ttp consulting

transport planning specialists

Mr Durim Tusha

Land Adjacent to 68 and 70 Violet Avenue, London Borough of Hillingdon

Transport Statement

April 2019

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1 INTRODUCTION

1.1 TTP Consulting has been appointed by Mr Durim Tusha to provide traffic and transport advice in relation to the proposed development of land adjacent to 68 and 70 Violet Avenue, located in the London Borough of Hillingdon (LBH).

1.2 In April 2018, an application was submitted (Ref: 73222/APP/2018/1022) for the provision of 1 x 1 bed, 1 x 2 bed and 1 x 3 bed self contained flats without car parking. The application was subsequently refused for 4 reasons, one of which being that the Council believed that insufficient parking was provided for the development.

1.3 In February 2019, an appeal was submitted and dismissed and the main issued considered were:

- *"The effect of the proposal on the character and appearance of the area;*
- *Whether the proposal would be acceptable in terms of highway safety with particular regard to provision of parking; and*
- *The effect of the proposal on the living conditions of the adjoining occupiers at Nos 68 and 70 Violet Avenue with particular regard to outlook and light."*

1.4 The refusal with regards to parking was in light of no parking being provided on-site for the three units.

1.5 This application seeks to provide one house with an on-site parking space. A total of 4 cycle parking spaces will be provided at the rear of the site together with a refuse storage area at the front of the site. A proposed site layout is provided at **Appendix A**.

1.6 During pre-application discussions with the Council associated with the previous application, officers were of the view that the site is used for parking for residents of 68 and 70 Violet Avenue. However, the applicant advises that residents of 68 and 70 Violet Avenue do not have a right to park on the site and that the area is not used for car parking. Therefore, this statement considers the proposed car parking demand arising from the development and considers what effect any increased demand would have on the operation of the local on street parking supply.

1.7 The remainder of the report is structured as follows:

- Section 2 - describes the existing situation;
- Section 3 - assesses the effect of the development; and
- Section 4 - provides a summary and conclusion.

2 EXISTING SITUATION

Location

2.1 The site is bound to the north by Violet Avenue, to the east by residential properties 68 and 70 Violet Avenue, to the south by residential properties on Rosemary Close and to the west by Colham Manor Primary School. A site location plan is included at **Appendix B**.

2.2 The site comprises an area of hardstanding with an outbuilding to the front and a grassed area to the rear. The site is served by a single vehicle crossover and is segregated from no's 68 and 70 by a fence and a tree. The area of hardstanding is not currently used for parking and the residents of 68 and 70 Violet Avenue have no right to park on the site.

Access to Public Transport

2.3 Bus stops 'D' and 'E' are located some 50m east and west of the site. The stops are served by routes U1 and U3, which provide access between Ruislip and West Drayton and Heathrow Central and Uxbridge respectively. Bus stops 'S' and 'H' are located within a 100m walking distance of the site on Colham Green Road. These stops are served by route U5 which operates between Hayes Town and Uxbridge. Additional services available from Pield Heath Road bus stops, which are located within 500m of the site and provide access to routes U2, U4, U5 and U7.

2.4 Public Transport Accessibility Levels (PTALs) are a theoretical measure of the accessibility of a given point to the public transport network, taking into account walk access time and service availability. The PTAL is categorised in six levels, where 6 represents a high level of accessibility and 1 a low level of accessibility. The PTAL levels 1 and 6 are further subdivided into A and B.

2.5 The Transport for London database shows the site has a PTAL rating of 2 which represents a below average level of access to public transport services. The PTAL report can be found at **Appendix C**.

2.6 Whilst PTALs provide a useful indication of the accessibility of a site, they take no account of interchange opportunities, which can significantly improve travel options for those living and working in an area. In this instance, it is pertinent to note that bus routes U1, U3 and U5 provide frequent services to West Drayton Station, which is therefore accessible from the site in approximately 10 minutes. West Drayton Station provides access to services operating between London Paddington and Reading.

Local Highway Network

2.7 Violet Avenue is predominantly residential in nature with a local primary school located adjacent to the site and a parade of shops some 150m to the west. It is a two-way road that passes the site in an east – west direction. Keep clear road markings associated with Colham Manor Primary School pass the front of the site.

2.8 Violet Avenue has unrestricted parking opportunities with vehicles directed to park on the footway, whilst local side roads are located within the Council's Controlled Parking Zone (CPZ) 'HH', which operates from Monday to Friday between 9am to 5pm. Pay and display parking bays are provided outside the parade of shops to the west. The bays operate from Monday to Saturday between 8am and 6.30pm. During these periods, parking is permitted for a maximum of two hours.

On-Site Parking

2.9 The applicant advises that the site is not currently used for car parking and residents of 68 and 70 Violet Avenue have no right to park there. Notwithstanding this fact, an assessment has been undertaken to ascertain how many cars could park on the site.

2.10 Drawing 2017-3262-AT-101 included at **Appendix D** shows that the area of hardstanding has sufficient space to accommodate two cars. However, the swept path analysis shown on these drawings demonstrates that this can only be achieved if cars mount the footway as the 2.1 metre wide vehicular crossover is not wide enough to provide access to two parking bays. Therefore it is considered that existing area of hardstanding could only be used for parking by one vehicle, unless works to the crossover were undertaken.

On-Street Parking

2.11 Parking beat surveys were undertaken on Tuesday 20th and Thursday 22nd February 2018 at 4.30am and 4.45am respectively in order to determine parking occupancy levels during the overnight period when residential parking demand will be at its highest. The parking survey was undertaken in accordance with the London Borough of Lambeth's parking survey methodology, as agreed with the London Borough of Hillingdon.

2.12 The parking survey covered an area of 200m (or a two minute walk) around the site. Where this distance ends part way along a street, the survey area was extended to the next junction or shortened to the previous one given that drivers are unlikely to stop half way along a road. This approach is in accordance with the Lambeth methodology.

2.13 The survey recorded parking in areas that are available to resident permit holders at any time of day (e.g. unrestricted areas or resident permit holder bays) as well as other areas that may

be available for parking at certain times, for example pay and display bays or kerb side space subject to single yellow line waiting restrictions. In addition, a count was undertaken of cars in areas where parking should not occur, i.e on double yellow lines or cars that are double parked.

2.14 **Appendix E** includes a plan showing the extent of the survey area, a street inventory of existing parking controls and a full copy of the results, including maps of where vehicles were parked during the survey periods.

2.15 **Table 2.1** provides a summary of vehicles parked in resident permit holder bays and unrestricted areas as well as spaces available. The survey recorded a number of vehicles that were double parked and these have been added to the parked vehicles and subtracted from the observed spaces so as to identify available capacity if all vehicles parked in legitimate parking areas.

