

|                     |                              |
|---------------------|------------------------------|
| Project Name:       | 12-14 Kentwood Hill, Reading |
| Document Reference: | 502.0241/TN/2                |
| Document Name:      | Technical Note               |
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| Approved By:        | Harry Cross (June 2025)      |

| Revision Record |          |     |                    |       |
|-----------------|----------|-----|--------------------|-------|
| Rev             | Date     | By  | Summary of Changes | Aprvd |
| 2               | 03.09.25 | LEJ | Revised Layout     | HLC   |

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## 1. INTRODUCTION

- 1.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Momentum Planning Ltd to support a change of use application at 12-14 Kentwood Hill, Reading from an existing community hall to a place of worship. The site location is identified within **Figure 1** with the proposed site plan attached as **Appendix A**.



**Figure 1:** Site Location

- 1.2 To inform the scope of this report, a site visit was undertaken on 5<sup>th</sup> June 2025. It should be noted that roadworks were ongoing at the time of the site visit and finished on 6<sup>th</sup> June.

### Report Structure

- 1.3 Following this introduction, this TN includes the following:
- **Chapter 2:** Existing Conditions and Site Accessibility: provides an overview of the site, pedestrian routes, local highway and parking restrictions;
  - **Chapter 3:** Proposed Development Existing Conditions: provides an overview of the proposed development;
  - **Chapter 4:** Parking Methodology: details the proposed parking survey methodology, in accordance with the Lambeth Methodology; and
  - **Chapter 5:** Summary and Conclusion: provides a summary and conclusion to this PTN and outlines the scope of works following receipt of the parking survey results.

## 2. EXISTING CONDITIONS AND SITE ACCESSIBILITY

### Existing Use

- 2.1 The site is bound by residential use to the north and east, a substation to the south and Kentwood Hill to the west. The site benefits from three informal parking spaces located along the frontage of the property. The existing site use is pictured in **Photograph 1**.



**Photograph 1:** Existing conditions of the site

- 2.2 The site currently forms a community hall which whilst vacant for 2 years, previously operated as a social club (namely 'Tilehurst Club'). The social club had capacity for around 150 members, with social events occurring on an ad hoc basis, but typically on Friday - Sundays.

### Local Road Network

- 2.3 The site is primarily accessed off Kentwood Hill via a vehicle crossover arrangement providing access to the aforementioned informal parking spaces.
- 2.4 Kentwood Hill is subject to a 30mph speed limit and measures approximately 7m in width in the vicinity of the site. A speed camera is located along Kentwood Hill directly adjacent to the site.
- 2.5 Double yellow lines are in operation adjacent the western side of Kentwood Hill in the vicinity of the site. No parking restrictions are currently in place adjacent the eastern side of the carriageway, which results in informal on-street parking occurring. The existing conditions of Kentwood Hill are demonstrated in **Photograph 2**.



**Photograph 2:** Kentwood Hill (Southbound)

- 2.6 Recreation Road Car Park is located approximately 185m to the south of the site, providing 80 car parking spaces via a pay and display system. Prices include 1 hour for £1, 2 hours for £1.50, 3 hours for £2, 4 hours for £2.70, 12 hours for £5, 24 hours for £10 and Sunday is free.
- 2.7 Approximately 85m southwest of the site is a 4-arm signalised junction connecting Norcot Road, School Road, Armour Road and Kentwood Hill.
- 2.8 The A4 is located approximately 2.7km south of the site offering connections to the M4 which itself links with Greater London to the east and south Wales to the west.

#### **Local Pedestrian and Cycle Network**

- 2.9 Pedestrian footways are present along both sides of Kentwood Hill measuring approximately 1.8-2.1m in width. These run along the length of Kentwood Hill with regular dropped kerbs provided over vehicular junctions as demonstrated in **Photograph 3**.



**Photograph 3:** Pedestrian Footways on Kentwood Hill (eastern side of carriageway)

- 2.10 Approximately 85m southwest from the site is a signalised crossing point with dropped kerbs and tactile paving offering safe connections to local amenities and facilities. This can be seen in **Photograph 4**.



**Photograph 4:** Signalised crossing point, 85m southwest of the site

- 2.11 Approximately 1.7km north of the site, the Thames Path offers connections to Reading Centre to the east and Oxford to the north.

#### **Public Transport**

- 2.12 The nearest bus stop is located along Kentwood Hill (known as Kentwood Close). Located approximately 130m (southbound) and 160m (northbound) from the site. Both bus stops

contain a timetable and flagpole design. The existing conditions can be seen in **Photograph 5**.



**Photograph 5:** Kentwood Close Bus Stop (Southbound)

2.13 A summary of the local bus services can be seen below in **Table 1**.

| Service | Bus Route                                                                              | Frequency          |               |              |
|---------|----------------------------------------------------------------------------------------|--------------------|---------------|--------------|
|         |                                                                                        | Mon-Fri            | Sat           | Sun          |
| 18 Buzz | Tilehurst Triangle – Kenavon Drive via Kentwood Hill, Portman Road and Central Reading | Every half an hour | Twice an hour | Once an hour |
| 85      | Central Reading – Little Heath School via Oxford Road – Kentwood Hill                  | 8:14 only          | No service    | No service   |

**Table 1:** Local Bus Services

2.14 As detailed in **Table 1**, the local bus service specifically the 18 buzz serves a number of key destinations, offering the opportunity for existing and future residents to utilise bus travel over car travel.

### Rail Travel

2.15 Tilehurst is the nearest rail station located approximately 1.2km north of the site and is accessible by the 18 Buzz bus (approximately a 4-minute journey and a 5 minute cycle). Direct journeys from here include Didcot Parkway and London Paddington.

2.16 Additionally, Reading Railway station is located approximately 6.1km east in Reading town centre and offers a wider selection of journeys such as Oxford, Bournemouth, Taunton, Newbury, Swansea, Basingstoke.

### Local facilities

- 2.17 The CIHT document 'Planning for Walking' (April 2015) references 'Building Sustainable Transport into New Developments' (DfT, 2008) stating that 'Walking neighbourhood are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres)'.
- 2.18 Additionally, the CIHT document 'Planning for Walking' (April 2015) identifies that whilst the number of pedestrian journeys is decreasing, 'the average length of pedestrian journeys slightly increased from 0.7 miles to 0.85 miles' from 1985 to 2007 (page 6). This equates to an average length of pedestrian journeys of 1,386m. The average duration also increased from 15 minutes to 17 minutes.
- 2.19 The location of the site in proximity to the local amenities offers an excellent opportunity to create a sustainable site. A short summary of the key amenities and services within the locality of the site is set out in **Table 2**.

| Amenity                    | Approximate Distance (m) | Approximate Walking Journey Time (minutes) | Approximate Cycling Journey Time (minutes) |
|----------------------------|--------------------------|--------------------------------------------|--------------------------------------------|
| Pharmacy (Tilehurst)       | 120                      | 2                                          | 1                                          |
| Bus Stops (Kentwood Close) | 140                      | 2                                          | 1                                          |
| Post Office (School Road)  | 160                      | 3                                          | 1                                          |
| Convenience Store (Co-Op)  | 160                      | 3                                          | 1                                          |
| Café (The Link)            | 320                      | 4                                          | 1                                          |
| Library (Tilehurst)        | 320                      | 6                                          | 2                                          |
| Train Station (Tilehurst)  | 1.2km                    | 17                                         | 5                                          |

**Table 2:** Proximity to Local Amenities

- 2.20 As outlined in **Table 1**, a selection of key facilities are located within a suitable walking and cycling distance. When considering this in addition to the frequent bus services (18 Buzz bus) this offers a good opportunity to access wider facilities within Reading and the local area.

