

Technical Note

Parking Impact Assessment

5 Dagmar Road

Project Number: 21004-01
Doc Number: TN01
Prepared for: Inicio Homes

25 February 2021

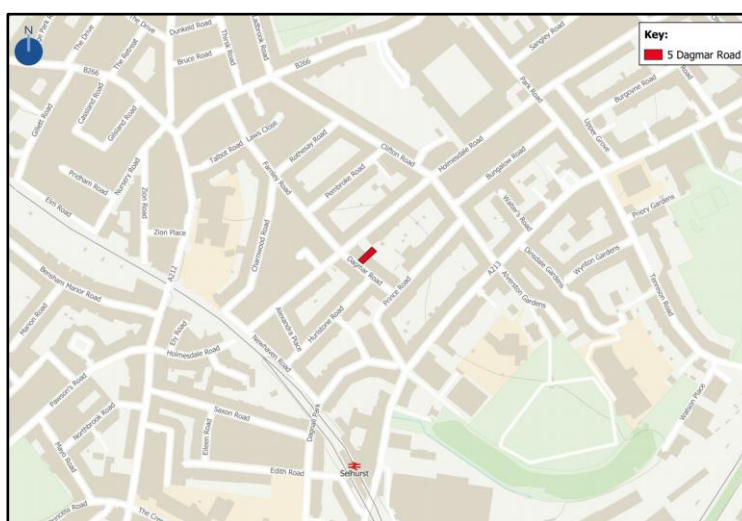
Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
	Draft for Comment	AMD	AKS	AKS	AKS	01/02/2021
A	Final	AMD	AKS	AKS	AKS	25/02/2021

1. Introduction

Preamble and Site Location

- 1.1 Markides Associates have been appointed by Inicio Homes (the Applicant) to prepare this Technical Note (**TN01**) in support of development proposals at 5 Dagmar Road, Selhurst, SE25 6HZ. A site location plan is provided as **Figure 1.1**.

Figure 1.1: Site Location Plan



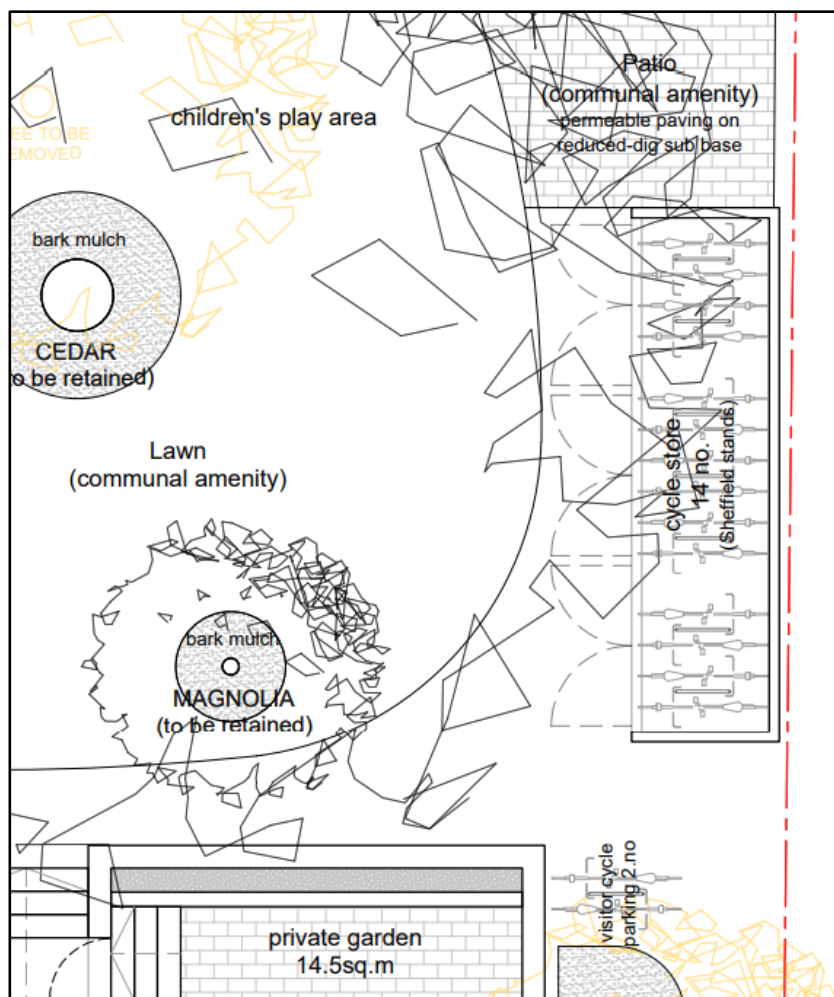
- 1.2 The site is located within the authoritative boundary of the London Borough of Croydon (LBC), which acts as both the relevant planning and highway authority.

- 1.3 More locally, the site is situated within a primarily residential area, although a range of local amenities are located some 550m northwest of the site, along the High Street, including a pharmacy, supermarket, leisure centre, post office and a number of other retail stores, cafes and hot food takeaways. To the north of the site, Selhurst Park football stadium is located, as well as the South Norwood medical centre, while to the south of the site, two primary schools (St Chad's CofE and Heavers Farm) are sited.
- 1.4 In terms of public transport, the site benefits from a PTAL score of 4, with Selhurst Station located around 450m to the south of the site, which can be accessed via a 5-minute walk or a 3-minute cycle, with regular and frequent services available to London Victoria, London Bridge, Epsom Downs, Sutton and Caterham. With regards to bus provision, stops are available along Selhurst Road, providing regular services to Croydon town centre, Morden, Lewisham and Crystal Palace via the 75 and 157. Additional services are also available from stops located on Talbot Road, including the 50, 468, N68 and X68, which provide access to destinations such as Stockwell, Elephant & Castle, Croydon town centre and South Croydon.
- 1.5 The site is not located within an established Controlled Parking Zone (CPZ).