Table 2.1: 2018 Parking Survey Summary

Date & Time	Parked Vehicles	Observed Spaces	Occupancy Level
Tuesday 20th February 4.30am	108	24	81.8%
Thursday 22nd February 4.45am	103	31	76.9%

2.16 The parking survey results showed that the peak demand for parking occurred on the Tuesday, when parking demand results in some 82% of available spaces being occupied. A high demand for on street parking can affect highway safety and the free flow of traffic. Hillingdon officers have confirmed that an on street parking occupancy in excess of 85% is considered undesirable.

3 EFFECT OF DEVELOPMENT

3.1 The proposed development provides one on-site parking space for the proposed house. On the basis that the current area of hardstanding on site is not used for car parking, and cannot be used by residents of 68 and 70 Violet Avenue, the only increase in demand for on street parking would be the potential parking of residents of the proposed development.

3.2 Census data has been used to estimate the potential demand for parking associated with future residents of the proposed development has been calculated based upon car ownership data for the Yiewsley ward, where the site is located, recorded by the 2011 census. This data illustrates that in 2011 car ownership amongst Yiewsley residents that live in houses or bungalows was 1.2 cars per household, with 22% of households living without access to a car.

3.3 Hence, given that one house is proposed, the development is likely to generate the demand for one car based on local Census data, which will be accommodated on site. Therefore, there is not expected to be additional on-street parking demand associated with residents of the new dwelling.

3.4 The proposals seek to provide one on-site parking space. It is noted that the Draft New London Plan advises that car parking should be provided at a maximum of 1 space per unit for a residential development with a PTAL rating of 2 within Outer London. As such the development proposals will provide parking for the proposed residential unit in accordance with emerging policy standards.

3.5 The Draft London Plan Showing Minor Suggested Changes advises that access to public transport and car ownership levels are recognised and that when calculating general parking provision *"consideration should be given to local circumstances and the quality of public transport provision, as well as the conditions for walking and cycling"* (Paragraph 10.6.3). It is noted that there are 4 bus routes accessible within a 560m walking distance of the site, and it is evident from census data that people live in the area without needing to own a vehicle.

3.6 Policy T6 of the Draft London Plan states that *"an absence of local on-street parking controls should not be a barrier to new development, and boroughs should look to implement these controls wherever necessary to allow existing residents to maintain safe and efficient use of their streets."*

3.7 The applicant is aware that it is the Council's view that the development site currently serves as parking for the adjacent residential units at 68 & 70 Violet Avenue, and can accommodate two parked vehicles. Therefore, to provide a robust assessment, an assessment has been undertaken based on the observed overnight demand from the parking survey to understand if there is capacity for two additional vehicles to park on-street.

Table 3.1: Predicted Parking Occupancy Levels

Date & Time	Parked Vehicles	Observed Spaces	Occupancy Level
Tuesday 20th February 4.30am	110	22	83.3%
Thursday 22nd February 4.45am	105	29	78.4%

3.8 This assessment indicates that demand for on street parking associated with the development would not result in demand exceeding the 85% threshold above which the Council considers detrimental to the operation of the local road network.

4 SUMMARY AND CONCLUSION

4.1 TTP Consulting has been appointed to provide traffic and transportation advice associated with the proposed development of land adjacent to 68 and 70 Violet Avenue, in the London Borough of Hillingdon.

4.2 In summary it is considered that:

- The site is located in an existing residential area that is accessible by public transport;
- Parking surveys undertaken in February 2018 demonstrate that the local area does not suffer from an unacceptably high level of parking demand, with occupancy levels below 82%;
- The area of hardstanding to the front of the site is not currently used for car parking and the applicant has confirmed that residents of 68 and 70 Violet Avenue have no right to park there;
- The Council is of the view that parking takes place on the site for the adjacent units, and hence an assessment of future overnight parking demand, should two additional vehicles park on-street has been undertaken. The potential increase in on-street parking demand would not have a noticeable impact on occupancy levels in the local area with demand remaining below 85% of capacity;
- Based on Census data, the proposed house is likely to generate a parking demand of one vehicle; and
- The proposal includes one parking space at the front of the property and hence parking demand arising from the new house will be provided on-site based on local Census data.

4.3 It is therefore considered that there is no highway or transport reason that the development proposals should not be granted planning approval.

Appendix A

(Architect's Layout Plans)



01 Site Location Plan
1:1250 @ A1 / 1:2500 @ A3



02 Site Location Plan
1:500 @ A1 / 1:1000 @ A3

DISCLAIMER:

All dimensions are in millimetres. Do not scale from this drawing. All dimensions and conditions are to be checked and confirmed on site by the contractor. The contractor should inform the Architect of any discrepancies before proceeding with the work. This drawing is to be read in conjunction with all other relevant documentation including that produced by other consultants, subcontractors and suppliers.

All elements of work and materials are to comply with the Building Regulations, British Standards, good industry practice and the recommendations of material and component manufacturers. All products are to be suitable for their purpose. The contractor is to install all products where noted in accordance with manufacturers recommendations, specifications and inform the Architect of any discrepancies or changes in the specification before proceeding with the work.

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North

NOTES:

SCALE BAR 1:50 — 0 0.5 1 2 5m

No.	Date	Issues and Revisions	By	Check
00	24/11/17	Pre-Planning Application	CB	CB