### Personal Injury Accident (PIA) Data

- 2.21 Personal Injury Accident (PIA) data has been obtained from the Department for Transport's (DfT) Mapping Application for Visualising Road Injury Casualties (MAVRIC) for the most recently recorded 5-year period between 2019 – 2023 in order to analyse the existing safety conditions of the local road network. The results can be seen in **Figure 2**.

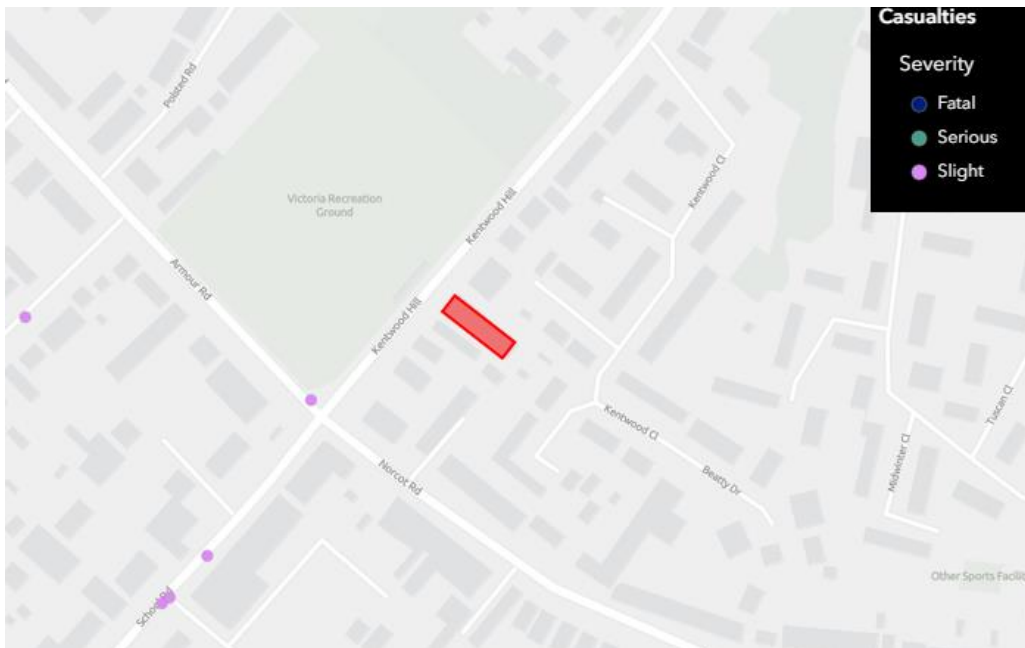


**Figure 2:** PIA Data (source: DfT's MAVRIC database)

- 2.22 As demonstrated in **Figure 2**, a total of 5 'slight' accidents have occurred within the vicinity of the site. The data does not present any patterns or correlations, which when considering the low frequency of incidents over the 5-year period, it can be concluded that the PIA data does not indicate any specific highways safety concern which would be exacerbated by the proposals.

### 3. PROPOSED DEVELOPMENT

3.1 The proposed development is for a change of use from a community centre to a place of worship located at 12-14 Kentwood Hill, Reading. The existing building will remain unaltered. The proposed site plan is attached as **Appendix A**.

3.2 The applicant has confirmed that the proposed place of worship will operate services on Tuesday evening (approximately 30 adults), Thursday evening (approximately 55 adults), Friday evening (approximately 55 adults) as well as Sundays with roughly 80 adults and 15 children aged 2-14 years old. The services will occur during the following hours:

- Tuesday (19:00-21:00);
- Thursday (19:00-21:00);
- Friday (19:00-21:00); and
- Sunday (10:00-16:00).

3.3 The site will provide 3 parking spaces at the front of the property (including 1 x disabled parking space) with additional on street parking available in the wider area such as along Kentwood Hill and Kentwood Close. As set out in the previous section, Recreation Road Public car park also offers additional parking approximately 185m south of the site.

3.4 Pedestrians and cyclists will continue to access the site off Kentwood Hill as per the existing situation.

#### **Car Parking Standards**

3.5 Reading Borough Council (RBC)'s 'Revised Parking Standards and Design' (Adopted 31<sup>st</sup> October 2011) has been consulted to calculate the parking requirements for D1 – Places of Worship with the site located within Zone 3.

3.6 A requirement of 1 space per 8 fixed seats and/or 1 per 16sqm open hall are required. The place of worship will accommodate a maximum capacity of 80 adults and therefore this equates to a total requirement of 10 parking spaces.

- 3.7 As 3 parking spaces are available onsite, this would result in the requirement of 7 parking spaces to be accommodated within the wider road network or nearby public car park. A Lambeth style parking survey has been undertaken to confirm there is sufficient capacity within the local road network and public car park to accommodate the additional demand of 7 parking spaces. This is discussed further in subsequent sections.
- 3.8 In any case, it is reasonable to assume that a number of future users of the proposed site would travel to/from the local area and as such could feasibly travel via sustainable modes. It is also anticipated that the majority of future users would likely travel with one or more people from their household. Lastly, it should be noted that an element of on-street parking would previously have been used for Tilehurst social club and as such there would have been an existing precedent of the existing site utilising on-street parking.

#### **Cycle Parking Provision**

- 3.9 Reading Borough Council (RBC)'s 'Revised Parking Standards and Design' (Adopted 31<sup>st</sup> October 2011) has been consulted to inform the proposed cycle parking provision. The guidance states a requirement for 1 cycle parking space per 50sqm of a place of worship. This equates to 13 cycle parking spaces to accommodate the Gross Floor Area (GFA) of 662.2sqm.
- 3.10 10 secure cycle parking spaces have been provided in the form of 5 Sheffield stands to the north of the main building with a secure cycle/buggy store provided within the main building to the south to accommodate any additional demand.
- 3.11 Therefore, sufficient cycle parking provision is available in accordance with the standards to support sustainable travel to and from the proposed use.

#### **Servicing Arrangements**

- 3.12 The proposed development will continue to be served on-street from Kentwood Hill as per the existing arrangements for Tilehurst Club.

#### 4. PARKING SURVEY METHODOLOGY

4.1 As detailed in **Section 3**, the proposed development will provide 3 off-street car parking spaces for the place of worship. In order to meet RBC's parking standard of 10 parking spaces to serve the 80 adults, 7 car parking spaces will be required to be accommodated within the local road network or Recreation Road Public Car Park.

4.2 Lambeth Borough Council outline requirements for parking surveys as detailed in 'Lambeth Council Parking Guidance Note' which are generally applied nationwide as an appropriate parking survey methodology. The 'Lambeth Council Parking Guidance Note' outlines the following:

- An area of 200m or a 2 minutes' walk around a site should be covered;
- The survey should be undertaken when the highest number of residents are at home generally late at night during the week – for residential areas these surveys should be undertaken between 00:30-05:30 Monday-Thursday;
- Each length of parking bay must be measured and then converted into parking spaces by dividing the length by 5m;
- If the site lies adjacent to, but not in, a CPZ then all roads in that CPZ should be excluded;
- Surveys should not be undertaken in weeks that include Public Holidays and School Holidays; and
- Surveys should not be undertaken on or close to a date when a local event is taking place. In this case, as the site is for a change of use to a place of worship the Lambeth methodology has not been applied for the timings and instead based on specific operator data for the service times. However, the other principles of the Lambeth methodology have been applied.