Development Proposals

- 1.6 The development proposals are for the demolition of the existing property at 5 Dagmar Road and for the construction of eight flats in its place, to consist of 5 x one-bedroom units and 3 x three-bedroom units.
- 1.7 The site extent will include the provision of 1 x Blue Badge car parking space. Unfettered car parking demand will therefore displace on-street given the lack of waiting controls within vicinity.
- 1.8 In terms of cycle parking, 16 spaces in the form of Sheffield stands will be provided to the rear of the site, as indicated in **Figure 1.2**, thereby complying with London Plan minimum standards.

Figure 1.2: Location of Proposed Cycle Parking Spaces



1.9 The proposed site layout is attached in **Appendix A**.

TN Requirement and Scope

1.10 Pre-application discussions were held with LBC (reference: 20/05553/PRE), with the pre-application response, dated 11th December 2020, stating that a parking stress survey following the Lambeth methodology would be required to demonstrate that any overspill parking could be accommodated on-street.

1.11 **TN01** has therefore been produced to demonstrate to LBC that there is sufficient on-street capacity available to accommodate any anticipated parking demand associated with the proposals.

1.12 Following this introduction, TN01 will be structured as follows:

- Section 2 will outline the methodology and results of a parking stress survey conducted within the vicinity of the site;
- Section 3 will establish the likely anticipated demand associated with the proposals;

- Section 4 will calculate the impact of the proposals on the parking stress levels of streets surrounding the site; and
- Section 5 will provide a summary and conclusion.

2. Existing Parking Stress

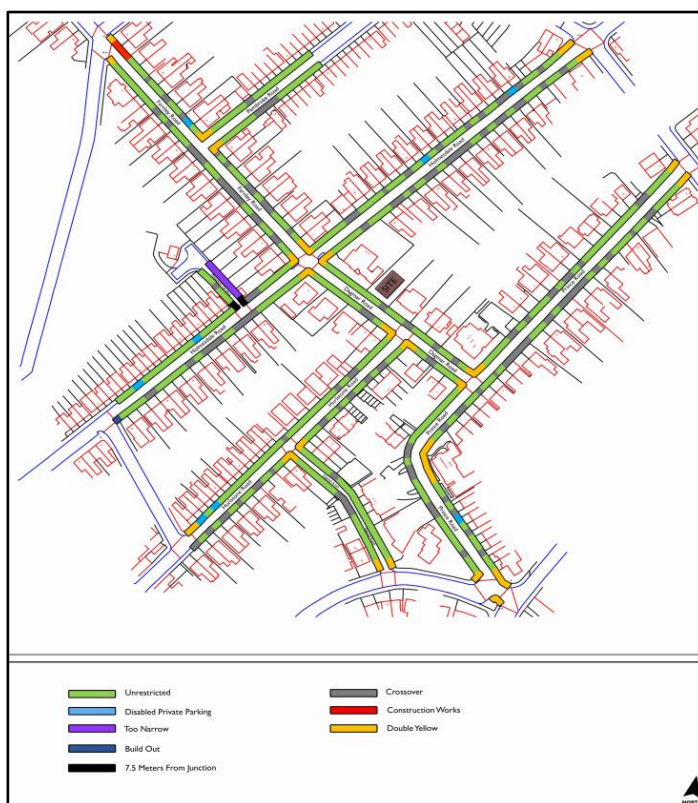
Survey Methodology

2.1 To establish the existing residential parking demand within the vicinity of the site, a parking stress survey has been conducted as per the following methodology:

- All streets located within 200m of the site have been assessed;
- Surveys were undertaken by an independent traffic survey company Tuesday 19th and Wednesday 20th January 2021, with beats recorded at 00:30 on each survey day;
- All relevant parking controls within the site were recorded; and
- A 5m kerb length has been adopted as being representative of a parking space.

2.2 The full study area and data outputs are provided at **Appendix B** with the study area indicated below in

Figure 2.1: Parking Stress Survey Area



Source: Radial Surveys

Survey Results

2.3 Based on the methodology adopted above, the survey revealed that there is sufficient unrestricted kerb length to accommodate up to 279 parked vehicles within 200m of the site, with the existing parking demand and available capacity for each survey day outlined in **Table 2.1**.

Table 2.1: Parking Stress Survey Results

	Tuesday 19th	Wednesday 20th	Average
Parking Demand	202	208	205
Available Capacity	77	71	74
Parking Stress	72%	75%	73%

2.4 **Table 2.1** indicates that the average parking demand across both survey nights is 205 vehicles, with 74 spaces available as reserve capacity. This equates to an existing parking stress of around 73%.

