

| | |
|----------------------------|---|
| Project Name: | New Palace Cinema, Normandy Street, Alton |
| Document Reference: | 020.0911PTN1 |
| Document Name: | Parking Technical Note |
| Prepared By: | Tom Purnell (November 2023) |
| Checked By: | Adam Ford (November 2023) |
| Approved By: | Shaan Novitzki (December 2023) |

| Revision Record | | | | |
|-----------------|----------|-----|--------------------|-------|
| Rev | Date | By | Summary of Changes | Aprvd |
| 2 | 04.12.23 | TNP | Clients Comments | AJF |

Disclaimer

This document has been prepared in accordance with the scope of Paul Basham Associates Ltd's appointment with its client and is subject to the terms of that appointment. It is addressed to and for the sole use and reliance of Paul Basham Associates clients. Paul Basham Associates accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of a Director of Paul Basham Associates. Any advice, opinions or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Paul Basham Associates Limited

1. INTRODUCTION

- 1.1 This Parking Transport Note (PTN) has been prepared by Paul Basham Associates on behalf of Palace Cinema to support a planning application for a residential development comprising of 6no. residential flats at New Palace Cinema, Normandy Street, Alton. The site location is shown in **Figure 1**.

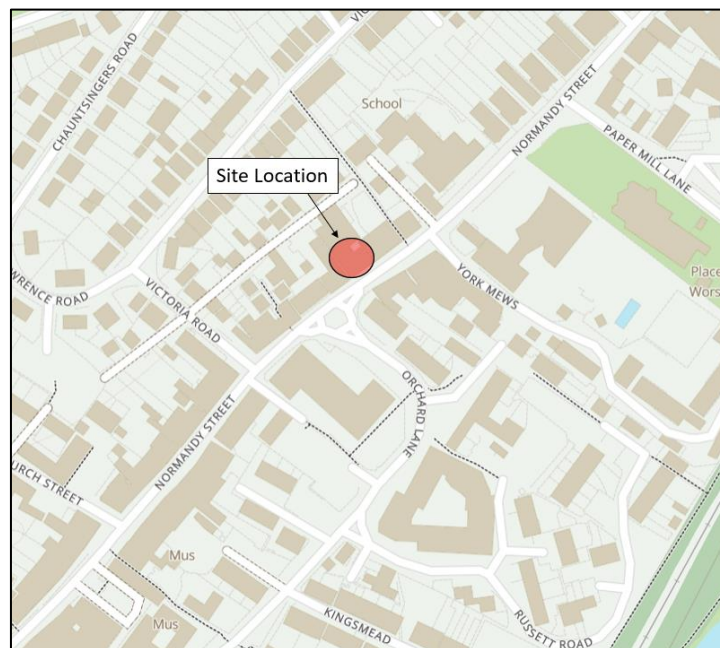


Figure 1: Site Location

- 1.2 The site proposes a total of 6 residential flats, comprising of 2 x two-bedroom flats and 4 x one-bedroom flats. The development proposes to operate as car-free with no resident parking or visitor parking provided on site.
- 1.3 The site has been subject to a previous planning application for the existing building previously used as a two-screen cinema to be converted and extended into 6 Flats (ref: 32440/007) which also proposed a car free development. This application was refused on the basis that *'The proposal incorporates inadequate car parking provision to serve the proposed development, resulting in displacement parking to surrounding roads'*. There were no other highways objections related to this application.
- 1.4 This report seeks to address the concerns raised by the planning officer at East Hampshire District Council (EHCC) as part of the previous application. To support the revised application parking surveys have been completed to assess the parking capacity on the local highway network. The surveys follow the Lambeth Parking methodology and cover on-street parking locations with a 200m walking distance of the site.

2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

Existing Conditions

- 2.1 The existing building used to consist of two cinema screens with 171 seats including ancillary accommodation for office and staff. A separate small retail unit also forms part of the site being located on the Normandy Street frontage and is currently in used as a residential lettings shop. The site is bordered by Normandy Street to the south and residential dwellings on all other sides.

Local Highway Network

- 2.2 Normandy Street connects to the A31 to the north, via Ansty Road. The A31 provides access to Farnham and Guilford to the north and the M3 in the south, linking Alton to Winchester and Eastleigh. In the vicinity of the site Normandy Street is subject to a 20mph speed limit.

Local Facilities

- 2.3 The site is well located in relation to the existing facilities and amenities within Alton, with the high street located circa 200m south-west of the site (accessible within a 3-minute walk or a 1-minute cycle).

- 2.4 The high street provides a typical range of amenities and facilities, including supermarket, convenience stores, takeaways, post office, village surgery, pharmacy and cash points amongst others.
- 2.5 Manual for Streets (MfS) and the Chartered Institution of Highways and Transportation (CIHT) also describe a 'Walkable Neighbourhood' as one which has a range of facilities which can be accessed within 10-minutes' walk time (800m). Therefore, the location of the site in relation to the local facilities fits the description of a 'Walkable Neighbourhood'.

Pedestrian and Cycle Infrastructure

- 2.6 The site is well supported by the existing pedestrian infrastructure, with 2m wide footways present both sides of the carriageway throughout Normandy Street. Approximately 15m southwest of the site is a crossing point across Normandy Street, with a signalised crossing also located 80m northeast of the site.
- 2.7 There are numerous (Public Right of Way) PROW routes and long-distance walking routes available within the vicinity of the proposed development. The PROW in the vicinity of the site, and the wider area of Alton, is demonstrated in **Figure 2**.



