *Survey Type: MANUAL*

3 EN-03-C-01 BLOCK OF FLATS ENFIELD
SOUTH STREET
ENFIELD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 16
Survey date: MONDAY *16/11/15* *Survey Type: MANUAL*

4 EN-03-C-03 BLOCKS OF FLATS ENFIELD
NORTH CIRCULAR ROAD
PALMERS GREEN

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 18
Survey date: WEDNESDAY *08/11/17* *Survey Type: MANUAL*

5 HG-03-C-02 BLOCK OF FLATS HARINGEY
HIGH ROAD
WOOD GREEN
WOODSIDE PARK
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 30
Survey date: WEDNESDAY *01/10/14* *Survey Type: MANUAL*

6 HK-03-C-03 BLOCK OF FLATS HACKNEY
GREEN LANES
FINSBURY PARK
MANOR HOUSE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *24/09/14* *Survey Type: MANUAL*

7 HV-03-C-02 BLOCKS OF FLATS HAVERING
WATERLOO ROAD
ROMFORD

Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total No of Dwellings: 493
Survey date: TUESDAY *22/11/16* *Survey Type: MANUAL*

8 IS-03-C-03 BLOCK OF FLATS ISLINGTON
FLORENCE STREET
ISLINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 9
Survey date: THURSDAY *21/11/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	RD-03-C-04 BESSANT DRIVE KEW	BLOCKS OF FLATS	RICHMOND

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 170
Survey date: WEDNESDAY *15/05/19* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	154	0.030	9	154	0.063	9	154	0.093
08:00 - 09:00	9	154	0.027	9	154	0.070	9	154	0.097
09:00 - 10:00	9	154	0.032	9	154	0.037	9	154	0.069
10:00 - 11:00	9	154	0.030	9	154	0.040	9	154	0.070
11:00 - 12:00	9	154	0.024	9	154	0.032	9	154	0.056
12:00 - 13:00	9	154	0.024	9	154	0.029	9	154	0.053
13:00 - 14:00	9	154	0.041	9	154	0.045	9	154	0.086
14:00 - 15:00	9	154	0.037	9	154	0.035	9	154	0.072
15:00 - 16:00	9	154	0.042	9	154	0.040	9	154	0.082
16:00 - 17:00	9	154	0.055	9	154	0.038	9	154	0.093
17:00 - 18:00	9	154	0.073	9	154	0.042	9	154	0.115
18:00 - 19:00	9	154	0.071	9	154	0.043	9	154	0.114
19:00 - 20:00	4	208	0.067	4	208	0.048	4	208	0.115
20:00 - 21:00	4	208	0.048	4	208	0.029	4	208	0.077
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.601			0.591			1.192

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	9 - 493 (units:)
Survey date date range:	01/01/12 - 10/09/20
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 3.0

PARKING SURVEY DATA

K&M TRAFFIC SURVEYS

DATE : 8th & 9th DECEMBER 2020

DAY : TUESDAY & WEDNESDAY

LOCATION : SNOWDEN AVE, HILLINGDON

					TUESDAY 8th DECEMBER 2020 TIME : 0245			WEDNESDAY 9th DECEMBER 2020 TIME : 0230		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
CLIFTON GDNS	1	DOUBLE YELLOW LINE	18.7							
		UNRESTRICTED	40	6	3	4	42.9%	2	5	28.6%
		DROPPED KERB	33.8							
SNOWDEN AVE	2	DOUBLE YELLOW LINE	25.4							
		DROPPED KERB	97.5		3			2		
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	47.9	7	4	3	57.1%	5	2	71.4%
		NOSE IN PARKING UNRESTRICTED	10.7	APPROX 4	4	0	100.0%	4	0	100.0%
	3	DOUBLE YELLOW LINE	18.9							
		UNRESTRICTED	88.9	14	13	2	86.7%	11	4	73.3%
		DROPPED KERB	66.4					1		
	4	DROPPED KERB	26.2		1			2		
		UNRESTRICTED	24.9	4	3	1	75.0%	3	1	75.0%
		DOUBLE YELLOW LINE	5.1							
	5	DOUBLE YELLOW LINE	23.1							
		UNRESTRICTED	38	5	7	0	100.0%	7	0	100.0%
		DROPPED KERB	43.3		3			2		
OAKDENE RD	6	DOUBLE YELLOW LINE	18							
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	32.4	3	3	1	75.0%	4	1	80.0%
		DROPPED KERB	37.4		1			2		
	7	DOUBLE YELLOW LINE	10.3		1			1		
		DROPPED KERB	71.6		2			3		
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	14.3	1	3	0	100.0%	3	0	100.0%
	8	DOUBLE YELLOW LINE	28.5							
		DROPPED KERB	59.4		1			1		
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	10.8		2			2		
	9	DOUBLE YELLOW LINE	10.5							
		UNRESTRICTED	26.9	2	4	1	80.0%	4	1	80.0%
		DROPPED KERB	46.6		2			2		
SILVER WAY	10	DROPPED KERB	22.2							
		TOO NARROW UNRESTRICTED	11							
		UNRESTRICTED	25.2	5	1	3	25.0%	1	3	25.0%
		ACCESS DROPPED KERB	5.7							
	11	DROPPED KERB	43.3							
		UNRESTRICTED	18.8	3	0	3	0.0%	0	3	0.0%
OAKDENE RD	12	DROPPED KERB	83.7		2			1		
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	29.8	4	4	1	80.0%	4	1	80.0%
	13	DROPPED KERB	49		2			3		
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	20.3		2			2		
		UNRESTRICTED	20.4	4	3	1	75.0%	3	1	75.0%
SNOWDEN AVE	14	DROPPED KERB	75		1			1		
		UNRESTRICTED	12	1	1	0	100.0%	1	0	100.0%
		VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	35.3	5	4	1	80.0%	3	3	50.0%
		DOUBLE YELLOW LINE	44.9							
CLIFTON GDNS	15	VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	21.5	3	2	2	50.0%	3	0	100.0%
		DROPPED KERB	65.5		2			2		
	16	VEHICLE PARKED1/2 ON ROAD AND 1/2 ON PATH UNRESTRICTED	21.5	2	3	1	75.0%	3	1	75.0%
		DROPPED KERB	59.3		2			1		
		DOUBLE YELLOW LINE	6.8							
BRAMPTON RD	17	DOUBLE YELLOW LINE	12.7							
		SIGN FOR PAVEMENT PARKING 1/2 ON AND 1/2 OFF	23.9	2	2	2	50.0%	1	2	33.3%
		DROPPED KERB	49.3					1		
		WOULD NOT PARK UNRESTRICTED	10.1							
	18	UNRESTRICTED	7.8							
		DROPPED KERB	38.4		1			1		
		SIGN FOR PAVEMENT PARKING 1/2 ON AND 1/2 OFF	38.7	7	7	1	87.5%	6	2	75.0%
		DOUBLE YELLOW LINE	12.7							
CLIFTON GDNS	19	DOUBLE YELLOW LINE	17							
		UNRESTRICTED	27.6	3	2	1	66.7%	2	2	50.0%
		DROPPED KERB	46.1							
SEE PLAN	20	APPROACH RD TO CAR PARK BUT WOULD NOT PARK								
	21	MARKED BAYS			8	1	88.9%	8	1	88.9%
		DISABLED BAYS			1	0	100.0%	1	0	100.0%

APPENDIX 3.0
PARKING SURVEY DATA