No.	Date	Issues and Revisions	By	Check

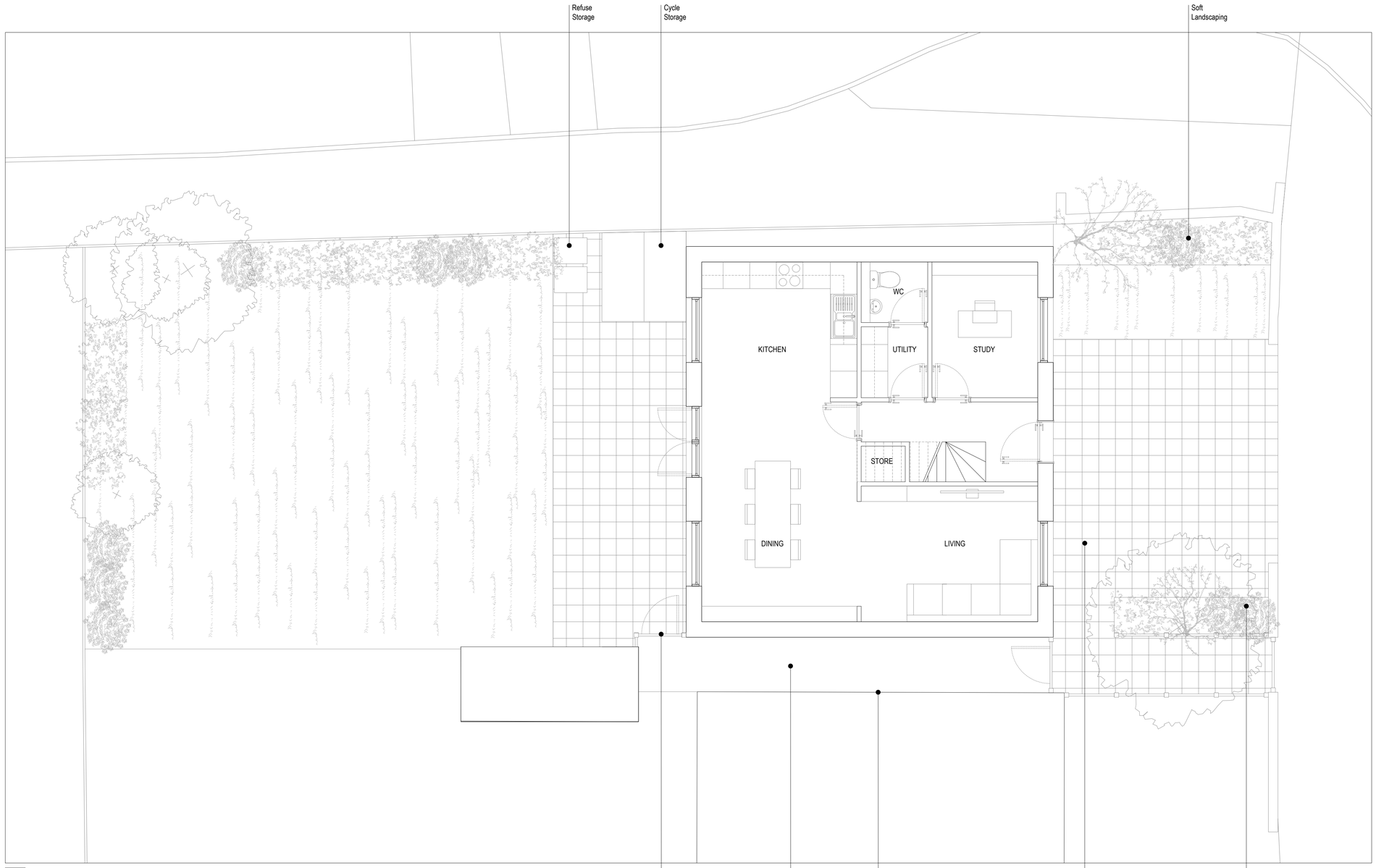
ARCHANÆUM
Co No: 10498892 www.archanaeum.com

Project Name:	VIOLET AVENUE
Project Number:	008
Status:	FEASIBILITY
Description:	SITE LOCATION PLAN
Scale:	1:50 @ A1, 1:100 @ A3

Drawing Number: 008_A-080 Revision: 00

Appendix B

(Site Location Plan)



01 Proposed Ground Floor Plan:
1:50 @ A1 / 1:100 @ A3

DISCLAIMER:

All dimensions are in millimetres. Do not scale from this drawing. All dimensions and conditions are to be checked and confirmed on site by the contractor. The contractor should inform the Architect of any discrepancies before proceeding with the work. This drawing is to be read in conjunction with all other relevant documentation including that produced by other consultants, subcontractors and suppliers.

All elements of work and materials are to comply with the Building Regulations, British Standards, good industry practice and the recommendations of material and component manufacturers. All products are to be suitable for their purpose. The contractor is to install all products where noted in accordance with manufacturers recommendations, specifications and inform the Architect of any discrepancies or changes in the specification before proceeding with the work.

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North

NOTES:

SCALE BAR 1:50 — 0 0.5 1 2 5m

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05	17/04/19	Revised Planning Application	CB	CB					
04	26/10/18	Appeal Statement	CB	CB					
03	20/06/18	Planning amendment: height reduced by 1 storey (minus 1 flat)	CB	CB					
02	16/03/18	Planning application	CB	CB					
01	24/11/17	Pre-planning application	CB	CB					
00	09/11/17	Issued to Client for comments	CB	CB					

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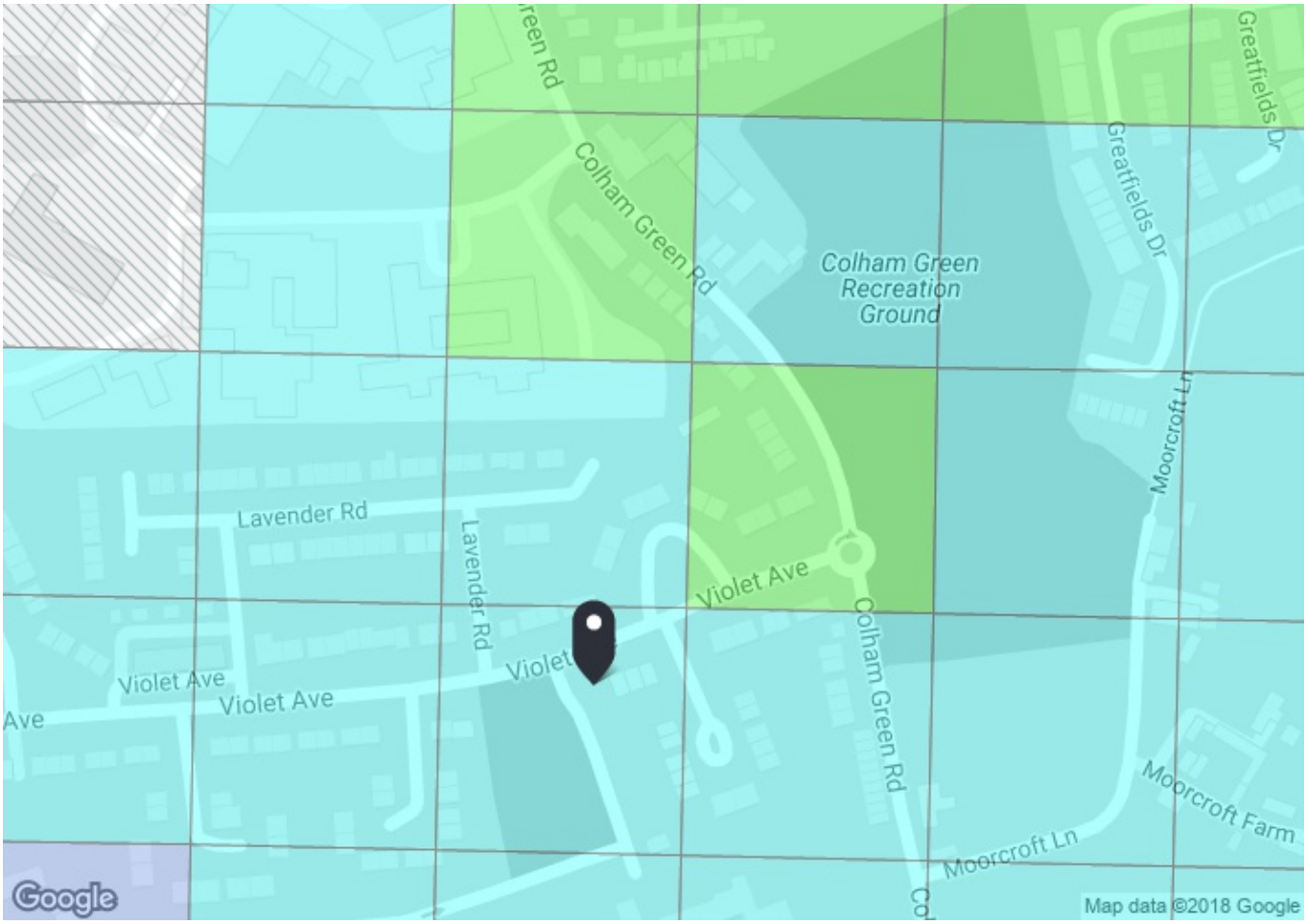
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Project Number: 008
Status: PLANNING
Description: PROPOSED GROUND FLOOR PLAN
Scale: 1:50 @ A1, 1:100 @ A3