2.5 Additionally, a detailed street-by-street analysis of parking stress is provided in **Table 2.2**.

Table 2.2: Street-by-street Parking Stress Results

Street	Capacity	Tuesday 19th			Wednesday 20th			Average		
		Demand	Reserve Capacity	Parking Stress	Demand	Reserve Capacity	Parking Stress	Demand	Reserve Capacity	Parking Stress
Prince Road	64	47	17	73%	52	12	81%	50	15	77%
Dagnall Road	25	11	14	44%	12	13	48%	12	14	46%
Hurlstone Road	38	36	2	95%	33	5	87%	35	4	91%
Dagmar Road	26	15	11	58%	16	10	62%	16	11	60%
Farnley Road	29	25	4	86%	24	5	83%	25	5	84%
Pembroke Road	24	18	6	75%	18	6	75%	18	6	75%
Waterfield Gardens	4	3	1	75%	4	0	100%	4	1	88%
Holmsdale Road	69	47	22	68%	49	20	71%	48	21	70%
Total	279	202	77	72%	208	71	75%	205	74	73%

2.6 Dagmar Road itself therefore experiences one of the lower levels of parking stress across the study area.

3. Anticipated Parking Demand

- 3.1 To assess the anticipated car parking demand associated with the proposed 5 x one-bedroom flats and 3 x three-bedroom flats, 2011 Census car ownership data for the ward within which the site is located, Selhurst, has been reviewed, specifically data table ‘CT0103: Accommodation Type by Tenure by Number of Rooms by Car or Van Availability.’
- 3.2 Within this table, flats with 1-3 habitable rooms are assumed to represent 1-bedroom units and flats with 5 habitable rooms are assumed to represent 3-bedroom units.
- 3.3 In terms of tenure, we have considered the proposals to be privately owned by residents. This type of tenure is generally associated with a higher level of car parking demand than tenures associated with shared ownership, private/social rent or living rent free, and is therefore considered to be a robust and ‘worst-case scenario’ analysis.

Table 3.1: Anticipated Car Parking Demand Adapted from 2011 Census Data

Flat Size	Number of Households					Average Car Ownership Per Unit	Proposed No. of Units	Anticipated Parking Demand
	Total	0 Car	1 Car	2 Cars	3/3+ Cars			
1-3 Rooms (Representative of a 1-Bed Flat)	479	220	241	16	2	0.58	5	2.9
5 Rooms (Representative of a 3-Bed Flat)	78	29	41	6	2	0.76	3	2.3
Total:							8	5.2

- 3.4 **Table 3.1** indicates that 50% of all 1-bedroom flats within the same area as the site own one vehicle, with 46% not owning a vehicle, with the average car ownership for units of this size and tenure within the area is 0.58 cars per unit. The larger three-bedroom flats have a slightly larger proportion of households owning at least one vehicle, at 53%.
- 3.5 Therefore, **Table 3.1** demonstrates that based on the car ownership patterns associated with similarly sized units within the same area, the development proposals are likely to result in the demand for 5.2 car parking spaces, which we have rounded up to equate to a demand six car parking spaces.

4. Development Impact

- 4.1 Of the six vehicles anticipated to be associated with the development proposals, only five are assumed to result in demand for on-street parking. It is assumed that one of the anticipated vehicles will park in the Blue Badge parking space provided on-site.
- 4.2 Based on the total anticipated on-street parking demand of 5 vehicles, and the observed parking stress outlined in **Table 2.1** the on-street parking capacity within 200m of the site will readily accommodate the parking demand generated by the development proposals, in addition to a significant number of additional vehicles.
- 4.3 **Table 4.1** demonstrates the impact that the development proposals will have on the parking stress of the surrounding area.

Table 4.1: Parking Stress Inclusive of Proposed Development

	Tuesday 19th	Wednesday 20th	Average
Parking Demand	207	213	210
Available Capacity	72	66	69
Parking Stress	74%	76%	75%

- 4.4 **Table 4.1** indicates that should the development proposals come forward, the average overnight parking stress would rise to 75%, with sufficient reserve capacity available to accommodate around 69 vehicles. This equates to an increase in parking stress of 2%.
- 4.5 The impact of the development proposals has also been assessed on a street-by-street basis, with the assumption that the entirety of the proposed parking demand will want to park along Dagmar Road, as the spaces available along this street will be the closest to the proposed dwellings.

Table 4.2: Impact of the Proposed Development Impact on a Street-by-street Basis

Street	Capacity	Tuesday 19th			Wednesday 20th			Average		
		Demand	Reserve Capacity	Parking Stress	Demand	Reserve Capacity	Parking Stress	Demand	Reserve Capacity	Parking Stress
Prince Road	64	47	17	73%	52	12	81%	50	15	77%
Dagnall Road	25	11	14	44%	12	13	48%	12	14	46%
Hurlstone Road	38	36	2	95%	33	5	87%	35	4	91%
Dagmar Road	26	20	6	77%	21	5	81%	21	6	79%
Farnley Road	29	25	4	86%	24	5	83%	25	5	84%
Pembroke Road	24	18	6	75%	18	6	75%	18	6	75%
Waterfield Gardens	4	3	1	75%	4	0	100%	4	1	88%
Holmsdale Road	69	47	22	68%	49	20	71%	48	21	70%
Total	279	207	72	74%	213	66	76%	210	69	75%

4.6 **Table 4.2** demonstrates that should the entirety of the anticipated development parking demand be accommodated by Dagmar Road, the parking stress along this street would increase to an average of 79%, with sufficient remaining capacity to accommodate up to an additional 5 vehicles.