Figure 2: Public Rights of Way (PROW) Routes in the vicinity of the site

- 2.8 As demonstrated in **Figure 2** the site is well located in relation to the PRoW network around Alton. In the area, three long distance routes available, these include Hungers Way, Writers Way and St Swithuns Way. Circa 30m north of the site is route 002/46/1 which provides a route towards Anstey Junior School. Circa 280m east of the proposed development is a traffic free route between Russett Road and Alton Railway Station (route number 002/42/2).
- 2.9 The gentle topography makes the area attractive for cyclists. With many amenities within an accessible distance via cycling, the site location provides a good opportunity to encourage cycling as a preferred mode of transport. The National Cycle Network (NCN) network in the vicinity of the site is shown in **Figure 3**.

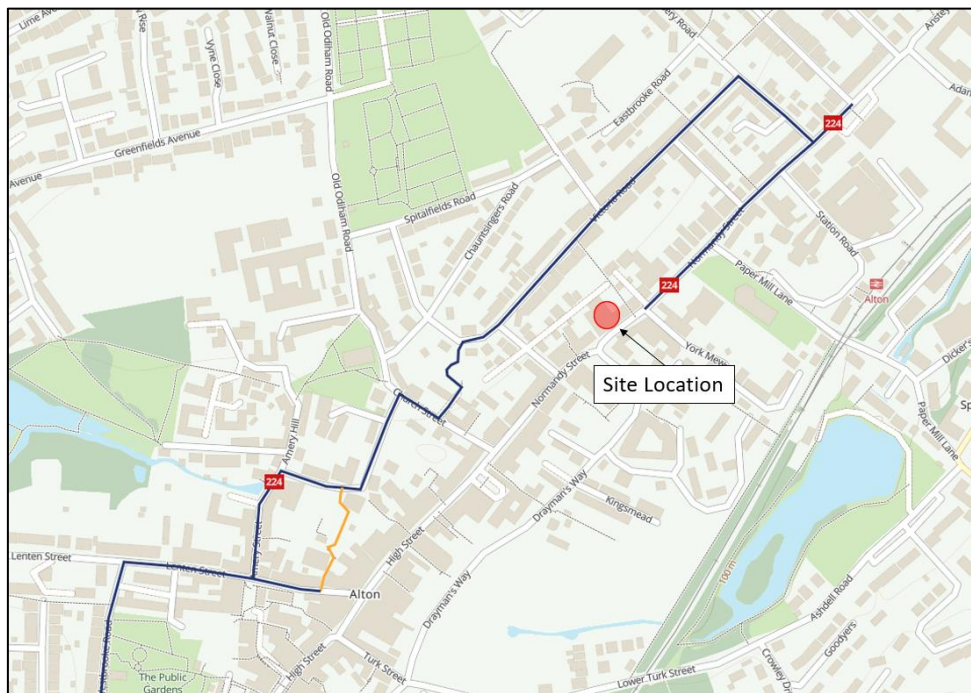


Figure 3: National Cycle Network in the vicinity of the site

- 2.10 The NCN route in the vicinity of the site is route number 224, located circa 50m north of the site. This section of route 224 provides a connection between Alton and NCN route number 23. NCN Route 23 runs from Alton to Southampton, via Winchester.

Public Transport Provision

Bus Network

- 2.11 There are many bus stops within the vicinity of the site, with the closest stops being Alton House Hotel Stop P, located circa 110m north of the site, and Normandy Street Stop N,

which is approximately 160m south and a 2-minute walk from the site. A summary of the local bus services is included in **Table 1**.

| Service | Operator | Route | Frequency | | |
|---------|----------------|---|------------------|------------------|------------------|
| | | | Monday – Friday | Saturday | Sunday |
| 13 | Stagecoach | Basingstoke- Alton- Whitehill | Hourly | Hourly | No service |
| 37X* | Stagecoach | Cowplain- Petersfield- Alton | 2 services a day | No service | No service |
| 38 | Stagecoach | Petersfield- Alton | 4 services a day | No service | No Service |
| 64 | Stagecoach | Winchester- Alton | Every 30 minutes | Every 30 minutes | Every 30 minutes |
| 64X* | Stagecoach | Perins School- Four Marks- Alton Collage | 1 service a day | No service | No service |
| 65 | Stagecoach | Alton- Bentley -Farnham- Guilford | Hourly | Hourly | No service |
| 113* | Stagecoach | Liphook – Bordon - Alton - Haslemere | 1 service a day | No service | No service |
| 123* | Stagecoach | Liphook – Bordon – Alton - Haslemere | 1 service a day | No service | No service |
| 206 | Cresta Coaches | Alton- Upper Froyle- Bentley- Binstead- Alton | Every 2 hours | No service | No service |
| 208 | Cresta Coaches | Alton- Medstead- Bentworth- Lasham- Alton | Every 2 hours | No service | No service |

Table 1: Local Bus Services (*Education Services)

2.12 The close proximity of the bus stops to the site and the high volume of bus services provides an attractive and suitable sustainable transport mode option for residents. Bus journeys to Basingstoke take approximately 49 minutes, journeys to Winchester take approximately 53 minutes, and journeys to Petersfield take approximately 1hr 6 minutes.

Rail Network

2.13 The closest railway station to the site, Alton Railway Station, is located circa 400m north-east of the site and is accessible via a 5-minute walk, a 2-minute cycle or a 4-minute journey on the Stagecoach 64, 65 or 38 bus services. Alton Rail Station provides 2 direct rail services an hour into London Waterloo (which take 1hr 12 minutes), with intermediary stops in Farnham (14 minutes), Aldershot (20 minutes) and Woking (37 minutes). It would therefore be attractive for site users to utilise rail services when travelling to destinations further afield.

Summary

- 2.14 The development site is well located in relation to the local and strategic highways network and the facilities and amenities available within Alton. Where the site is situated in a town centre location, the proposed development is also very well located to benefit from the numerous bus and rail services in the area and therefore the proposed scheme can operate as a sustainable development. With many facilities, amenities and regular public transport services within walking distance, it is more than reasonable that site users would not need a car.