4.3 Applying the 'Lambeth Parking Methodology', the following survey study area has been identified within **Figure 3** below which include the following areas which are within a 200m walking distance of the site (highlighted in blue):

- Kentwood Hill
- Kentwood Close
- Beatty Drive
- Armour Road

- School Road
- Norcot Road
- Recreation Road Car Park



**Figure 3:** Proposed Parking Survey Area

- 4.4 The parking beat surveys were undertaken on Tuesday 10<sup>th</sup> and Sunday 15<sup>th</sup> June - between 19:00-21:00 and 10:00-15:00 in order to identify the existing parking demand and therefore determine the number of cars which would be required to be accommodated in alternative local parking areas. The survey times differ from those set out within the Lambeth parking methodology given the specific service times set out in Section 3 are required to be analysed in order to obtain representative results.
- 4.5 The survey periods are anticipated to reflect a 'neutral' period outside of the summer holidays.

## 5. PARKING SURVEY RESULTS

5.1 This section of the PTN reviews the results of the Lambeth parking survey of the surrounding road network and Recreation Road Public Car Park. For robustness the busiest time periods have been selected within each of the survey period, with the full parking survey outputs attached as **Appendix A**.

5.2 It is of note that 5m equates to one space. However, it is noted that some cars were not parked directly in front of one another within the bays and there was parking outside of the parameters. Therefore, the total number of spaces available may be different to the observed total spaces based on these parking practices. Additionally, any poor parking practice included in the data e.g. parking on dropped kerbs has been discounted in the table. A summary of the results can be seen in **Table 3**.

|                      | Date                                  | Road Name                | Total Number of Spaces | Spaces Occupied | Spaces Unoccupied | Parking Stress (%) |
|----------------------|---------------------------------------|--------------------------|------------------------|-----------------|-------------------|--------------------|
| Unrestricted Parking | Tuesday 10 <sup>th</sup> June (19:00) | Kentwood Hill            | 14                     | 13              | 1                 | 93                 |
|                      |                                       | Beatty Drive             | 11                     | 4               | 5                 | 36                 |
|                      |                                       | Armour Road              | 17                     | 13              | 1                 | 76                 |
|                      |                                       | School Road              | 0                      | 0               | 0                 | 0                  |
|                      |                                       | Norcot Road              | 16                     | 7               | 6                 | 44                 |
|                      |                                       | Kentwood Close           | 25                     | 14              | 10                | 56                 |
|                      |                                       | Recreation Road Car Park | 84                     | 10              | 74                | 12                 |
|                      |                                       | <b>Total</b>             | <b>167</b>             | <b>61</b>       | <b>97</b>         | <b>37</b>          |
|                      | Sunday 15 <sup>th</sup> June (11:00)  | Kentwood Hill            | 14                     | 12              | 2                 | 86                 |
|                      |                                       | Beatty Drive             | 11                     | 3               | 6                 | 27                 |
|                      |                                       | Armour Road              | 1                      | 6               | 9                 | 6                  |
|                      |                                       | School Road              | 0                      | 0               | 0                 | 0                  |
|                      |                                       | Norcot Road              | 16                     | 5               | 9                 | 80                 |
|                      |                                       | Kentwood Close           | 25                     | 13              | 10                | 52                 |
|                      |                                       | Recreation Road Car Park | 84                     | 22              | 62                | 26                 |
|                      |                                       | <b>Total</b>             | <b>167</b>             | <b>61</b>       | <b>98</b>         | <b>37</b>          |

**Table 3:** Parking Survey Results

5.3 The results in **Table 3** demonstrate a worse-case scenario of 61 spaces occupied and 97 unoccupied on Tuesday evening and 61 spaces occupied and 98 spaces unoccupied on Sunday morning. Overall the 7 spaces can be accommodated in both of these scenarios.

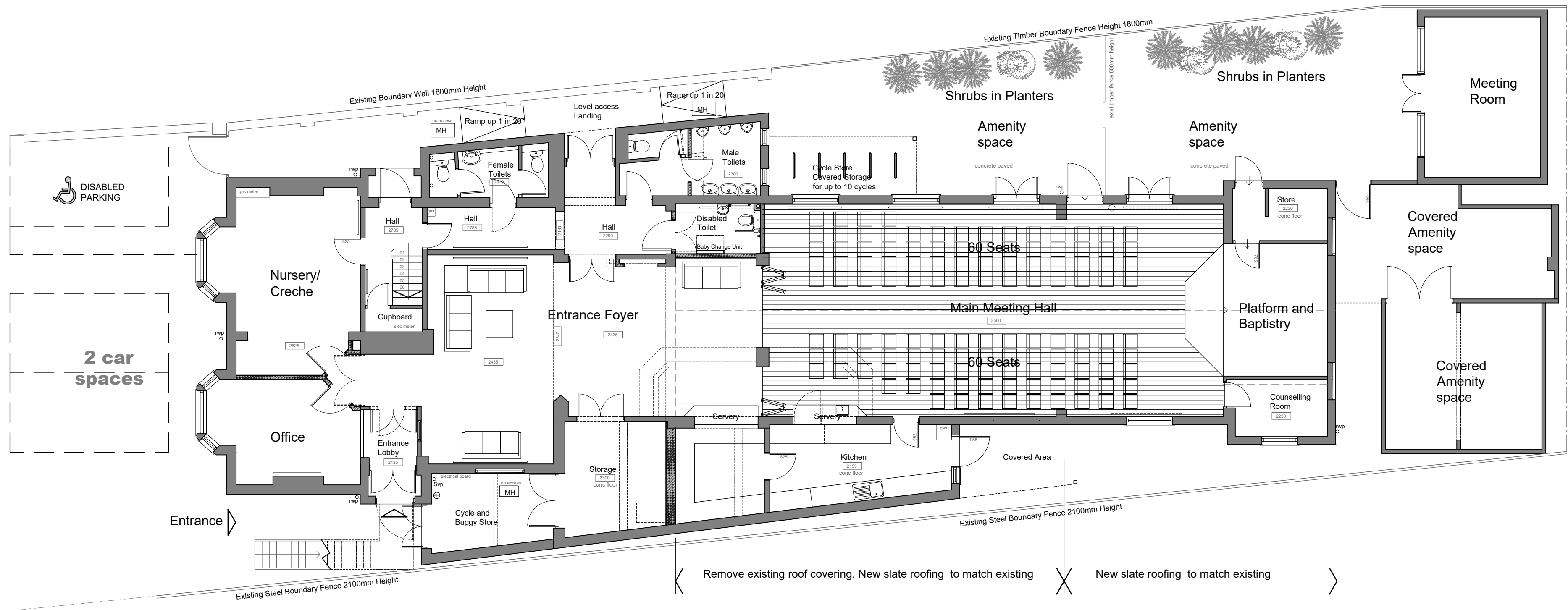
5.4 In total this would result in 90 spare spaces based on the Tuesday evening and 91 spaces spare based on the Sunday morning, even when accommodating the additional impact of the proposed development.

- 5.5 Therefore, the displaced parking resulting from the proposed development can be accommodated within the local highway network without causing detriment to the existing safety or operation of the local road network.