5. Summary and Conclusion

- 5.1 Markides Associates have been appointed by Inicio Homes (the Applicant) to prepare this Technical Note **(TN01)** in support of development proposals at 5 Dagmar Road, Selhurst, SE25 6HZ.
- 5.2 The development proposals are for the demolition of the existing property at 5 Dagmar Road and for the construction of eight flats in its place, to consist of 5 x one-bedroom units and 3 x three-bedroom units.
- 5.3 The site extent will include the provision of 1 x Blue Badge car parking space on-site, in addition to 16 x cycle parking spaces.
- 5.4 A parking stress survey conducted on street sections located within 200m of the site has revealed that there are around 279 unrestricted car parking spaces, with an average parking stress of 73%.
- 5.5 The anticipated parking demand associated with the proposed development equates to 6 vehicles, with the impact of this parking demand equating to an increase in parking stress of around 2% as average parking stress rises to 75%.
- 5.6 There is, therefore, sufficient reserve capacity to accommodate the impact associated with the development.

APPENDIX A – PROPOSED SITE LAYOUT

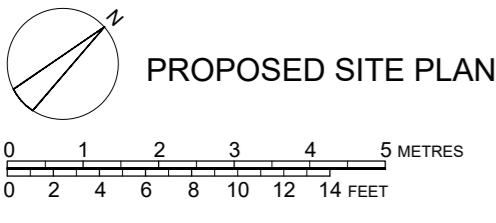
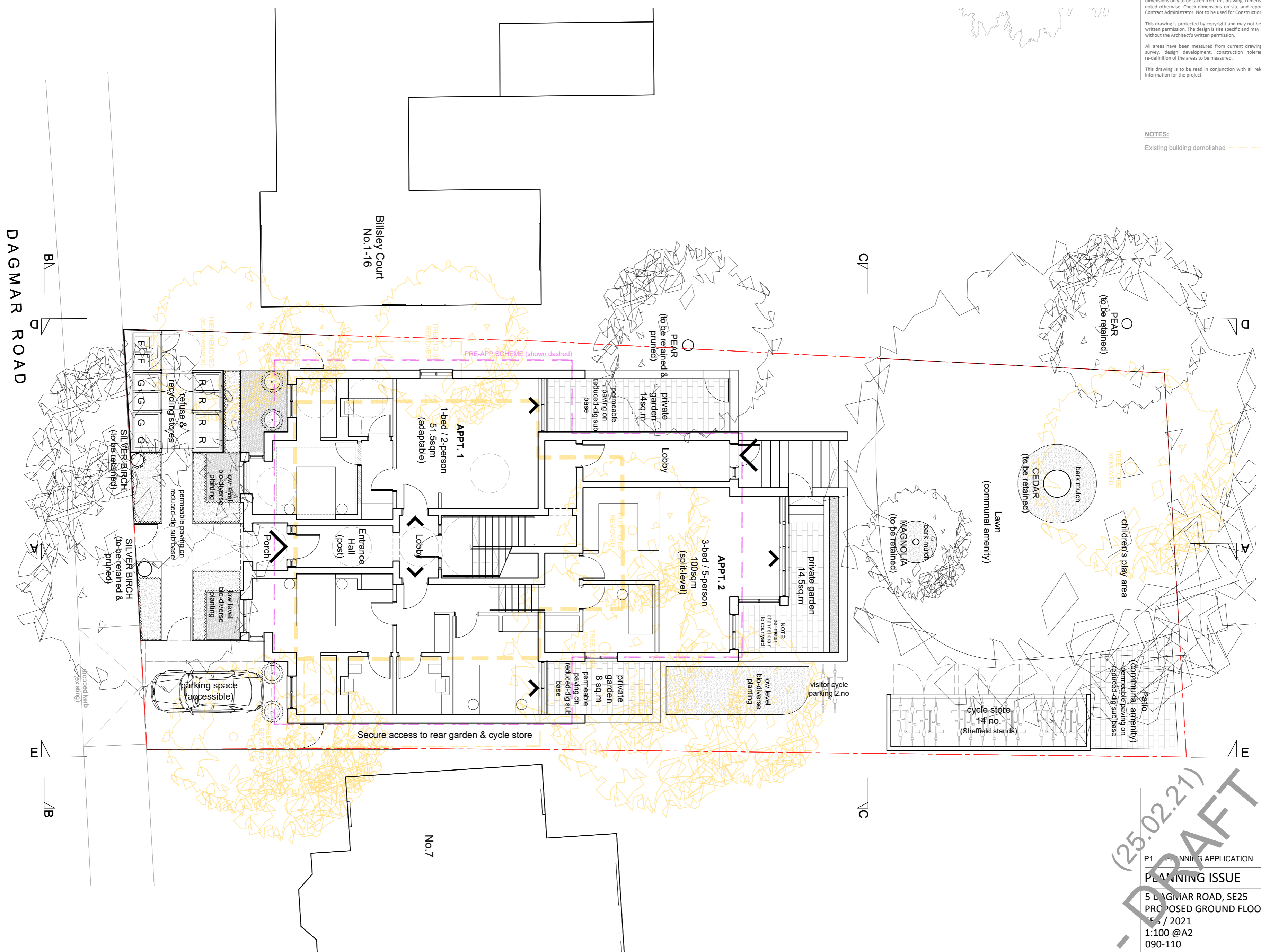
NOTE:
Do not scale (apart from when issued for Planning Application purposes). Figured dimensions only to be taken from this drawing. Dimensions are shown in millimeters unless noted otherwise. Check dimensions on site and report discrepancies to the Architect or Contract Administrator. Not to be used for Construction purposes unless stated.

This drawing is protected by copyright and may not be reproduced without the Architect's written permission. The design is site specific and may not be reproduced on any other site without the Architect's written permission.

All areas have been measured from current drawings. They may vary because of (eg) survey, design development, construction tolerances, statutory requirements or re-definition of the areas to be measured.