3. PARKING STANDARDS AND PARKING DEMAND

- 3.1 As the development proposes to operate as car free and as such the development will not provide any parking for residents or visitors. This is typical of residential units in town centre and high street locations given that local amenities and services can be accessed in a short waking distance alongside regular public transport connections.
- 3.2 The Alton Neighbourhood Development Plan (2011-2028) (ANDP) (April 2021) provides recommended parking standards for residential developments in Policy TR5. Policy TR5 outlines parking provision and standards for new residential development (C3 use) within Alton. Policy TR5 stipulates the minimum standards for designated off-street parking as 1 parking space for one-bedroom dwellings and 2 parking spaces for 2/3-bedroom dwellings. In addition, a provision of visitor parking is required at a minimum of one space per two dwellings.
- 3.3 Within the ANDP there is no variation in parking standards for developments in different areas around Alton. Sites in the outskirts of Alton require the same parking standards as those in the accessible centre of Alton, where the site is situated.
- 3.4 Paragraph 5.4 of Policy TR5 states that 'If a site is particularly accessible with good public transport, whilst Policy TR5 applies and the standards in Policy TR5 are the starting point, consideration of these criteria as part of the planning balance may mean that a reduction in parking standards is appropriate'. Given that the site is highly accessible, with access to a wide choice of alternative transport options a shortfall of parking is considered acceptable in this instance.

- 3.5 Nevertheless, Alton's parking standards recommend that 8 allocated spaces and 3 visitor spaces should be provided for the proposed development. As the site is to operate as car-free, there is a shortfall for a potential demand for a total of 11 car parking spaces.

Car Ownership Data

- 3.6 As highlighted within **Chapter 2** the site is located in a highly accessible area. These sustainable transport options facilitate a reduction in the use of private vehicles and therefore the development is likely to have a relatively low level of car ownership.
- 3.7 2011 Census data on Car ownership data has been consulted to understand the number of cars owned by residents in the immediate area of the site. Super Output Area (Lower Layer) East Hampshire 002C shown in **Figure 4** includes the site and the immediate surrounding area.

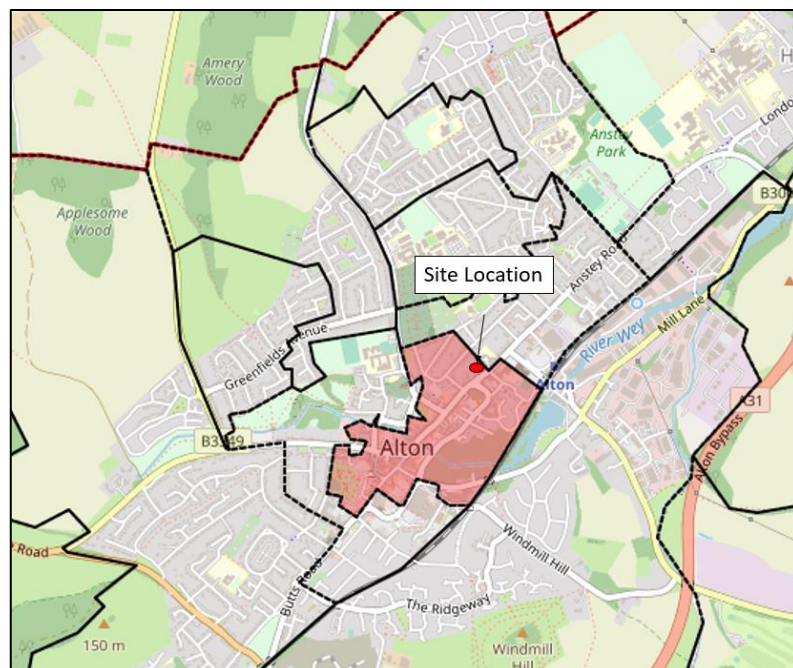


Figure 4: Super Output Area (Lower Layer) East Hampshire 002C

- 3.8 Within East Hampshire 002C, 803 homes filled out the 2011 census for this area. The results from the 2011 census data is included in **Appendix A**.
- 3.9 Of the 803 responses, 41% stated that they were a car free property. This is likely due to the nature of the area being within close proximity to excellent public transport facilities and many local amenities. Approximately 40% of the proposed development would therefore be expected to operate as car free, meaning that it is predicted that at least 2 units won't have cars.

4. PARKING SURVEYS

- 4.1 Residents of the development may still intend to own cars despite not being allocated parking. To determine if the local roads have capacity to accommodate any overspill parking, Lambeth parking surveys were undertaken within the site vicinity.
- 4.2 It should be noted that parking restrictions are present in the vicinity of the site and throughout Normandy Street itself, parking restrictions are in place in the form of single and double yellow lines. The parking restrictions ensure that there would not be a detrimental effect on the operation, capacity or safety on the highway network.

Parking Methodology

- 4.3 Lambeth Council have specific requirements for parking surveys within the Borough. The requirements detailed in the 'Lambeth Council Parking Survey Guidance Note' are generally regarded as the most detailed, and the 'Lambeth Style Parking Survey Methodology' is therefore used as general guidance for most highway authority parking surveys, including Hampshire County Council. Relevant requirements of the Lambeth model parking survey are as follows:
- An area of 200m (or a 2-minute walk) around a site;
 - The survey should be undertaken when the highest number of residents are at home; generally late at night during the week;
 - If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded;
 - Should not be undertaken in weeks that include Public Holidays and school holidays.
- 4.4 With the above in mind the surveys were completed on Wednesday 15th November 2023 at 01:00 and at 01:30 on Thursday the 16th November 2023.
- 4.5 The Lambeth Council Parking Survey Guidance Note states that the following information should be included in the survey results, to be submitted to the Council:

- The date and time of the survey:
- A description of the area noting any significant land uses in the vicinity of the site that may affect parking within the survey area (e.g. churches, restaurants, bars and clubs, train stations, hospitals, large offices, town centres etc.);
- Any unusual observations e.g. suspended parking bays, spaces out of use because of road works or presence of skips etc.:
- A drawing showing the site location and extent of the survey area. All other parking and waiting restrictions such as double yellow lines and double red lines, bus lay-bys, kerb buildouts, and crossovers (vehicular accesses) etc. should also be shown on the plan:
- The number of cars parked on each road within the survey area on each night should be counted and recorded in a table:

4.6 The Lambeth methodology states the locations where cars can legally park overnight should also be identified.

Parking Survey Results

4.7 Car parking beat surveys were undertaken on Wednesday 15th November at 01:00 and Thursday 16th November 2023 at 01:30 hours. The surveys covered all unrestricted spaces, unrestricted marked bays, disabled parking bays and single yellow lines within a 200m walk from the site location, in line with the Lambeth Methodology. The roads included within the survey were Normandy Street, Paper Mill Lane, York Mews, Orchard Lane, Orchard Terrace, Russett Road, Victoria Road. The extent of the survey area can be found in **Figure 5**.



Figure 5: Parking Survey Scope

- 4.8 The results of these parking surveys are summarised within **Table 2** and **Table 3**, with the full survey outputs attached as **Appendix B**, which includes a map demonstrating where vehicles were parked.

Wednesday 15th November 2023 at 01:00

| Location | Wednesday 15 th November 2023 – 01:00 | | |
|-----------------|--|---------------------|------------------|
| | No. of Spaces Occupied | No. of Spaces Empty | Total Occupied % |
| Normandy Street | 3 | 22 | 12% |
| York Mews | 4 | 3 | 57% |
| Orchard Terrace | 6 | 0 | 100% |
| Victoria Road | 24 | 8 | 75% |
| Total | 37 | 33 | 53% |

Table 2: Wednesday Parking Survey Results

- 4.9 **Table 2** demonstrates that on Wednesday 15th November 2023, across the whole survey area, car parking capacity was utilised at 53%, equating to 33 unoccupied spaces. The highest utilisation was observed on Orchard Terrace where all 6 spaces were occupied, with 3 spaces available on Normandy Street.

Thursday 16th November 2023 at 01:30

| Location | Thursday 16 th November 2023 – 04:30 | | |
|-----------------|---|---------------------|------------------|
| | No. of Spaces Occupied | No. of Spaces Empty | Total Occupied % |
| Normandy Street | 3 | 23 | 12% |
| York Mews | 5 | 1 | 83% |
| Orchard Terrace | 6 | 0 | 100% |
| Victoria Road | 25 | 6 | 78% |
| Total | 38 | 30 | 56% |

Table 3: Thursday Parking Survey Results

- 4.10 **Table 3** demonstrates that on Thursday 16th November 2023, across the whole survey area car parking capacity was utilised at 56%, equating to 30 unoccupied spaces. The highest utilisation was again observed on Orchard Terrace where all 6 spaces were occupied, with 3 spaces available on Normandy Street.
- 4.11 It should be noted that on both nights that the surveys were conducted there was an available disabled space located on Normandy Street which was not included within the data shown in **Table 2** and **Table 3**. Over both nights, 19 available spaces were in areas with daytime parking restrictions. Of these 19 spaces on single yellow lines, 4 of these are on Normandy Street where restrictions are in place between Monday – Saturday 09:00 – 18:00 where free parking is available for 30 minutes and outside of these times. On both

Victoria Road and Normandy Street 15 available overnight parking spaces are on single yellow lines, where between Monday – Saturday 09:00 – 18:00 parking is restricted.

- 4.12 As aforementioned The Lambeth methodology states the locations where cars can legally park overnight should also be identified. The Lambeth methodology also states that surveys should be undertaken when the highest number of residents are at home; generally late at night during the week and therefore it is overnight parking that is assessed.
- 4.13 Even when the 19 parking spaces on single yellow lines are discounted from the number of available spaces during the survey period there would still be 11-14 available spaces. There is therefore sufficient parking available to support the proposed development (potential demand for 11 spaces) without resulting in a detrimental impact on the local road network.

Parking Survey Summary

- 4.14 In summary, utilising the Lambeth methodology, 33 spaces were vacant on the Wednesday survey and 30 spaces were vacant on the Thursday survey. This equates to an average of 31.5 parking spaces available across the two survey periods. The results of the car parking survey demonstrate that there is ample on-street parking capacity available within 200m of the site to accommodate the demand for 11 parking spaces associated with the development.
- 4.15 In addition, there are three public car parks within 250m of the proposed development, Victoria Road Car Park (48 total spaces), Church Street Car Park (18 total spaces) and Rogers Court Car Park (15 total spaces). All three of these car parks are pay and display between the hours of 08:00 – 18:00 Monday – Saturday but are free outside of those times. These car parks are a viable option for visitors of the site.
- 4.16 The visitor demand for the site could also be accommodated within the on-street parking provided surrounding the site or attentively within local car parks.
- 4.17 Based on the above it is not considered that the car free nature of the development would result in a detrimental effect on the operation, capacity or safety on the highway network certainly not to the extents identified Paragraph 111 of the National Planning Policy Framework

5. SUMMARY AND CONCLUSIONS

- 5.1 This PTN has been prepared by Paul Basham Associates to support a planning application for a car free residential development comprising of 6no. residential flats at New Palace Cinema, Normandy Street, Alton.
- 5.2 Two overnight parking surveys were undertaken within a 200m radius of the site in November 2023 in accordance with the Lambeth Methodology.
- 5.3 The results of the survey demonstrate that a minimum of 33 on-street parking spaces were available on the Wednesday and 30 parking spaces were available on the Thursday all within 200m of the site.
- 5.4 Alton Town Council's ANDP (2011-2028) (April 2021) recommends that 11 allocated spaces for residents (8) and visitors (3) are provided for the proposed development. The surveys demonstrate that there is sufficient available capacity across the local road network to accommodate the demand for 11 vehicles associated with the development.
- 5.5 Within 250m of the proposed development there are three pay and display car parks that have a combined total of 81 parking spaces. These car parks would be suitable for visitor parking.
- 5.6 We would therefore encourage East Hampshire District Council and Hampshire County Council to look favourably upon this development in relation to highways.