Drawing Number: 008_A-100
Revision: 05

Appendix C

(PTAL Output)

TRANSPORT FOR LONDON



PTAL output for Base Year
2

70 Violet Ave, Uxbridge UB8 3PT, UK
Easting: 507059, Northing: 181562

Grid Cell: 85616

Report generated: 28/02/2018

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

Map layers

PTAL (cell size: 100m)

Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

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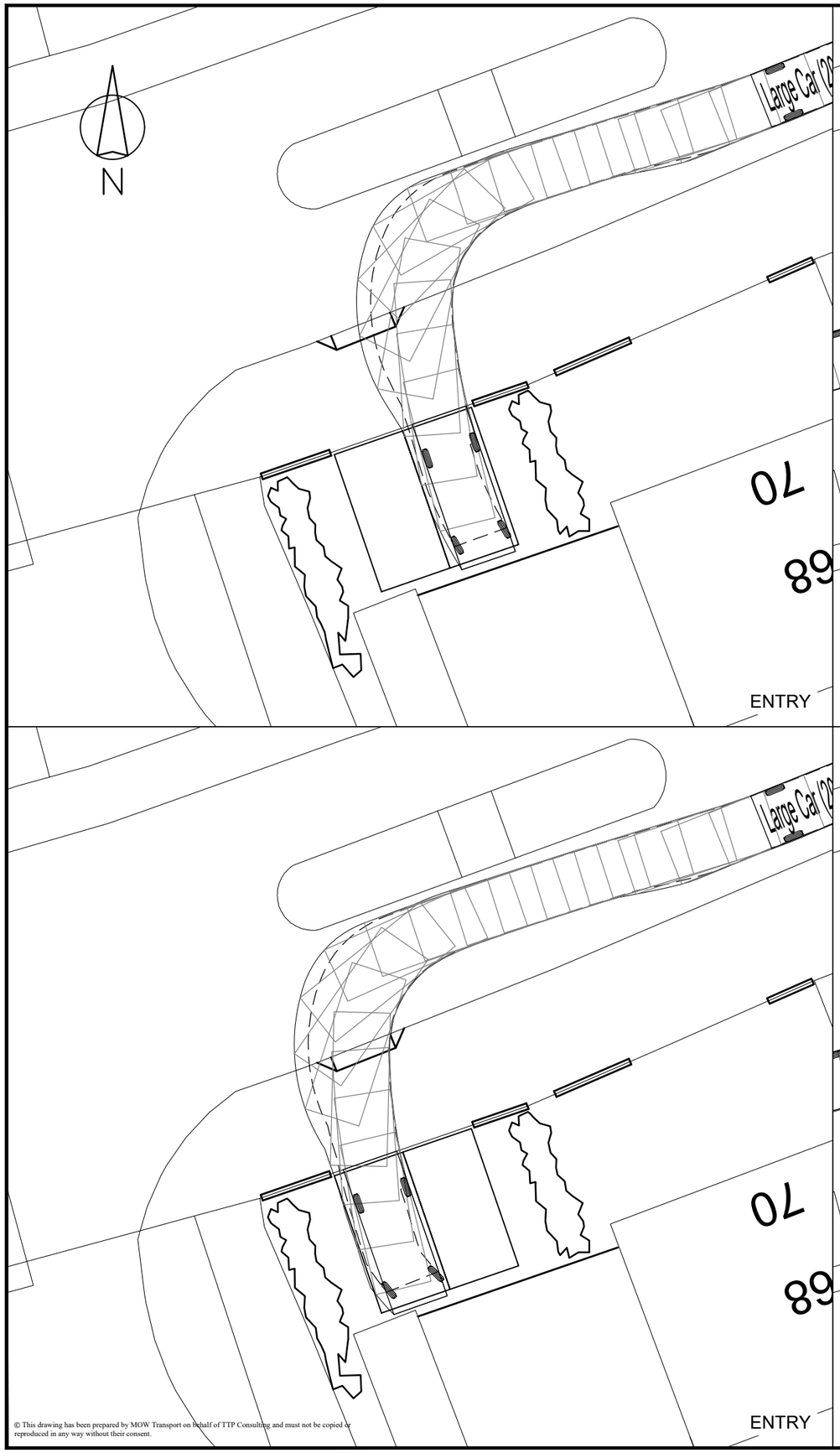
Calculation data