This drawing is to be read in conjunction with all relevant details and other consultants information for the project

NOTES:
Existing building demolished - - - - -



DRAFT

(25.02.21)

P1 PLANNING APPLICATION 26/02/21
PLANNING ISSUE
 5 DAGMAR ROAD, SE25
 PROPOSED GROUND FLOOR / SITE PLAN
 15/3/2021
 1:100 @A2
 090-110

UN FOLD
 ARCHITECTURE + DESIGN
 info@un-fold.co.uk
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APPENDIX B – PARKING STRESS SURVEY RESULTS



RADIAL

UK PARKING BEAT
SURVEY SPECIALISTS

5 DAGMAR ROAD, SE25 6HZ



PARKING BEAT SURVEY

TUESDAY 19 JANUARY 2021 / 00:30

WEDNESDAY 20 JANUARY 2021 / 00:30

SURVEY DETAILS

Survey Type	PARKING BEAT SURVEY
Methodology Guidance	London Borough of Lambeth
Site	5 DAGMAR ROAD, SE25 6HZ
Survey Area	200M - AREA MARKED OUT BY CLIENT (MARKIDES)
Date/s	TUESDAY 19 JANUARY 2021 WEDNESDAY 20 JANUARY 2021
Time/s	00:30
Beat Frequency	SNAPSHOT
Unit for 1 Unmarked Lengthwise Space (m)	5
Unit for 1 Unmarked Crosswise Space (m)	2.5
Areas Excluded From Survey	Private parking spaces, private roads and off road parking (unless requested in survey specification).
Sections of road excluded from parking capacity calculation	<p>First 7.5m from junction mouth (for reasons of highway safety).</p> <p>Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking.</p> <p>Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space.</p> <p>Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p>
Parking excluded from stress calculation	<p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed).</p> <p>Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p>
Terminology	<p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together.</p> <p>"Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit.</p> <p>"Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside.</p> <p>"Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p>



- | | | | |
|--|--------------------------|--|--------------------|
| | Unrestricted | | Crossover |
| | Disabled Private Parking | | Construction Works |
| | Too Narrow | | Double Yellow |
| | Build Out | | |
| | 7.5 Meters From Junction | | |



PARKING STRESS TABLES

Restriction 1					Unrestricted					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 19 JANUARY 2021			WEDNESDAY 20 JANUARY 2021		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Prince Road	320	64	0	64	47	17	73%	52	12	81%
Dagnall Road	125	25	0	25	11	14	44%	12	13	48%
Hurlstone Road	190	38	0	38	36	2	95%	33	5	87%
Dagmar Road	130	26	0	26	15	11	58%	16	10	62%
Farnley Road	145	29	0	29	25	4	86%	24	5	83%
Pembroke Road	120	24	0	24	18	6	75%	18	6	75%
Waterfield Gardens	20	4	0	4	3	1	75%	4	0	100%
Holmsdale Road	345	69	0	69	47	22	68%	49	20	71%
Total	1395	279	0	279	202	77	72%	208	71	75%

Restriction 2					Disabled Permit Holders					
Location	Lengthwise Parking (m)	Lengthwise Spaces	Marked/Crosswise Bays	Total Spaces	TUESDAY 19 JANUARY 2021			WEDNESDAY 20 JANUARY 2021		
					00:30			00:30		
					Occupied	Spaces	Stress (%)	Occupied	Spaces	Stress (%)
Prince Road	0	0	1	1	0	1	0%	0	1	0%
Hurlstone Road	0	0	2	2	2	0	100%	2	0	100%
Farnley Road	0	0	1	1	0	1	0%	1	0	100%
Holmsdale Road	0	0	4	4	1	3	25%	1	3	25%
Total	0	0	8	8	3	5	38%	4	4	50%

Illegal/Obstructive Parking

Location	Description	TUESDAY 19 JANUARY 2021		WEDNESDAY 20 JANUARY 2021	
		00:30		00:30	
		Occupied		Occupied	
Dagmar Road	Crossover	1	0		
Farnley Road	Crossover	6	5		
Holmsdale Road	Crossover	7	4		
Hurlstone Road	Crossover	2	0		
Pembroke Road	Crossover	3	3		
Prince Road	Crossover	4	2		
Total		23	14		

PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

Location	Side of Road & Measuring Orientation	Parking Type	Section Length (m)	Crosswise Spaces or Lengthwise Marked Bays	Number of Crosswise Spaces or Marked Bays	Unit Round Down (If Lengthwise & Unmarked)	Total Spaces
Prince Road	E S-N	Double Yellow	16.8			15	3
Prince Road	E S-N	Unrestricted	10.5			10	2
Prince Road	E S-N	Crossover	4.2			0	0
Prince Road	E S-N	Unrestricted	9.8			5	1
Prince Road	E S-N	Crossover	4.2			0	0
Prince Road	E S-N	Unrestricted	5			5	1
Prince Road	E S-N	Disabled Permit Holders	5.6	LW	1		1
Prince Road	E S-N	Crossover	4.2			0	0
Prince Road	E S-N	Unrestricted	5.6			5	1
Prince Road	E S-N	Crossover	3.5			0	0
Prince Road	E S-N	Unrestricted	9.8			5	1
Prince Road	E S-N	Double Yellow	32.2			30	6
Prince Road	E S-N	Unrestricted	7			5	1
Prince Road	E S-N	Crossover	6			5	1
Prince Road	E S-N	Unrestricted	7			5	1
Prince Road	E S-N	Crossover	8.4			5	1
Prince Road	E S-N	Unrestricted	9.8			5	1
Prince Road	E S-N	Crossover	3.5			0	0
Prince Road	E S-N	Unrestricted	11.2			10	2
Prince Road	E S-N	Crossover	2.1			0	0
Prince Road	E S-N	Unrestricted	5.6			5	1
Prince Road	E S-N	Crossover	23.1			20	4
Prince Road	E S-N	Unrestricted	12.6			10	2
Prince Road	E S-N	Crossover	7			5	1
Prince Road	E S-N	Unrestricted	5.6			5	1
Prince Road	E S-N	Crossover	23.8			20	4
Prince Road	E S-N	Unrestricted	5.6			5	1
Prince Road	E S-N	Crossover	4.9			0	0
Prince Road	E S-N	Unrestricted	5.6			5	1
Prince Road	E S-N	Crossover	4.9			0	0
Prince Road	E S-N	Unrestricted	16.1			15	3
Prince Road	E S-N	Crossover	2.8			0	0
Prince Road	E S-N	Unrestricted	9.1			5	1
Prince Road	E S-N	Crossover	8.4			5	1
Prince Road	E S-N	Unrestricted	20.3			20	4
Prince Road	E S-N	Double Yellow	9.1			5	1
Prince Road	W N-S	Double Yellow	7.7			5	1
Prince Road	W N-S	Unrestricted	18.9			15	3
Prince Road	W N-S	Crossover	9.1			5	1
Prince Road	W N-S	Unrestricted	46.9			45	9
Prince Road	W N-S	Crossover	4.2			0	0
Prince Road	W N-S	Unrestricted	5.6			5	1
Prince Road	W N-S	Crossover	7.7			5	1
Prince Road	W N-S	Unrestricted	5.6			5	1
Prince Road	W N-S	Crossover	7			5	1
Prince Road	W N-S	Unrestricted	15.4			15	3
Prince Road	W N-S	Crossover	4.2			0	0
Prince Road	W N-S	Unrestricted	7.1			5	1
Prince Road	W N-S	Crossover	7.9			5	1
Prince Road	W N-S	Unrestricted	21			20	4
Prince Road	W N-S	Double Yellow	7.1			5	1
Prince Road	W N-S	Junction	9.8			5	1
Prince Road	W N-S	Double Yellow	4.9			0	0
Prince Road	W N-S	Unrestricted	42			40	8
Prince Road	W N-S	Crossover	9.8			5	1
Prince Road	W N-S	Unrestricted	16.1			15	3
Prince Road	W N-S	Crossover	11.2			10	2
Prince Road	W N-S	Unrestricted	23.8			20	4
Prince Road	W N-S	Crossover	4.9			0	0
Prince Road	W N-S	Unrestricted	11.9			10	2
Prince Road	W N-S	Double Yellow	6.3			5	1
Prince Road	W N-S	Junction	16.1			15	3
Prince Road	W N-S	Double Yellow	5.6			5	1
Dagnall Road	E S-N	Double Yellow	7.1			5	1
Dagnall Road	E S-N	Unrestricted	53.2			50	10
Dagnall Road	E S-N	Crossover	5.6			5	1
Dagnall Road	E S-N	Unrestricted	22.4			20	4
Dagnall Road	E S-N	Double Yellow	6.3			5	1
Dagnall Road	W N-S	Double Yellow	7			5	1