Appendix A

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 17 May 2023]

| | |
|-------------|---------------------------------------|
| population | All households; All cars or vans |
| units | Households |
| area type | 2011 super output areas - lower layer |
| area name | E01022576 : East Hampshire 002C |
| rural urban | Total |

Cars

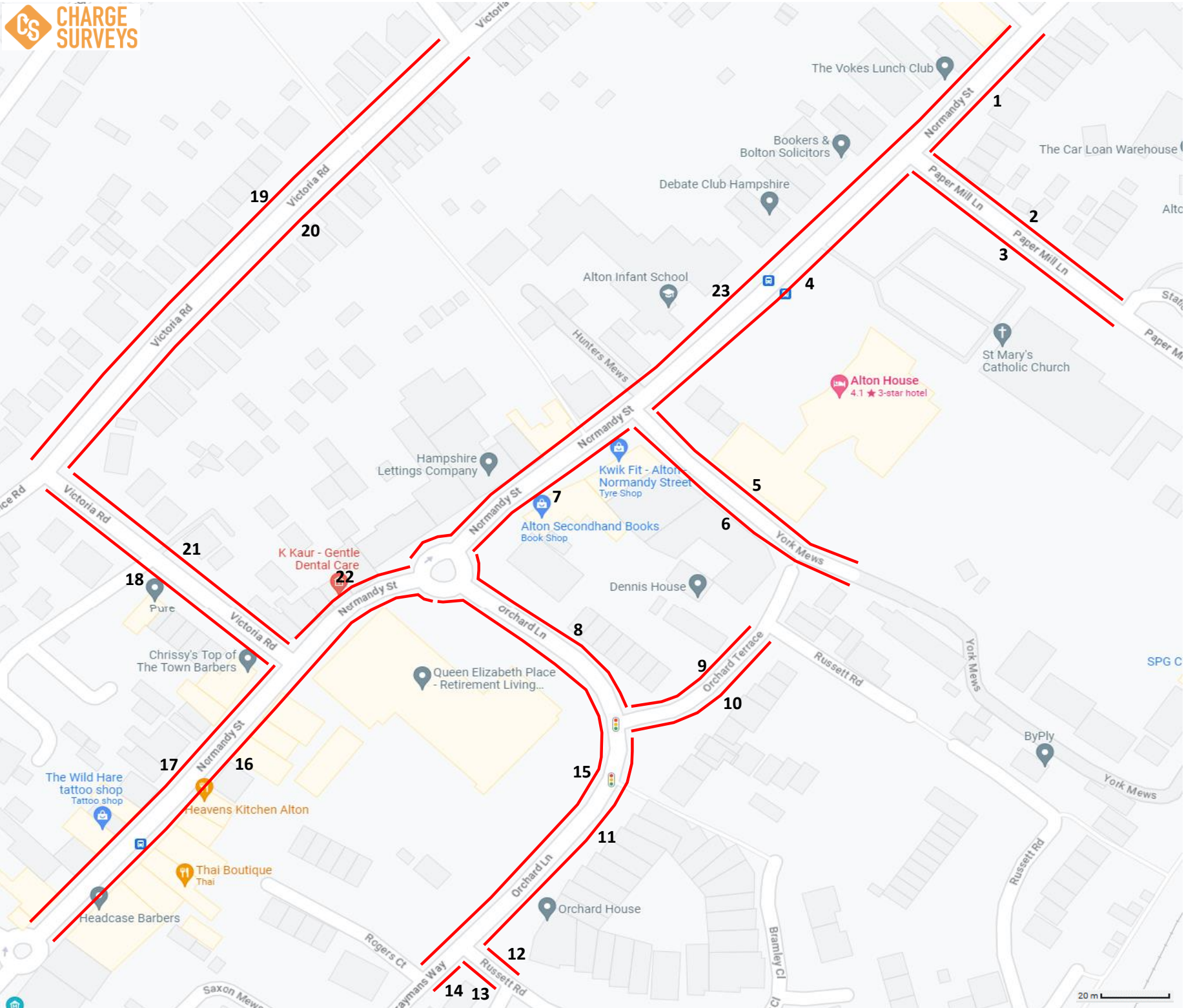
2011

| | |
|--------------------------------------|-----|
| All categories: Car or van available | 803 |
| No cars or vans in household | 329 |
| 1 car or van in household | 307 |
| 2 cars or vans in household | 130 |
| 3 cars or vans in household | 31 |
| 4 or more cars or vans in house | 6 |