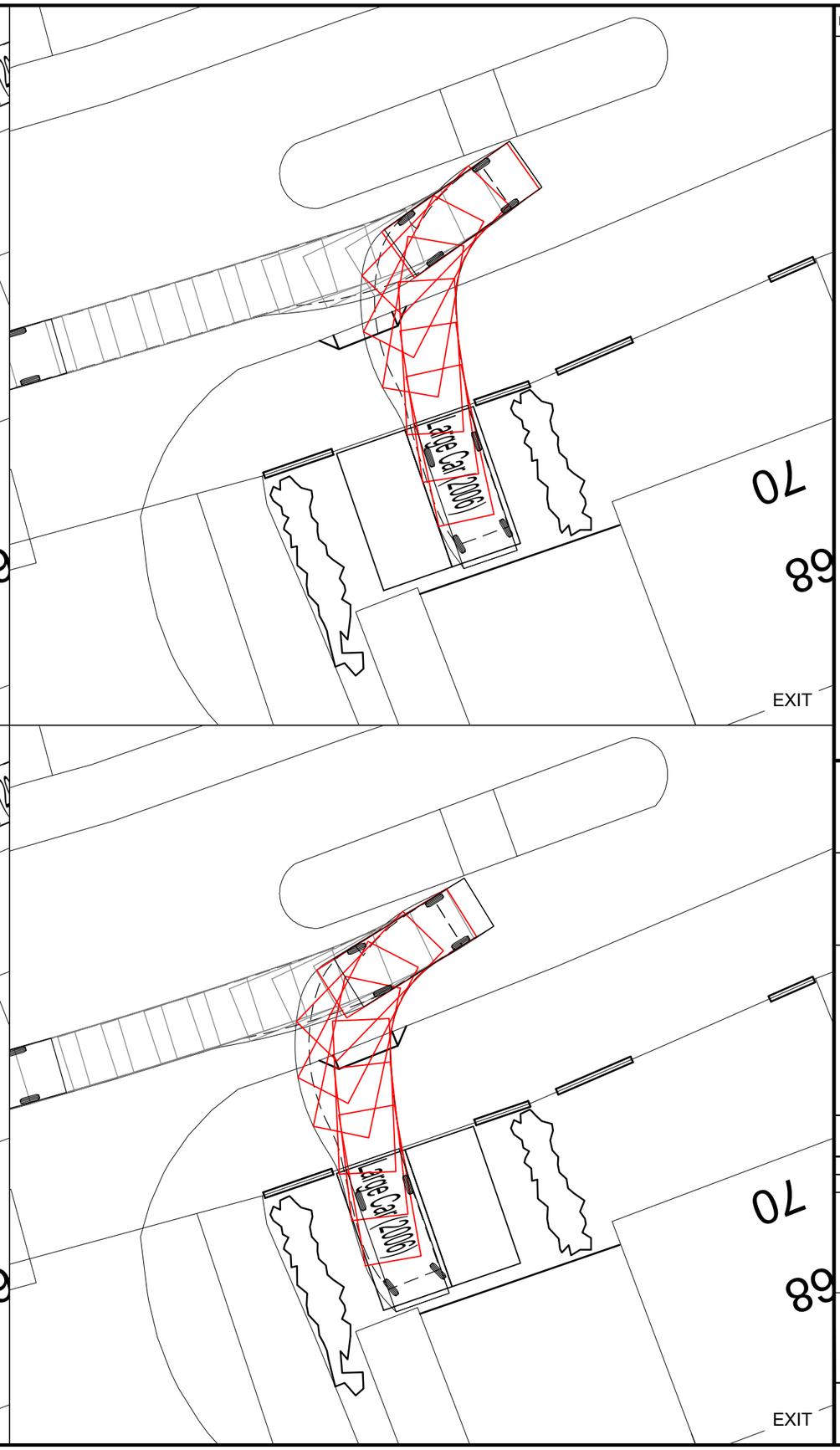
Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	COLHAM G PRINCE OF WALES	U7	483.19	2	6.04	17	23.04	1.3	0.5	0.65
Bus	COLHAM G PRINCE OF WALES	U2	483.19	6	6.04	7	13.04	2.3	0.5	1.15
Bus	COLHAM G PRINCE OF WALES	U4	483.19	7.5	6.04	6	12.04	2.49	0.5	1.25
Bus	COLHAM GRN RD/VIOLET AVE	U5	160.18	5	2	8	10	3	0.5	1.5
Bus	VIOLET AVENUE	U3	119.85	5	1.5	8	9.5	3.16	1	3.16
Bus	VIOLET AVENUE	U1	119.85	4	1.5	9.5	11	2.73	0.5	1.36
									Total Grid Cell AI:	**9.07**

Copyright TfL 2018

Appendix D

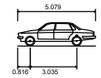
(Swept Path Analysis)





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Rev	Details	Drawn	Checked	Date
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Large Car (2006) 06 Mercedes S-Class

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.

Client

-

Project

Violet Avenue

Drawing Title

Swept Path Analysis using a Large Car

Scale

1:250 at A3

Drawn	MW	21.02.18
Checked	EC	21.02.18

ttp consulting
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111 - 113 Great Portland Street
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W1W 6QQ
Tel. No. 0207 1000 753