## 6. SUMMARY AND CONCLUSIONS

- 6.1 This Technical Note (TN) has been prepared by Paul Basham Associates on behalf of Momentum Planning Ltd to support a change of use application from an existing community hall to a place of worship.
- 6.2 The site is accessed off Kentwood Hill and accommodates three informal parking spaces onsite. On-street parking is provided along Kentwood Hill and the surrounding local highway network. Additionally, Recreation Road Car Park provides further parking on a pay and display system with Sunday's being free.
- 6.3 Reading Borough Council (RBC)'s 'Revised Parking Standards and Design' (Adopted 31<sup>st</sup> October 2011) has been consulted to calculate the parking requirements for D1 – Places of Worship with the site located within Zone 3. A requirement of 1 space per 8 fixed seats and/or 1 per 16sqm open hall are required. The place of worship will have capacity for 80 adults. This equates to a total requirement of 10 parking spaces.
- 6.4 A 'Lambeth style' parking survey was undertaken in order to demonstrate the parking demand of 7 spaces can be accommodated on the local road network after accounting for the 3 parking spaces onsite. The parking surveys were undertaken on Tuesday 10th and Sunday 15th June 2025 between 19:00-21:00 on Tuesday and 10:00-15:00 on Sunday.
- 6.5 The results of the parking beat surveys on the local highway network demonstrate there was a worst case of 61 parking spaces occupied with 97 (Tuesday) and 98 (Sunday) parking spaces unoccupied, equating to 37% parking stress. When accounting for the 7 displaced parking spaces this would equate to 90 and 91 unoccupied parking spaces during the service times on Tuesday and Sunday respectively.
- 6.6 Therefore, the displaced parking resulting from the proposed development can be accommodated within the local highway network without causing detriment to the existing safety or operation of the local road network. On this basis, we would encourage the local planning and highway authorities to look favourably upon the development in relation to highways and transportation.

## Appendix A



Ground Floor Plan

IAN HUNT ASSOCIATES



Oakwood House  
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**Project** Proposed Change of Use  
at:12-14 Kentwood Hill,  
Tilehurst, Reading RG31 6DE

**Client** Berachah International Christian Fellowship

**Title** Proposed Ground & First Floor Plans

**Revision**

**Drawn** IRH

**Scale** 1:100

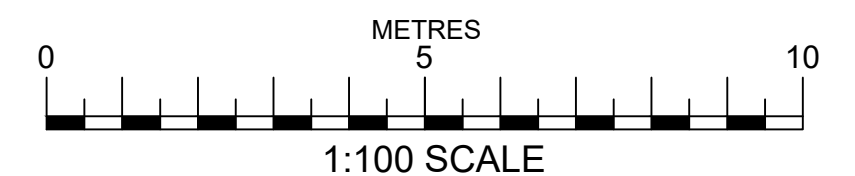
**Date** July 2025

**Drawing No** **1605.08**

**Rev**

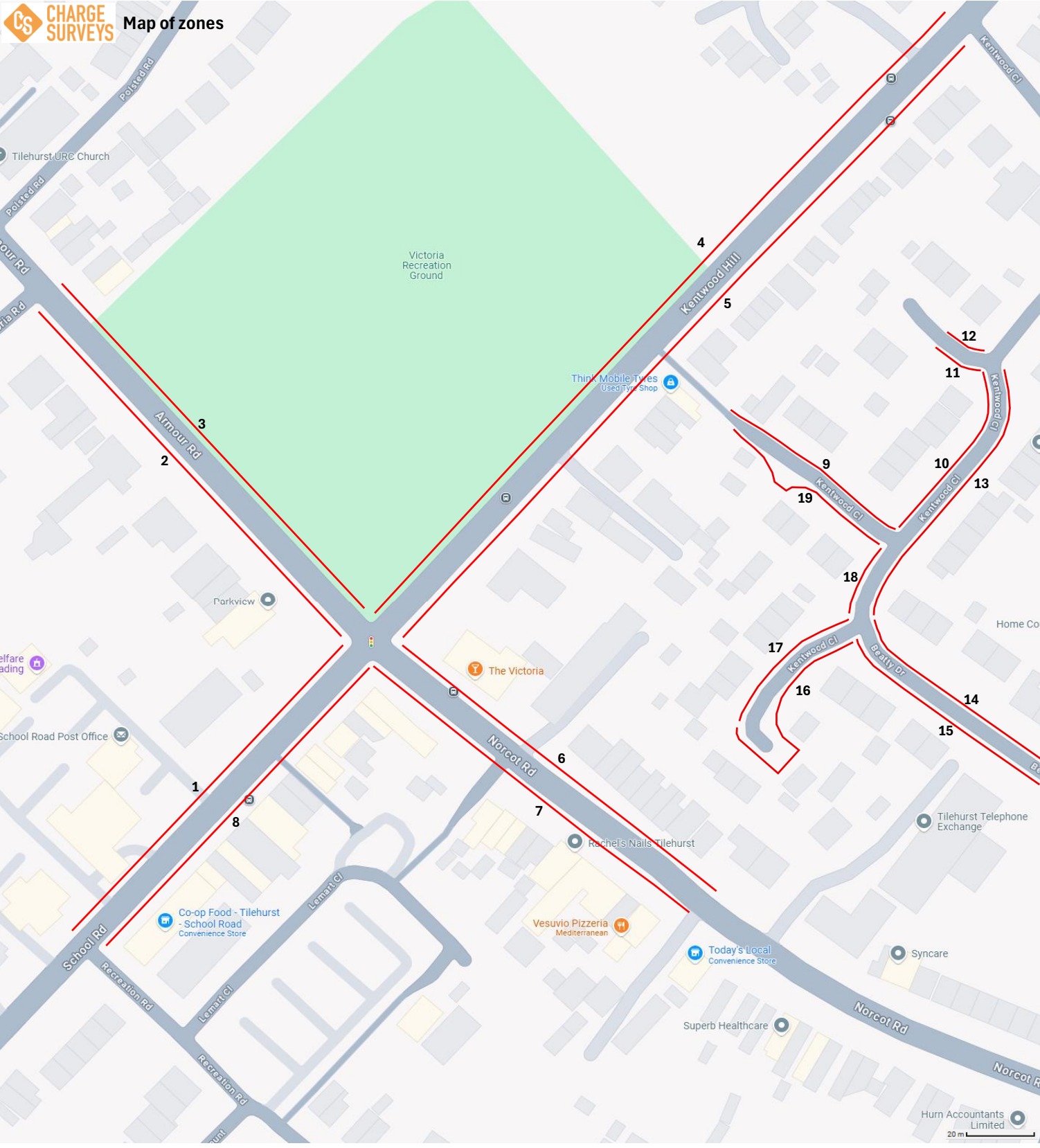
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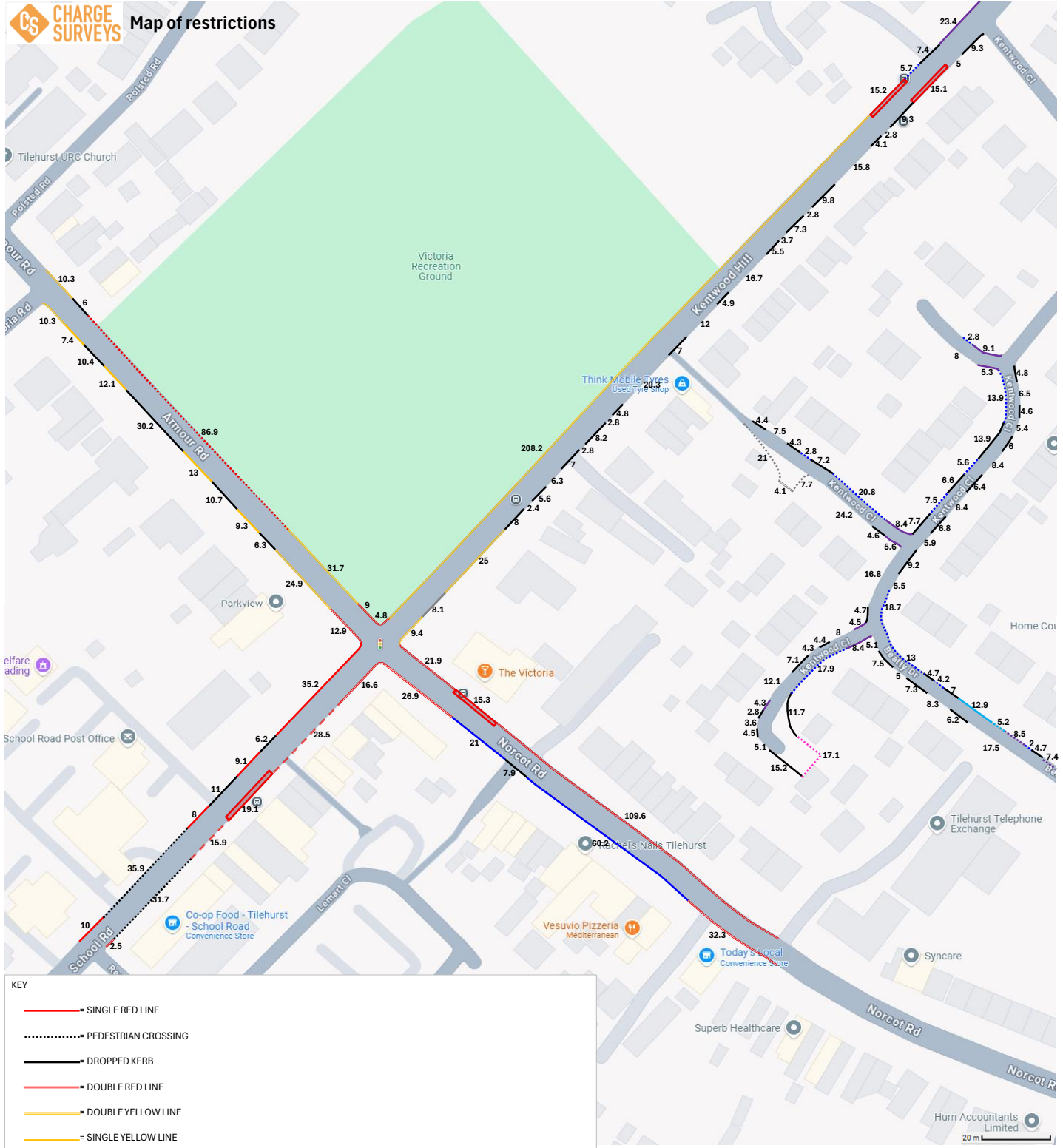
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## Appendix B