In order to protect against disclosure of personal information, records have been swapped between differer

at geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

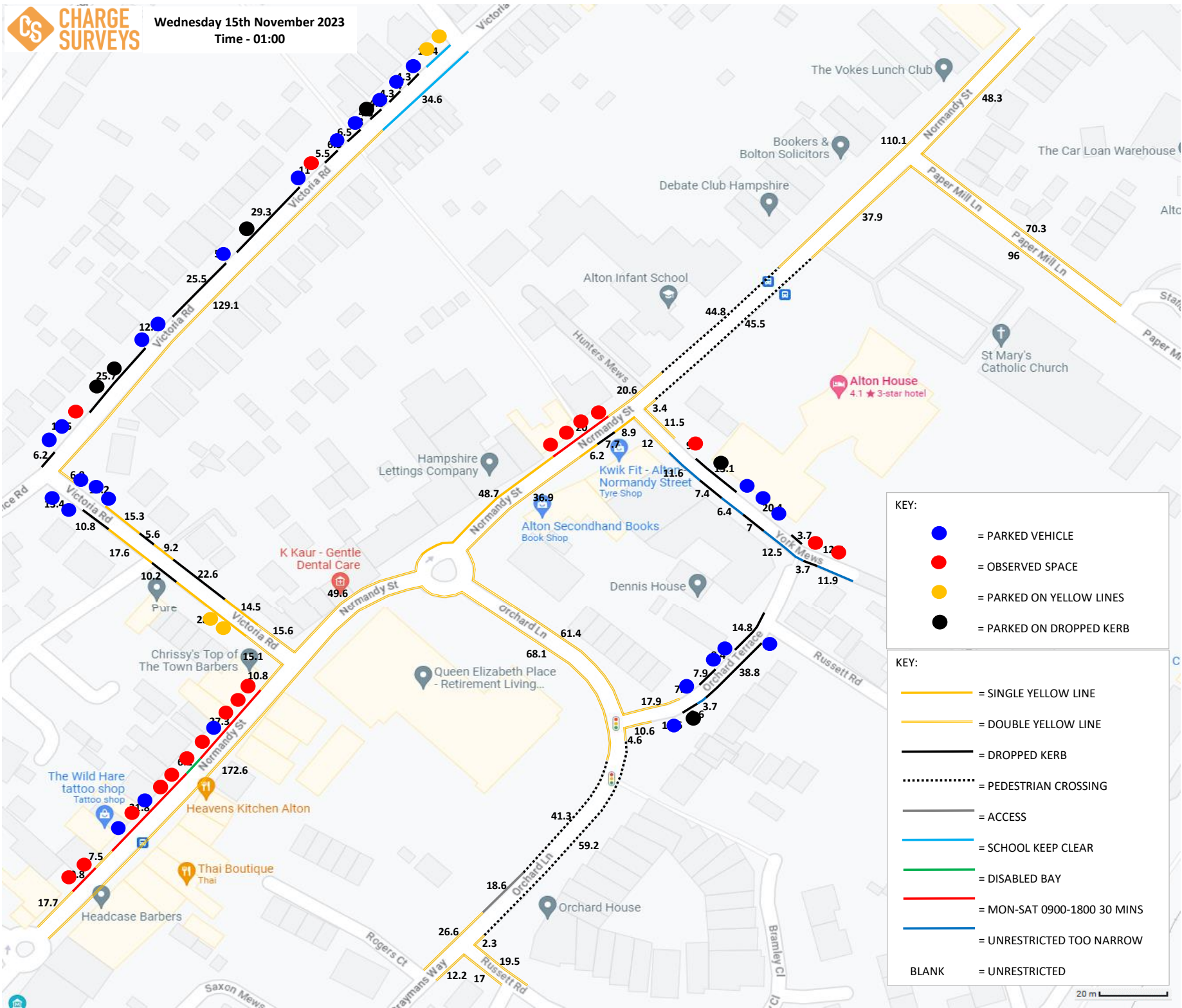
Appendix B





| LOCATION : New Palace Cinema, Normandy St, Alton | | | | | Wednesday 15th November 2023 | | | Thursday 16th November 2023 | | |
|--|------|--------------------------------------|--------|-----------------------|------------------------------|--------------------|------------------------|-----------------------------|--------------------|------------------------|
| | | | | | TIME - 0100 | | | | | |
| ROAD NAME | ZONE | RESTRICTION | METRES | 5 METRES = 1 SPACE | PARKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS | PARKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS |
| NORMANDY STREET | 1 | DOUBLE YELLOW LINE | 48.3 | | | | | | | |
| PAPER MILL LANE | 2 | DOUBLE YELLOW LINE | 70.3 | | | | | | | |
| | 3 | DOUBLE YELLOW LINE | 96 | | | | | | | |
| NORMANDY STREET | 4 | DOUBLE YELLOW LINE | 41.3 | | | | | | | |
| | | PEDESTRIAN CROSSING | 45.5 | | | | | | | |
| YORK MEWS | 5 | DOUBLE YELLOW LINE | 11.5 | | | | | | | |
| | | UNRESTRICTED | 42.2 | 7 | 3 | 3 | 50.0% | 5 | 1 | 83.3% |
| | | DROPPED KERB | 16.8 | | 1 | | | | | |
| | 6 | UNRESTRICTED TOO NARROW | 42.4 | | | | | | | |
| | | DROPPED KERB | 18.1 | | | | | | | |
| | | DOUBLE YELLOW LINE | 12 | | | | | | | |
| NORMANDY STREET | 7 | SINGLE YELLOW LINE | 15.1 | | | | | | | |
| | | DROPPED KERB | 7.7 | | | | | | | |
| | | DOUBLE YELLOW LINE | 36.9 | | | | | | | |
| ORCHARD LANE | 8 | DOUBLE YELLOW LINE | 61.4 | | | | | | | |
| ORCHARD TERRACE | 9 | DOUBLE YELLOW LINE | 17.9 | | | | | | | |
| | | UNRESTRICTED | 16.9 | 2 | 3 | 0 | 100.0% | 3 | 0 | 100.0% |
| | | DROPPED KERB | 22.7 | | | | | | | |
| | 10 | UNRESTRICTED | 17.6 | 3 | 2 | 0 | 100.0% | 2 | 0 | 100.0% |
| | | DROPPED KERB | 47.4 | | 1 | | | 1 | | |