Dagnall Road	W N-S	Unrestricted	29.4			25	5
Dagnall Road	W N-S	Crossover	16.8			15	3
Dagnall Road	W N-S	Unrestricted	31.5			30	6
Dagnall Road	W N-S	Double Yellow	7.2			5	1
Hurlstone Road	S E-W	Double Yellow	5.6			5	1
Hurlstone Road	S E-W	Unrestricted	11.9			10	2
Hurlstone Road	S E-W	Crossover	7			5	1
Hurlstone Road	S E-W	Unrestricted	4.2			0	0
Hurlstone Road	S E-W	Crossover	5.6			5	1
Hurlstone Road	S E-W	Unrestricted	8.4			5	1
Hurlstone Road	S E-W	Crossover	5.6			5	1
Hurlstone Road	S E-W	Unrestricted	5.6			5	1
Hurlstone Road	S E-W	Crossover	2.8			0	0
Hurlstone Road	S E-W	Unrestricted	8.4			5	1
Hurlstone Road	S E-W	Crossover	6.3			5	1
Hurlstone Road	S E-W	Unrestricted	11.9			10	2
Hurlstone Road	S E-W	Double Yellow	5.6			5	1
Hurlstone Road	S E-W	Junction	7.7			5	1
Hurlstone Road	S E-W	Double Yellow	6.3			5	1
Hurlstone Road	S E-W	Unrestricted	7			5	1
Hurlstone Road	S E-W	Crossover	2.8			0	0
Hurlstone Road	S E-W	Unrestricted	7			5	1
Hurlstone Road	S E-W	Crossover	7			5	1
Hurlstone Road	S E-W	Unrestricted	9.8			5	1
Hurlstone Road	S E-W	Crossover	3.5			0	0
Hurlstone Road	S E-W	Unrestricted	6.3			5	1
Hurlstone Road	S E-W	Crossover	7.7			5	1
Hurlstone Road	S E-W	Unrestricted	5.6			5	1
Hurlstone Road	S E-W	Crossover	5.6			5	1
Hurlstone Road	S E-W	Unrestricted	6.3			5	1
Hurlstone Road	S E-W	Crossover	7.7			5	1
Hurlstone Road	S E-W	Unrestricted	5.6			5	1
Hurlstone Road	S E-W	Crossover	5.6			5	1
Hurlstone Road	S E-W	Crossover	6.3			5	1
Hurlstone Road	N W-E	Double Yellow	9.3			5	1
Hurlstone Road	N W-E	Disabled Permit Holders	7	LW	1		1
Hurlstone Road	N W-E	Unrestricted	5.6			5	1
Hurlstone Road	N W-E	Disabled Permit Holders	5.6	LW	1		1
Hurlstone Road	N W-E	Unrestricted	53.9			50	10
Hurlstone Road	N W-E	Crossover	3.5			0	0
Hurlstone Road	N W-E	Unrestricted	40.6			40	8
Hurlstone Road	N W-E	Crossover	4.2			0	0
Hurlstone Road	N W-E	Unrestricted	7			5	1
Hurlstone Road	N W-E	Crossover	7			5	1
Hurlstone Road	N W-E	Unrestricted	25.2			25	5
Hurlstone Road	N W-E	Double Yellow	6.3			5	1
Dagmar Road	W N-S	Double Yellow	5.6			5	1
Dagmar Road	W N-S	Unrestricted	35			35	7
Dagmar Road	W N-S	Crossover	9.8			5	1
Dagmar Road	W N-S	Unrestricted	5.6			5	1
Dagmar Road	W N-S	Double Yellow	7.1			5	1
Dagmar Road	W N-S	Junction	8.4			5	1
Dagmar Road	W N-S	Double Yellow	7.1			5	1
Dagmar Road	W N-S	Unrestricted	7.7			5	1
Dagmar Road	W N-S	Crossover	7			5	1
Dagmar Road	W N-S	Unrestricted	16.1			15	3
Dagmar Road	W N-S	Double Yellow	5.6			5	1
Dagmar Road	E S-N	Double Yellow	6.3			5	1
Dagmar Road	E S-N	Unrestricted	5.6			5	1
Dagmar Road	E S-N	Crossover	4.2			0	0
Dagmar Road	E S-N	Unrestricted	9.8			5	1
Dagmar Road	E S-N	Crossover	4.2			0	0
Dagmar Road	E S-N	Unrestricted	15.4			15	3
Dagmar Road	E S-N	Crossover	7			5	1
Dagmar Road	E S-N	Unrestricted	12.6			10	2
Dagmar Road	E S-N	Crossover	4.9			0	0
Dagmar Road	E S-N	Unrestricted	39.2			35	7
Dagmar Road	E S-N	Double Yellow	5.1			5	1
Farnley Road	E S-N	Double Yellow	9.1			5	1
Farnley Road	E S-N	Unrestricted	5.6			5	1
Farnley Road	E S-N	Crossover	3.5			0	0
Farnley Road	E S-N	Unrestricted	13.3			10	2
Farnley Road	E S-N	Crossover	9.8			5	1
Farnley Road	E S-N	Unrestricted	5.6			5	1
Farnley Road	E S-N	Crossover	7.7			5	1
Farnley Road	E S-N	Unrestricted	14.7			10	2
Farnley Road	E S-N	Crossover	3.5			0	0
Farnley Road	E S-N	Unrestricted	5.6			5	1
Farnley Road	E S-N	Crossover	2.5			0	0
Farnley Road	E S-N	Double Yellow	6.3			5	1