KEY

- = SINGLE RED LINE
- - - - - = PEDESTRIAN CROSSING
- = DROPPED KERB
- = = DOUBLE RED LINE
- = = DOUBLE YELLOW LINE
- = SINGLE YELLOW LINE
- - - - - = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
- ▭ = BUS STOP
- - - - - = TOO NARROW UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED
- BLANK = UNRESTRICTED
- = ACCESS
- = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
- - - - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
- = LAYBY UNRESTRICTED NOSE IN PARKING
- - - - - = LAYBY DROPPED KERB
- - - - - = LAYBY UNRESTRICTED - WOULD NOT PARK
- - - - - = NOSE IN PARKING UNRESTRICTED
- - - - - = TURNING AREA
- = TURNING AREA/DROPPED KERB

Date: Tuesday 10th June 2025

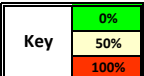
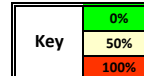
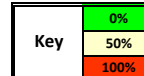
Time: 19:00-21:00 (hourly snapshot beats)

|                        |      |                                                                               |        |                       |    | Tuesday 10th June 2025 - 19:00-21:00 (hourly snapshot beats) |                 |                     |                 |                 |                     |                 |                 |                     |
|------------------------|------|-------------------------------------------------------------------------------|--------|-----------------------|----|--------------------------------------------------------------|-----------------|---------------------|-----------------|-----------------|---------------------|-----------------|-----------------|---------------------|
|                        |      |                                                                               |        |                       |    | TIME - 19:00                                                 |                 |                     | TIME - 20:00    |                 |                     | TIME - 21:00    |                 |                     |
| ROAD NAME              | ZONE | RESTRICTION                                                                   | METRES | 5 METRES<br>= 1 SPACE |    | PARKED VEHICLES                                              | OBSERVED SPACES | %RESTRICTION STRESS | PARKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS | PARKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS |
| SCHOOL ROAD            | 1    | SINGLE RED LINE                                                               | 62.3   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | PEDESTRIAN CROSSING                                                           | 35.9   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 17.2   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
| ARMOUR ROAD            | 2    | DOUBLE RED LINE                                                               | 12.9   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DOUBLE YELLOW LINE                                                            | 35.2   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 57.6   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | SINGLE YELLOW LINE                                                            | 41.8   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DOUBLE YELLOW LINE                                                            | 42     |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 3    | DROPPED KERB                                                                  | 6      |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS                     | 86.9   | 17                    | 13 | 1                                                            | 92.9%           | 7                   | 8               | 46.7%           | 5                   | 10              | 33.3%           |                     |
|                        |      | DOUBLE RED LINE                                                               | 9      |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
| KENTWOOD HILL          | 4    | DOUBLE RED LINE                                                               | 4.8    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DOUBLE YELLOW LINE                                                            | 208.2  |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | BUS STOP                                                                      | 15.2   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | TOO NARROW UNRESTRICTED                                                       | 5.7    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 7.4    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 23.4   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 5    | DROPPED KERB                                                                  | 90.8   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | UNRESTRICTED                                                                  | 93.4   | 14                    | 13 | 1                                                            | 92.9%           | 14                  | 0               | 100.0%          | 13                  | 1               | 92.9%           |                     |
|                        |      | BUS STOP                                                                      | 15.1   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DOUBLE YELLOW LINE                                                            | 34.4   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
| NORCOT ROAD            | 6    | DOUBLE RED LINE                                                               | 131.5  |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | BUS STOP                                                                      | 15.3   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DOUBLE RED LINE                                                               | 59.2   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 7    | B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITIN 1 HR | 81.2   | 16                    | 7  | 6                                                            | 53.8%           | 6                   | 7               | 46.2%           | 4                   | 9               | 30.8%           |                     |
|                        |      | DROPPED KERB                                                                  | 7.9    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
| SCHOOL ROAD            | 8    | DOUBLE RED LINE                                                               | 19.1   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE                         | 44.4   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | BUS STOP                                                                      | 19.1   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | PEDESTRIAN CROSSING                                                           | 31.7   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
| KENTWOOD CLOSE         | 9    | DROPPED KERB                                                                  | 15.9   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | UNRESTRICTED                                                                  | 7.5    | 1                     | 0  | 1                                                            | 0.0%            | 0                   | 1               | 0.0%            | 0                   | 1               | 0.0%            |                     |
|                        |      | TOO NARROW UNRESTRICTED                                                       | 23.6   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 8.4    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 10   | DROPPED KERB                                                                  | 28.2   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | TOO NARROW UNRESTRICTED                                                       | 27     |                       | 1  |                                                              |                 |                     | 1               |                 |                     | 1               |                 |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 5.3    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 11   | UNRESTRICTED                                                                  | 8      | 1                     | 1  | 0                                                            | 100.0%          | 1                   | 0               | 100.0%          | 1                   | 0               | 100.0%          |                     |
|                        |      | TOO NARROW UNRESTRICTED                                                       | 2.8    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 9.1    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 38.4   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
| BEATTY DRIVE           | 14   | UNRESTRICTED                                                                  | 40.1   | 6                     | 4  | 2                                                            | 66.7%           | 3                   | 3               | 50.0%           | 3                   | 3               | 50.0%           |                     |
|                        |      | TOO NARROW UNRESTRICTED                                                       | 18.7   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | TOO NARROW UNRESTRICTED                                                       | 26.6   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | LAYBY UNRESTRICTED NOSE IN PARKING                                            | 12.9   | 5                     | 3  | 0                                                            | 100.0%          | 3                   | 0               | 100.0%          | 3                   | 0               | 100.0%          |                     |
|                        |      | DROPPED KERB                                                                  | 16.4   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 15   | LAYBY DROPPED KERB                                                            | 5.2    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | LAYBY UNRESTRICTED - WOULD NOT PARK                                           | 8.5    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | UNRESTRICTED                                                                  | 35.9   | 6                     | 1  | 5                                                            | 16.7%           | 2                   | 4               | 33.3%           | 1                   | 5               | 16.7%           |                     |
|                        |      | DROPPED KERB                                                                  | 21     |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 8.4    |                       | 1  |                                                              |                 | 1                   |                 |                 | 1                   |                 |                 |                     |
| KENTWOOD CLOSE         | 16   | TOO NARROW UNRESTRICTED                                                       | 17.9   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 31.4   |                       |    |                                                              |                 |                     |                 |                 |                     | 1               |                 |                     |
|                        |      | NOSE IN PARKING UNRESTRICTED                                                  | 17.1   | 6                     | 2  | 1                                                            | 66.7%           | 2                   | 1               | 66.7%           | 2                   | 1               | 66.7%           |                     |
|                        |      | UNRESTRICTED                                                                  | 5.1    | 1                     | 0  | 1                                                            | 0.0%            | 0                   | 1               | 0.0%            | 0                   | 1               | 0.0%            |                     |
|                        |      | UNRESTRICTED                                                                  | 28     | 3                     | 2  | 1                                                            | 66.7%           | 2                   | 1               | 66.7%           | 1                   | 2               | 33.3%           |                     |
|                        | 17   | DROPPED KERB                                                                  | 14.3   |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 8.8    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 4.7    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        | 18   | UNRESTRICTED                                                                  | 16.8   | 3                     | 2  | 0                                                            | 100.0%          | 2                   | 0               | 100.0%          | 2                   | 0               | 100.0%          |                     |
|                        |      | WOULD NOT PARK UNRESTRICTED                                                   | 5.6    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | DROPPED KERB                                                                  | 4.6    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | UNRESTRICTED                                                                  | 24.2   | 4                     | 0  | 4                                                            | 0.0%            | 1                   | 3               | 25.0%           | 1                   | 3               | 25.0%           |                     |
|                        |      | TURNING AREA                                                                  | 28.7   |                       | 3  |                                                              |                 | 3                   |                 |                 | 3                   |                 |                 |                     |
| RECREATION RD CAR PARK | 20   | TURNING AREA/DROPPED KERB                                                     | 4.1    |                       |    |                                                              |                 |                     |                 |                 |                     |                 |                 |                     |
|                        |      | PAY & DISPLAY                                                                 | 80     |                       | 10 | 70                                                           | 12.5%           | 8                   | 72              | 10.0%           | 5                   | 75              | 6.3%            |                     |
|                        |      | DISABLED BAYS                                                                 | 4      |                       | 0  | 4                                                            | 0.0%            | 0                   | 4               | 0.0%            | 0                   | 4               | 0.0%            |                     |