| | | UNRESTRICTED TOO NARROW | 3.7 | | | | | | | |
| ORCHARD LANE | 11 | DOUBLE YELLOW LINE | 10.6 | | | | | | | |
| | | DOUBLE YELLOW LINE | 6.9 | | | | | | | |
| | | PEDESTRIAN CROSSING | 59.2 | | | | | | | |
| RUSSETT ROAD | 12 | DOUBLE YELLOW LINE | 19.5 | | | | | | | |
| | 13 | DOUBLE YELLOW LINE | 17 | | | | | | | |
| ORCHARD LANE | 14 | DOUBLE YELLOW LINE | 12.2 | | | | | | | |
| | 15 | DOUBLE YELLOW LINE | 94.7 | | | | | | | |
| | | ACCESS | 18.6 | | | | | | | |
| | | PEDESTRIAN CROSSING | 41.3 | | | | | | | |
| NORMANDY STREET | 16 | DOUBLE YELLOW LINE | 172.6 | | | | | | | |
| | 17 | DOUBLE YELLOW LINE | 36 | | | | | | | |
| | | MON-SAT 0900-1800 30 MINS | 69.9 | 13 | 3 | 9 | 25.0% | 2 | 10 | 16.7% |
| | | DISABLED BAY | 6.2 | 1 | 0 | 1 | 0.0% | 0 | 1 | 0.0% |
| VICTORIA ROAD | 18 | DOUBLE YELLOW LINE | 15.1 | | | | | | | |
| | | SINGLE YELLOW LINE MON-SAT 0900-1800 | 46.5 | 8 | 2 | 6 | 25.0% | 2 | 6 | 25.0% |
| | | DROPPED KERB | 21 | | | | | | | |
| | 19 | UNRESTRICTED | 13.4 | 2 | 2 | 0 | 100.0% | 2 | 0 | 100.0% |
| | | DROPPED KERB | 111.6 | | 4 | | | 3 | | |
| | | SCHOOL KEEP CLEAR | 13.4 | | 2 | | | 2 | | |
| | | UNRESTRICTED | 73.5 | 10 | 11 | 2 | 84.6% | 13 | 0 | 100.0% |
| | 20 | SCHOOL KEEP CLEAR | 34.6 | | | | | | | |
| | | DOUBLE YELLOW LINE | 129.1 | | | | | | | |
| | 21 | DOUBLE YELLOW LINE | 22.5 | | | | | | | |
| UNRESTRICTED | | 14.2 | 2 | 3 | 0 | 100.0% | 3 | 0 | 100.0% | |
| DROPPED KERB | | 28.2 | | | | | | | | |
| | | SINGLE YELLOW LINE | 39 | | | | | | | |
| NORMANDY STREET | 22 | DOUBLE YELLOW LINE | 49.6 | | | | | | | |
| | 23 | SINGLE YELLOW LINE MON-SAT 0900-1800 | 48.7 | 9 | 0 | 9 | 0.0% | 0 | 9 | 0.0% |
| | | MON-SAT 0900-1800 30 MINS | 20 | 4 | 0 | 4 | 0.0% | 0 | 4 | 0.0% |
| | | DOUBLE YELLOW LINE | 130.7 | | | | | | | |
| | | PEDESTRIAN CROSSING | 44.8 | | | | | | | |

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)