Drawing Number

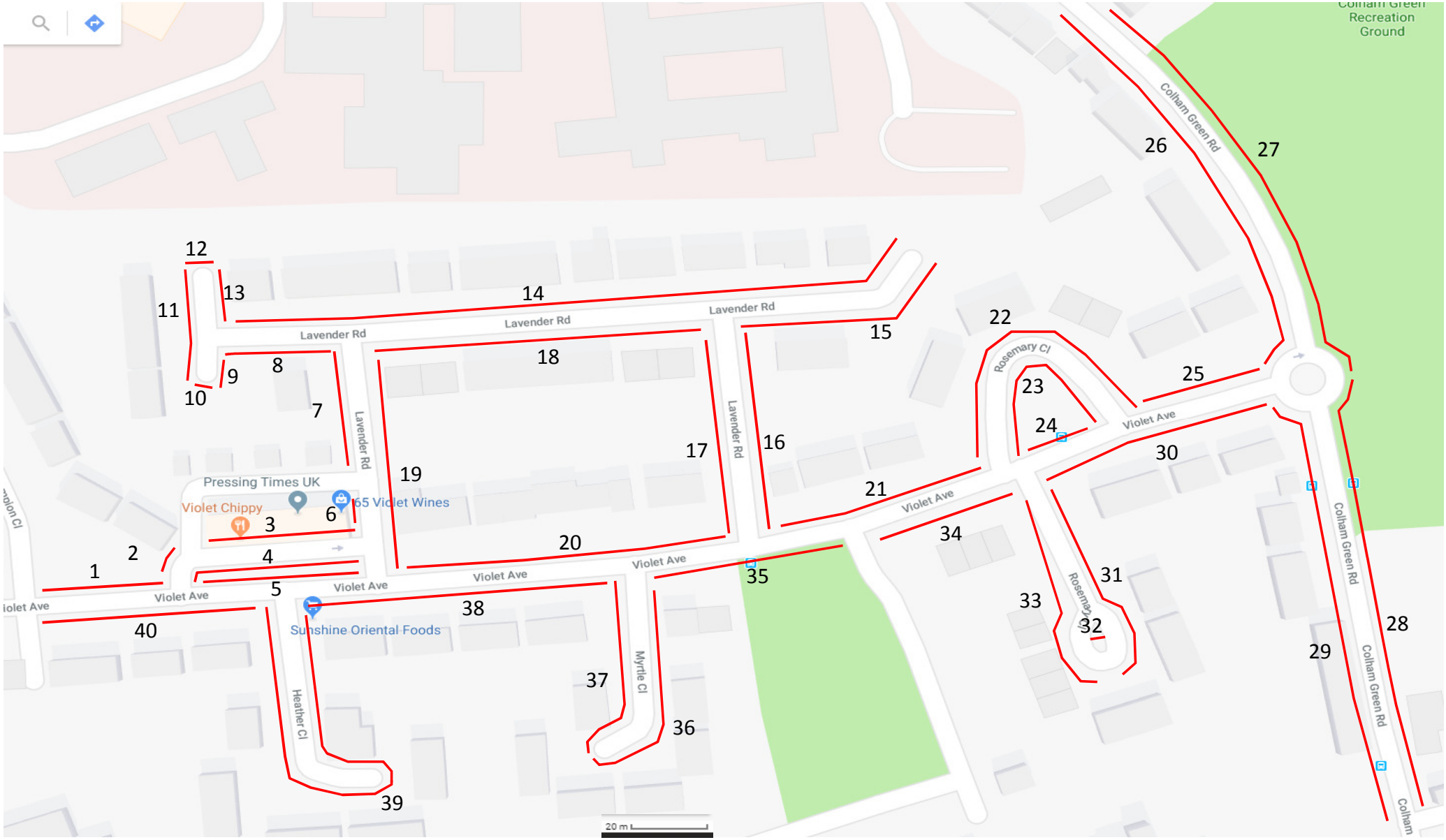
2018-3262-AT-101

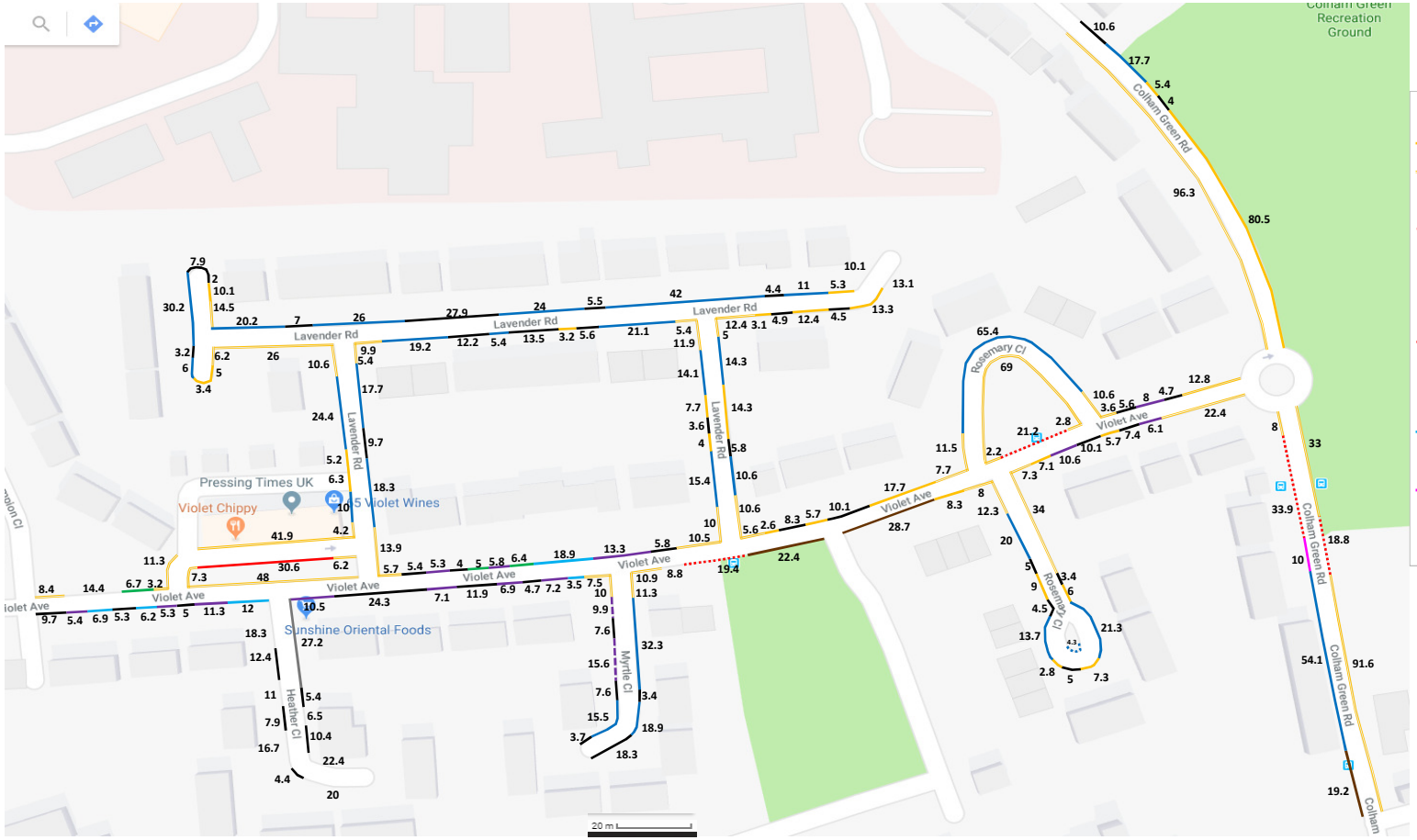
Rev

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Appendix E

(Parking Data)


Colham Green Recreation Ground
Colham Green Rd
Lavender Rd
Violet Ave
Rosemary Cl
Heather Cl
Myrtle Cl
Pressing Times UK
Violet Chippy
65 Violet Wines
Sunshine Oriental Foods
20 m
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
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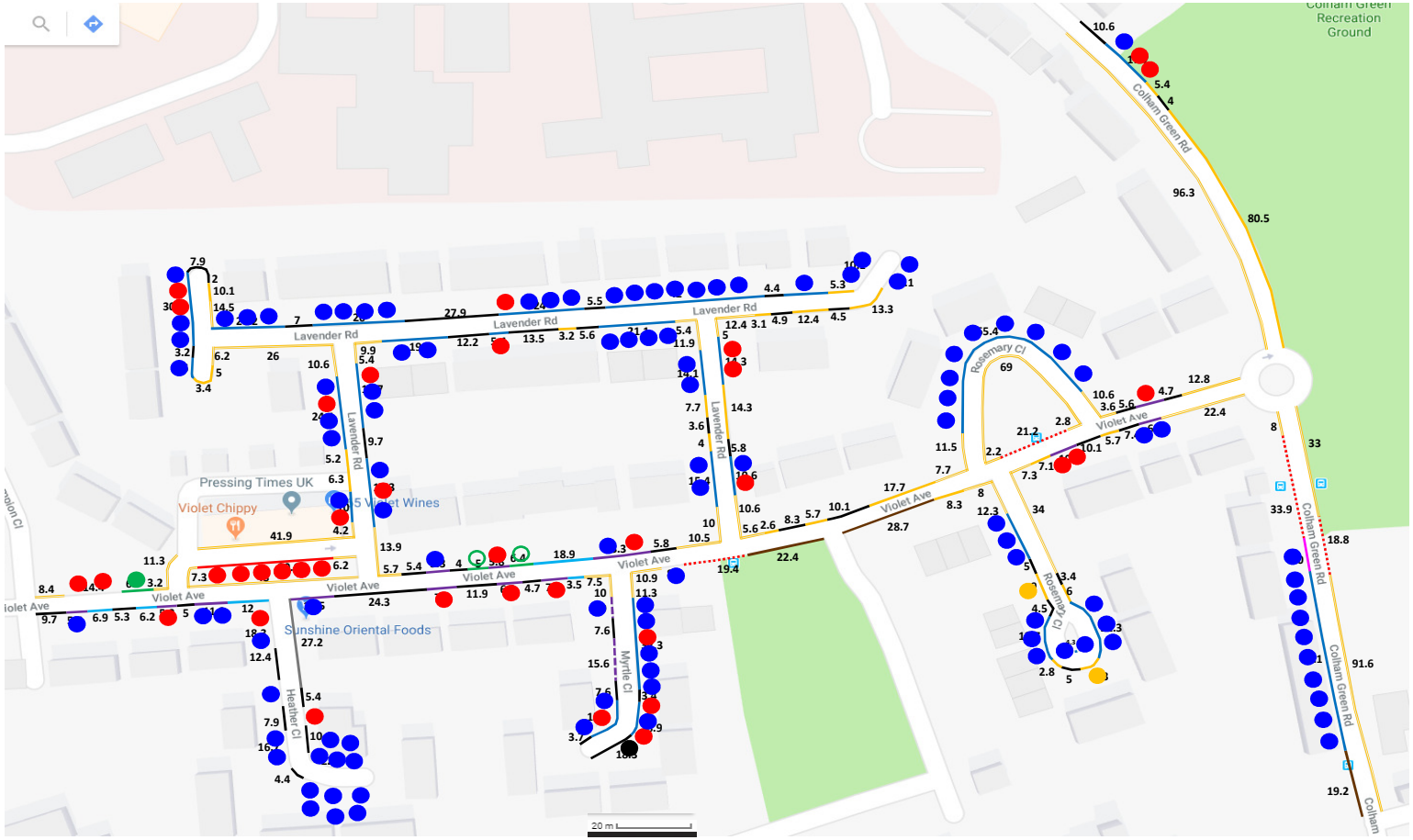
KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PAY & DISPLAY ONLY MON-SAT 0800-1830 MAX STAY 2 HOURS
- = PERMIT HOLDER ONLY MON-FRI 0900-1700
- = PARK ON PATH
- = SCHOOL KEEP CLEAR
- = BUS STOP
- = DISBALED BAY
- = NOSE IN PARKING
- = UNRESTRICTED BUT WOULD NOT PARK
- = UNRESTRICTED TOO NARROW
- = PERMIT HOLDER MON TO FRI 0900-1700 LAY-BY BAY
- BLANK = UNRESTRICTED