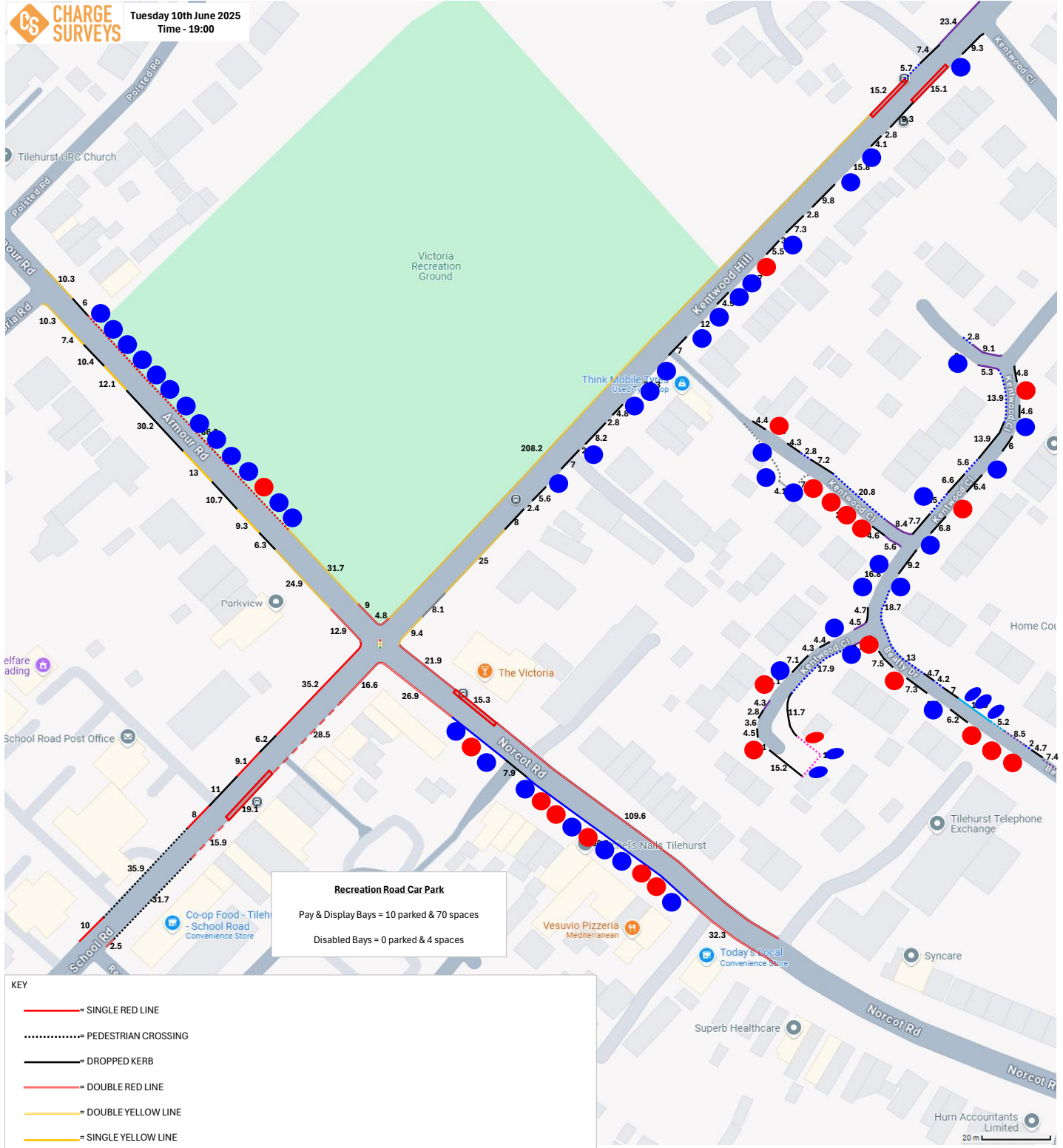
63

56

47



**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)**



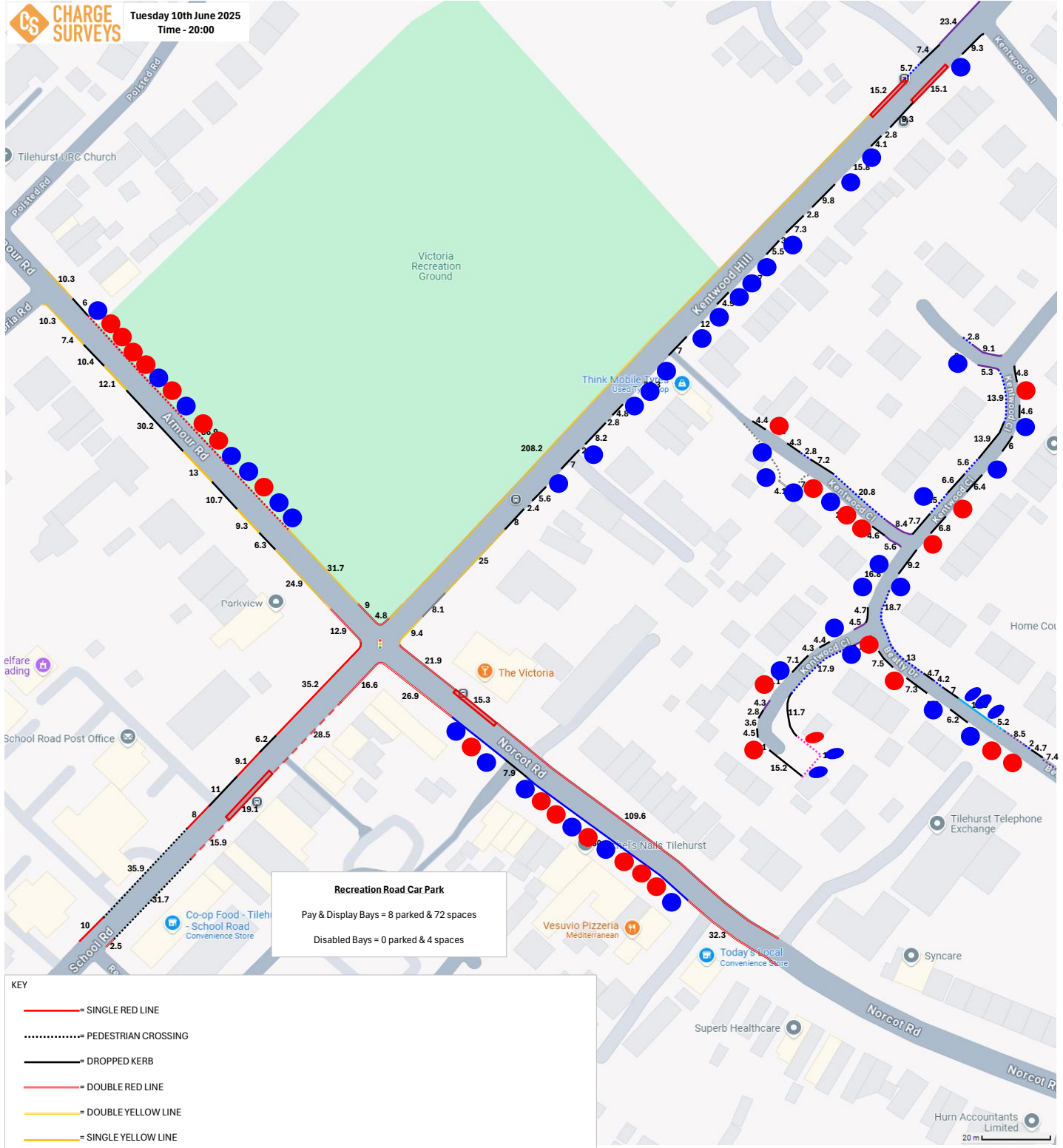
**Recreation Road Car Park**  
Pay & Display Bays = 10 parked & 70 spaces  
Disabled Bays = 0 parked & 4 spaces

**KEY**

- SINGLE RED LINE
- PEDESTRIAN CROSSING
- DROPPED KERB
- DOUBLE RED LINE
- DOUBLE YELLOW LINE
- SINGLE YELLOW LINE
- A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
- BUS STOP
- TOO NARROW UNRESTRICTED
- WOULD NOT PARK UNRESTRICTED
- UNRESTRICTED
- ACCESS
- B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
- NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
- LAYBY UNRESTRICTED NOSE IN PARKING
- LAYBY DROPPED KERB
- LAYBY UNRESTRICTED - WOULD NOT PARK
- NOSE IN PARKING UNRESTRICTED
- TURNING AREA
- TURNING AREA/DROPPED KERB

**KEY**

- PARKED VEHICLE (PARALLEL)
- PARKED VEHICLE (PERPENDICULAR)
- OBSERVED SPACE (PARALLEL)
- OBSERVED SPACE (PERPENDICULAR)
- PARKED ON DROPPED KERB
- PARKED ON YELLOW LINES
- PARKED IN DISABLED BAY
- SPACE IN DISABLED BAY