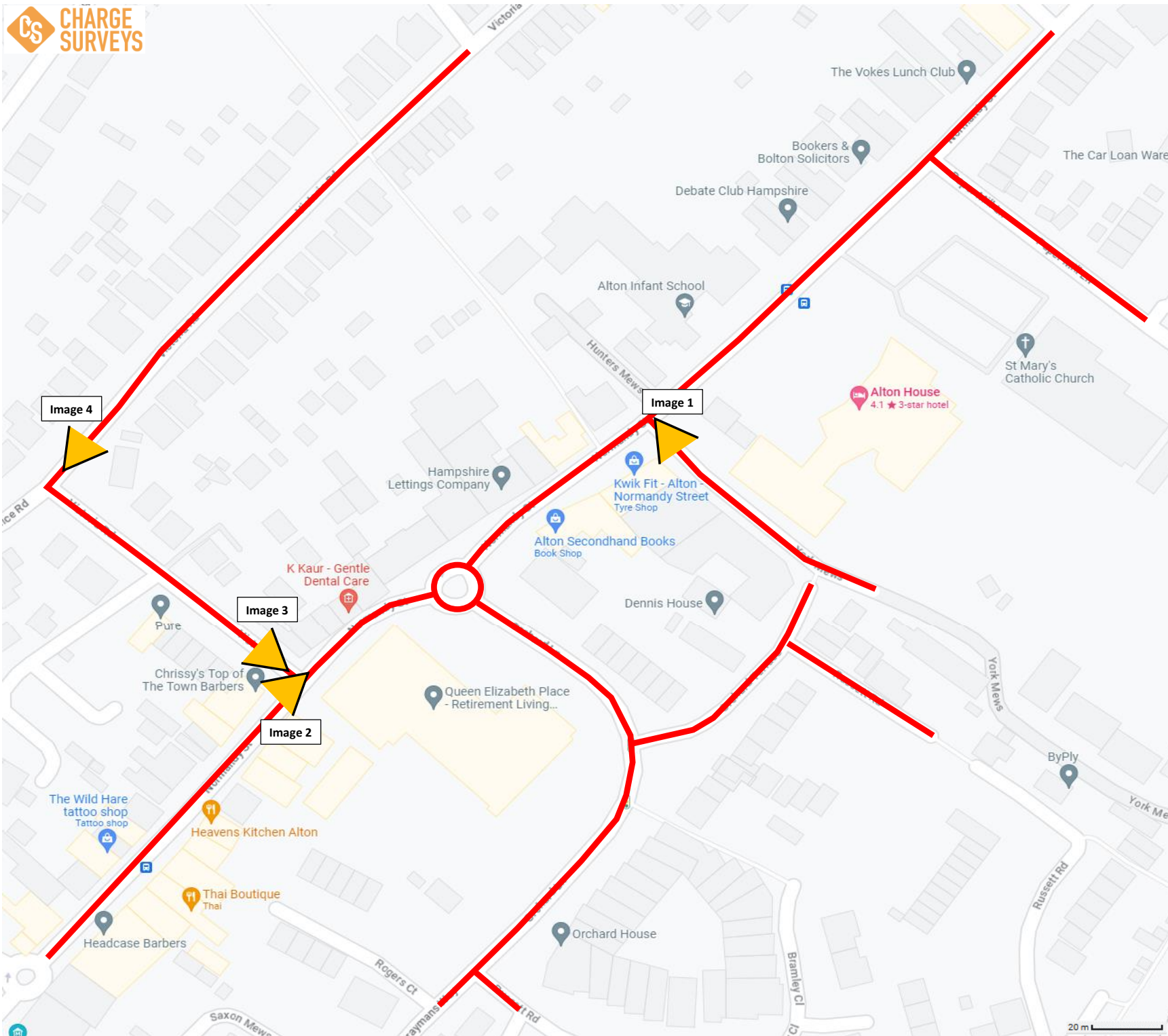


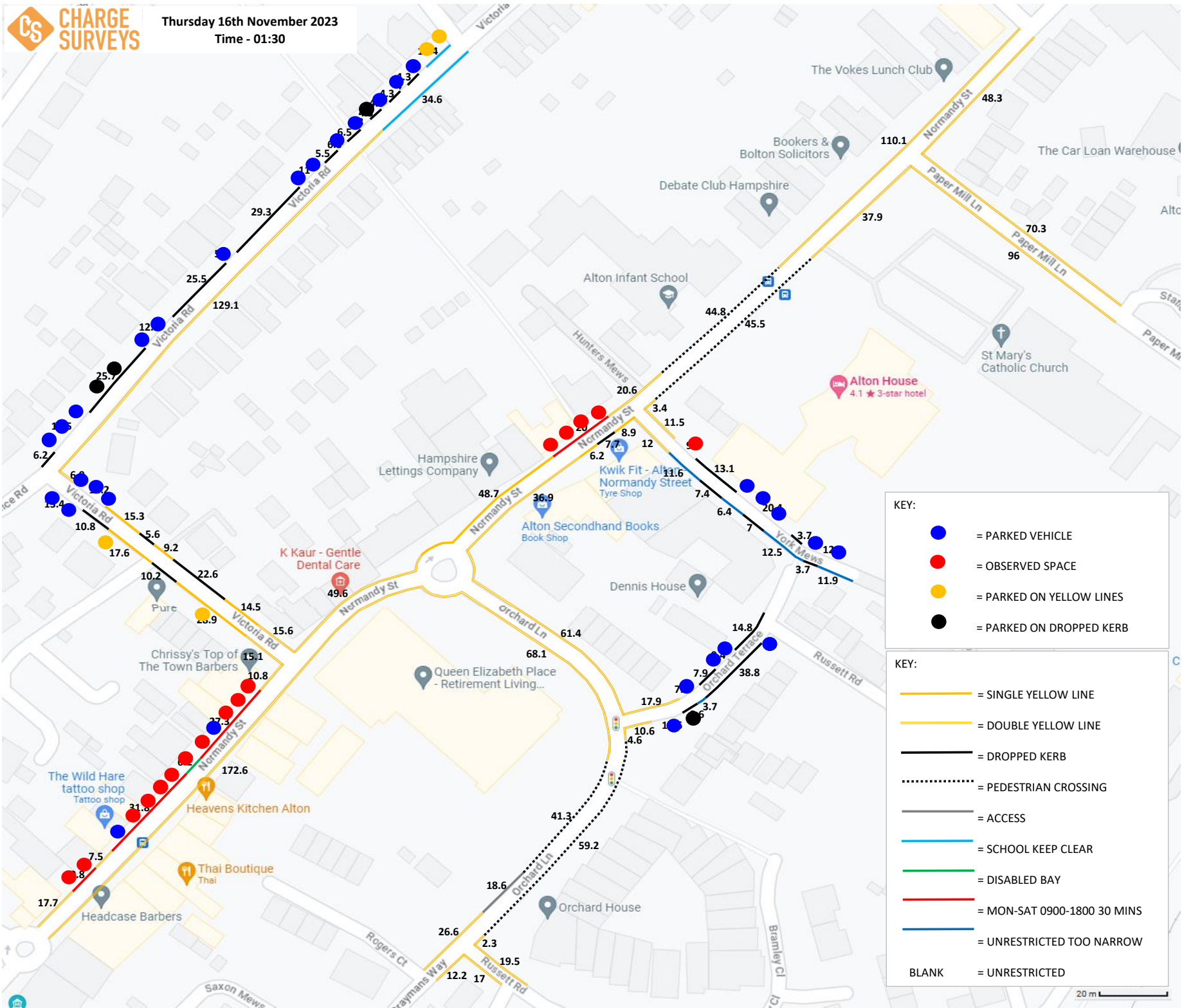
KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- - - = PEDESTRIAN CROSSING
- = ACCESS
- = SCHOOL KEEP CLEAR
- = DISABLED BAY
- = MON-SAT 0900-1800 30 MINS
- = UNRESTRICTED TOO NARROW
- BLANK = UNRESTRICTED





KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = PARKED ON YELLOW LINES
- = PARKED ON DROPPED KERB

KEY:

- = SINGLE YELLOW LINE
- = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = ACCESS
- = SCHOOL KEEP CLEAR
- = DISABLED BAY
- = MON-SAT 0900-1800 30 MINS
- = UNRESTRICTED TOO NARROW
- BLANK = UNRESTRICTED