Farnley Road	E S-N	Junction	8.4			5	1
Farnley Road	E S-N	Double Yellow	5.6			5	1
Farnley Road	E S-N	Unrestricted	5.6			5	1
Farnley Road	E S-N	Disabled Permit Holders	5.6	LW	1		1
Farnley Road	E S-N	Crossover	4.2			0	0
Farnley Road	E S-N	Unrestricted	9.8			5	1
Farnley Road	E S-N	Crossover	5.6			5	1
Farnley Road	E S-N	Unrestricted	11.2			10	2
Farnley Road	E S-N	Crossover	2.8			0	0
Farnley Road	E S-N	Unrestricted	14.7			10	2
Farnley Road	E S-N	Construction Works	14			10	2
Farnley Road	E S-N	Double Yellow	4.2			0	0
Farnley Road	W N-S	Junction	13.3			10	2
Farnley Road	W N-S	Double Yellow	4.9			0	0
Farnley Road	W N-S	Unrestricted	36.4			35	7
Farnley Road	W N-S	Crossover	5.6			5	1
Farnley Road	W N-S	Unrestricted	5.6			5	1
Farnley Road	W N-S	Crossover	4.2			0	0
Farnley Road	W N-S	Unrestricted	15.4			15	3
Farnley Road	W N-S	Crossover	14			10	2
Farnley Road	W N-S	Unrestricted	11.2			10	2
Farnley Road	W N-S	Crossover	21.7			20	4
Farnley Road	W N-S	Unrestricted	7.7			5	1
Farnley Road	W N-S	Crossover	8.4			5	1
Farnley Road	W N-S	Unrestricted	9.1			5	1
Farnley Road	W N-S	Crossover	7			5	1
Farnley Road	W N-S	Unrestricted	9.1			5	1
Farnley Road	W N-S	Double Yellow	6.3			5	1
Pembroke Road	N W-E	Double Yellow	7			5	1
Pembroke Road	N W-E	Unrestricted	25.2			25	5
Pembroke Road	N W-E	Crossover	6.3			5	1
Pembroke Road	N W-E	Unrestricted	42.7			40	8
Pembroke Road	S E-W	Unrestricted	32.4			30	6
Pembroke Road	S E-W	Crossover	17.5			15	3
Pembroke Road	S E-W	Unrestricted	25.2			25	5
Pembroke Road	S E-W	Double Yellow	7			5	1
Waterfield Gardens	E S-N	7.5 Meters From Junction	7.5			5	1
Waterfield Gardens	E S-N	Too Narrow	28			25	5
Waterfield Gardens	W N-S	Unrestricted	11.2			10	2
Waterfield Gardens	W N-S	Crossover	3.5			0	0
Waterfield Gardens	W N-S	Unrestricted	11.2			10	2
Waterfield Gardens	W N-S	7.5 Meters From Junction	7.5			5	1
Holmsdale Road	N W-E	Unrestricted	12.6			10	2
Holmsdale Road	N W-E	Disabled Permit Holders	7	LW	1		1
Holmsdale Road	N W-E	Unrestricted	38.5			35	7
Holmsdale Road	N W-E	Disabled Permit Holders	5.6	LW	1		1
Holmsdale Road	N W-E	Unrestricted	24.5			20	4
Holmsdale Road	N W-E	Junction	10.5			10	2
Holmsdale Road	N W-E	Crossover	10.4			10	2
Holmsdale Road	N W-E	Unrestricted	23.8			20	4
Holmsdale Road	N W-E	Double Yellow	5.6			5	1
Holmsdale Road	N W-E	Junction	8.4			5	1
Holmsdale Road	N W-E	Double Yellow	4.3			0	0
Holmsdale Road	N W-E	Unrestricted	25.9			25	5
Holmsdale Road	N W-E	Crossover	10.5			10	2
Holmsdale Road	N W-E	Unrestricted	18.2			15	3
Holmsdale Road	N W-E	Crossover	2.8			0	0
Holmsdale Road	N W-E	Unrestricted	13.3			10	2
Holmsdale Road	N W-E	Crossover	5.6			5	1
Holmsdale Road	N W-E	Unrestricted	7			5	1
Holmsdale Road	N W-E	Disabled Permit Holders	5.6	LW	1		1
Holmsdale Road	N W-E	Unrestricted	5.6			5	1
Holmsdale Road	N W-E	Crossover	4.9			0	0
Holmsdale Road	N W-E	Unrestricted	16.8			15	3
Holmsdale Road	N W-E	Crossover	4.2			0	0
Holmsdale Road	N W-E	Unrestricted	5.6			5	1
Holmsdale Road	N W-E	Crossover	4.9			0	0
Holmsdale Road	N W-E	Unrestricted	9.1			5	1
Holmsdale Road	N W-E	Crossover	9.1			5	1
Holmsdale Road	N W-E	Disabled Permit Holders	5.6	LW	1		1
Holmsdale Road	N W-E	Crossover	4.9			0	0
Holmsdale Road	N W-E	Unrestricted	11.2			10	2
Holmsdale Road	N W-E	Crossover	4.2			0	0
Holmsdale Road	N W-E	Unrestricted	11.9			10	2
Holmsdale Road	N W-E	Double Yellow	10.5			10	2
Holmsdale Road	S E-W	Double Yellow	9.8			5	1
Holmsdale Road	S E-W	Unrestricted	7			5	1

Holmsdale Road	S E-W	Crossover	5.6			5	1
Holmsdale Road	S E-W	Unrestricted	9.8			5	1
Holmsdale Road	S E-W	Crossover	4.2			0	0
Holmsdale Road	S E-W	Unrestricted	11.2			10	2
Holmsdale Road	S E-W	Crossover	8.4			5	1
Holmsdale Road	S E-W	Unrestricted	5.6			5	1
Holmsdale Road	S E-W	Crossover	8.4			5	1
Holmsdale Road	S E-W	Unrestricted	5.6			5	1
Holmsdale Road	S E-W	Crossover	5.6			5	1
Holmsdale Road	S E-W	Unrestricted	7.7			5	1
Holmsdale Road	S E-W	Crossover	19.6			15	3
Holmsdale Road	S E-W	Unrestricted	5.6			5	1
Holmsdale Road	S E-W	Crossover	9.1			5	1
Holmsdale Road	S E-W	Unrestricted	7			5	1
Holmsdale Road	S E-W	Crossover	4.2			0	0
Holmsdale Road	S E-W	Unrestricted	4.2			0	0
Holmsdale Road	S E-W	Crossover	9.8			5	1
Holmsdale Road	S E-W	Unrestricted	16.8			15	3
Holmsdale Road	S E-W	Crossover	5.6			5	1
Holmsdale Road	S E-W	Unrestricted	21.7			20	4
Holmsdale Road	S E-W	Double Yellow	7			5	1
Holmsdale Road	S E-W	Junction	9.8			5	1
Holmsdale Road	S E-W	Double Yellow	6.3			5	1
Holmsdale Road	S E-W	Unrestricted	32.2			30	6
Holmsdale Road	S E-W	Crossover	18.2			15	3
Holmsdale Road	S E-W	Unrestricted	7.7			5	1
Holmsdale Road	S E-W	Crossover	16.1			15	3
Holmsdale Road	S E-W	Unrestricted	5.6			5	1
Holmsdale Road	S E-W	Crossover	6.3			5	1
Holmsdale Road	S E-W	Unrestricted	22.4			20	4
Holmsdale Road	S E-W	Crossover	8.4			5	1
Holmsdale Road	S E-W	Unrestricted	18.9			15	3
Holmsdale Road	S E-W	Build Out	4.2			0	0