DAY : TUESDAY AND THURSDAY

LOCATION : VIOLET AVENUE, UXBRIDGE

					DATE: TUESDAY 20/2/2018 TIME: 04:30			DATE: THURSDAY 22/2/2018 TIME: 04:45		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACE	% STREET STRESS	PARKED	OBSERVED SPACE	% STREET STRESS
VIOLET AVE	1	DOUBLE YELLOW LINES	11.6							
		UNRESTRICTED BAY	14.4	2	0	2	0.0%	0	2	0.0%
		DISABLED BAY	6.7	1	1	0	100.0%	1	0	100.0%
	2	DOUBLE YELLOW LINES	11.3							
	3	DOUBLE YELLOW LINES	41.9							
	4	DOUBLE YELLOW LINES	13.5							
		MON-SAT 0800-1830 PERMIT HOLDER ONLY MAX 2HRS	30.6	6	0	6	0.0%	0	6	0.0%
	5	DOUBLE YELLOW LINES	48							
LAVENDER RD	6	DOUBLE YELLOW LINES	4.2							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	10	2	1	1	50.0%	0	2	0.0%
		SINGLE YELLOW LINES	6.3							
	7	SINGLE YELLOW LINES	5.2							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	24.4	4	3	1	75.0%	2	2	50.0%
		DOUBLE YELLOW LINES	10.6							
	8	DOUBLE YELLOW LINES	2.6							
	9	DOUBLE YELLOW LINES	6.2							
		SINGLE YELLOW LINES	5							
	10	SINGLE YELLOW LINES	3.4							
	11	PERMIT HOLDER ONLY MON-FRI 0900-1700	36.2	7	4	2	66.7%	4	2	66.7%
		DROP KERB	3.2							
	12	DROP KERB	7.9							
	13	DROP KERB	2							
		SINGLE YELLOW LINES	10.1							
		DOUBLE YELLOW LINES	14.5							
	14	PERMIT HOLDER ONLY MON-FRI 0900-1700	123.2	23	18	1	94.7%	17	2	89.5%
		DROP KERB	44.8							
		SINGLE YELLOW LINES	5.3							
		UNRESTRICTED	10.1	2	2	0	100.0%	1	1	50.0%
	15	UNRESTRICTED	13.1	2	2	0	100.0%	2	0	100.0%
		SINGLE YELLOW LINES	28.8							
		DROP KERB	9.4							
		DOUBLE YELLOW LINES	12.4							
	16	DOUBLE YELLOW LINES	15.6							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	24.9	4	1	3	25.0%	2	2	50.0%
		SINGLE YELLOW LINES	14.3							
		DROP KERB	5.8							
	17	DOUBLE YELLOW LINES	21.9							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	29.5	5	4	0	100.0%	3	1	75.0%
		SINGLE YELLOW LINES	11.7							
		DROP KERB	3.6							
	18	DOUBLE YELLOW LINES	15.3							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	45.7	8	6	1	85.7%	6	1	85.7%
		SINGLE YELLOW LINES	3.2							
		DROP KERB	31.3							
	19	DOUBLE YELLOW LINES	19.3							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	36	6	4	2	66.7%	4	2	66.7%
		DROP KERB	9.7							
VIOLET AVE	20	DOUBLE YELLOW LINES	16.2							
		DROP KERB	15.2							
		PARK ON PATH	24.4	4	2	2	50.0%	2	2	50.0%
		DISABLED BAY	11.4	2	0	2	0.0%	0	2	0.0%
		NO RESTRICTION BUT WOULD NOT PARK	18.9							
	21	DOUBLE YELLOW LINES	13.3							
		SINGLE YELLOW LINES	26							
		DROP KERB	18.4							
ROSEMARY CL	22	DOUBLE YELLOW LINES	22.1							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	65.4	13	9	0	100.0%	9	1	90.0%
	23	DOUBLE YELLOW LINES	69							
VIOLET AVE	24	DOUBLE YELLOW LINES	5							
		BUS STOP	21.2							
	25	DOUBLE YELLOW LINES	16.4							
		DROP KERB	10.3							
		PARK ON PATH	8	1	0	1	0.0%	0	1	0.0%
COLHAM GREEN RD	26	DOUBLE YELLOW LINES	96.3							
	27	DROP KERB	14.6							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	17.7	3	1	2	33.3%	2	0	100.0%
		SINGLE YELLOW LINES	85.9					1		
	28	DOUBLE YELLOW LINES	124.6							
		BUS STOP	18.8							
	29	SCHOOL KEEP CLEAR	19.2							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	54.1	10	9	0	100.0%	8	1	88.9%
		layby - PERMIT HOLDER ONLY MON-FRI 0900-1700	10	2	1	0	100.0%	1	1	50.0%
		BUS STOP	33.9							
		DOUBLE YELLOW LINES	8							
VIOLET AVE	30	DOUBLE YELLOW LINES	29.7							
		PARK ON PATH	16.7	3	2	2	50.0%	2	2	50.0%
		DROP KERB	17.5							
		SINGLE YELLOW LINES	12.8							
ROSEMARY CL	31	DOUBLE YELLOW LINES	34							
		DROP KERB	3.4							
		SINGLE YELLOW LINES	13.3		1			1		
		PERMIT HOLDER ONLY MON-FRI 0900-1700	21.3	4	3	0	100.0%	3	0	100.0%
	32	NOSE IN PARKING -PERMIT HOLDER ONLY MON-FRI 0900-1700	4.3	2	2	0	100.0%	2	0	100.0%
	33	DROP KERB	14.5							
		SINGLE YELLOW LINES	11.8		1			1		
		PERMIT HOLDER ONLY MON-FRI 0900-1700	33.7	6	6	0	100.0%	5	2	71.4%
		DOUBLE YELLOW LINES	12.3							
VIOLET AVE	34	DOUBLE YELLOW LINES	8							
		SINGLE YELLOW LINES	8.3							
		SCHOOL KEEP CLEAR	28.7							
	35	SCHOOL KEEP CLEAR	22.4							
		BUS STOP	19.4							
		UNRESTRICTED	8.8	1	1	0	100.0%	1	0	100.0%
		DOUBLE YELLOW LINES	10.9							
MYRTLE CL	36	DOUBLE YELLOW LINES	11.3							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	51.2	9	6	3	66.7%	6	3	66.7%
		DROP KERB	21.7		1					
	37	DROP KERB	18.9							
		PERMIT HOLDER ONLY MON-FRI 0900-1700	15.5	3	2	1	66.7%	1	2	33.3%
		TOO NARROW PERMIT HOLDER ONLY MON-FRI 0900-1700	25.5		1		100.0%	1		100.0%
		DOUBLE YELLOW LINES	10							
VIOLET AVE	38	DOUBLE YELLOW LINES	7.5							
		NO RESTRICTION BUT WOULD NOT PARK	14							
		PARK ON PATH	21.2	3	1	3	25.0%	1	3	25.0%
		DROP KERB	40.9							
HEATHER CL	39	TOO NARROW UNRESTRICTED	27.2							
		DROP KERB	40.5							
		UNRESTRICTED	94.9	17	10	2	83.3%	11	1	91.7%
		DOUBLE PARKED	-		5	0	-	4	-	-
VIOLET AVE	40	NO RESTRICTION BUT WOULD NOT PARK	25.1							
		PARK ON PATH	22	4	3	1	75.0%	4	0	100.0%
		DROP KERB	20							

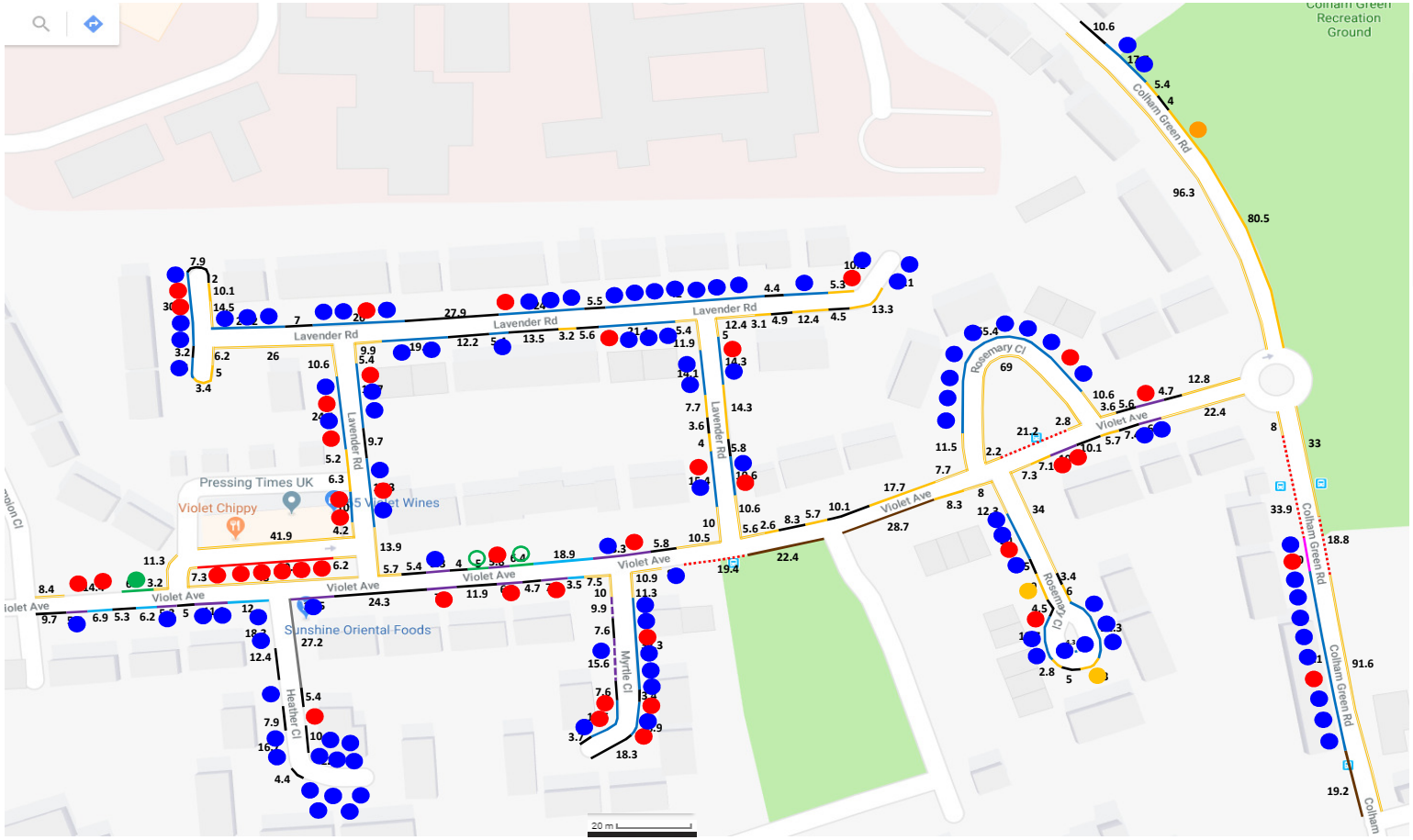


KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISBALED BAY - PARKED
- = DISBALED BAY - SPACE

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- = PAY & DISPLAY ONLY MON-SAT 0800-1830 MAX STAY 2 HOURS
- = PERMIT HOLDER ONLY MON-FRI 0900-1700
- = PARK ON PATH
- = SCHOOL KEEP CLEAR
- = BUS STOP
- = DISBALED BAY
- = NOSE IN PARKING
- = UNRESTRICTED BUT WOULD NOT PARK
- = UNRESTRICTED TOO NARROW
- = PERMIT HOLDER MON TO FRI 0900-1700 LAY-BY BAY
- BLANK = UNRESTRICTED



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- BLANK = UNRESTRICTED