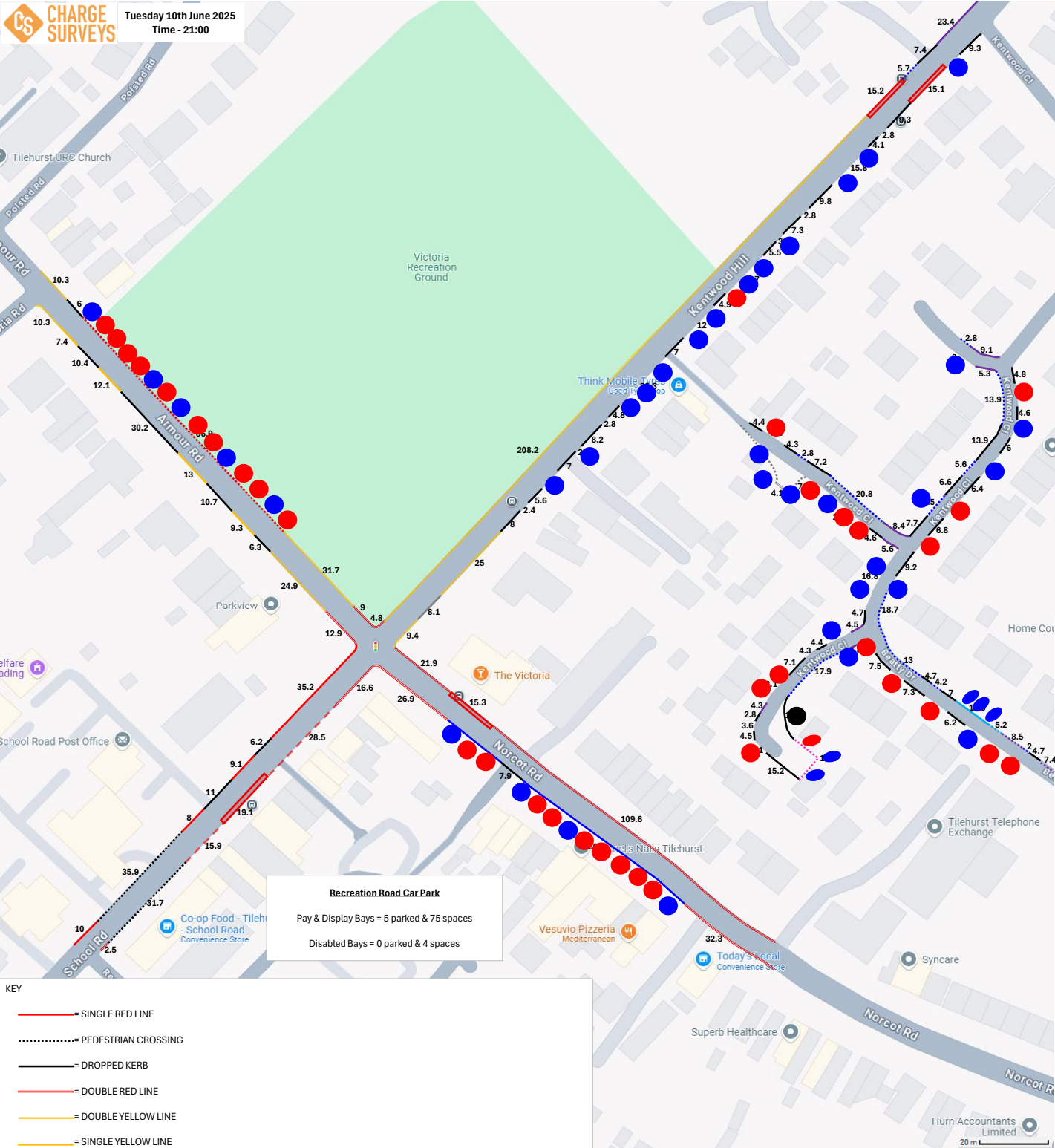
**Recreation Road Car Park**  
Pay & Display Bays = 8 parked & 72 spaces  
Disabled Bays = 0 parked & 4 spaces

**KEY**

- = SINGLE RED LINE
- ..... = PEDESTRIAN CROSSING
- = DROPPED KERB
- = DOUBLE RED LINE
- = DOUBLE YELLOW LINE
- = SINGLE YELLOW LINE
- ..... = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
- = BUS STOP
- ..... = TOO NARROW UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED
- BLANK = UNRESTRICTED
- = ACCESS
- = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
- - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
- = LAYBY UNRESTRICTED NOSE IN PARKING
- ..... = LAYBY DROPPED KERB
- ..... = LAYBY UNRESTRICTED - WOULD NOT PARK
- ..... = NOSE IN PARKING UNRESTRICTED
- ..... = TURNING AREA
- = TURNING AREA/DROPPED KERB

**KEY**

- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
- = OBSERVED SPACE (PARALLEL)
- = OBSERVED SPACE (PERPENDICULAR)
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY



**Recreation Road Car Park**  
Pay & Display Bays = 5 parked & 75 spaces  
Disabled Bays = 0 parked & 4 spaces

- KEY**
- = SINGLE RED LINE
  - ..... = PEDESTRIAN CROSSING
  - = DROPPED KERB
  - = DOUBLE RED LINE
  - = DOUBLE YELLOW LINE
  - = SINGLE YELLOW LINE
  - ..... = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
  - = BUS STOP
  - ..... = TOO NARROW UNRESTRICTED
  - = WOULD NOT PARK UNRESTRICTED
  - BLANK = UNRESTRICTED
  - = ACCESS
  - = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
  - - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
  - = LAYBY UNRESTRICTED NOSE IN PARKING
  - ..... = LAYBY DROPPED KERB
  - ..... = LAYBY UNRESTRICTED - WOULD NOT PARK
  - ..... = NOSE IN PARKING UNRESTRICTED
  - ..... = TURNING AREA
  - = TURNING AREA/DROPPED KERB

- KEY**
- = PARKED VEHICLE (PARALLEL)
  - = PARKED VEHICLE (PERPENDICULAR)
  - = OBSERVED SPACE (PARALLEL)
  - = OBSERVED SPACE (PERPENDICULAR)
  - = PARKED ON DROPPED KERB
  - = PARKED ON YELLOW LINES
  - = PARKED IN DISABLED BAY
  - = SPACE IN DISABLED BAY

Date: Sunday 15th June 2025

Time: 10:00-15:00 (hourly snapshot beats)

| Time: 10:00-15:00 (hourly snapshot beats) |                         |                                                                               |        |                       | Sunday 15th June 2025 - 10:00-15:00 (hourly snapshot beats) |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|-------------------------------------------|-------------------------|-------------------------------------------------------------------------------|--------|-----------------------|-------------------------------------------------------------|-----------------|---------------------|----------------|-----------------|---------------------|----------------|-----------------|---------------------|----------------|-----------------|---------------------|----------------|-----------------|---------------------|----------------|-----------------|---------------------|
|                                           |                         |                                                                               |        |                       | TIME - 10:00                                                |                 |                     | TIME - 11:00   |                 |                     | TIME - 12:00   |                 |                     | TIME - 13:00   |                 |                     | TIME - 14:00   |                 |                     | TIME - 15:00   |                 |                     |
| ROAD NAME                                 | ZONE                    | RESTRICTION                                                                   | METRES | 5 METRES<br>= 1 SPACE | PAKED VEHICLES                                              | OBSERVED SPACES | %RESTRICTION STRESS | PAKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS | PAKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS | PAKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS | PAKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS | PAKED VEHICLES | OBSERVED SPACES | %RESTRICTION STRESS |
| SCHOOL ROAD                               | 1                       | SINGLE RED LINE                                                               | 62.3   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | PEDESTRIAN CROSSING                                                           | 35.9   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DROPPED KERB                                                                  | 17.2   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| ARMOUR ROAD                               | 2                       | DOUBLE RED LINE                                                               | 12.9   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DOUBLE YELLOW LINE                                                            | 35.2   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DROPPED KERB                                                                  | 57.6   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | SINGLE YELLOW LINE                                                            | 41.8   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 3                       | DOUBLE YELLOW LINE                                                            | 42     |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DROPPED KERB                                                                  | 6      |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS                     | 86.9   | 17                    | 3                                                           | 13              | 18.8%               | 6              | 9               | 40.0%               | 3              | 13              | 18.8%               | 5              | 10              | 33.3%               | 5              | 10              | 33.3%               | 4              | 11              | 26.7%               |
| KENTWOOD HILL                             | 4                       | DOUBLE RED LINE                                                               | 9      |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DOUBLE RED LINE                                                               | 4.8    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DOUBLE YELLOW LINE                                                            | 208.2  |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | BUS STOP                                                                      | 15.2   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | TOO NARROW UNRESTRICTED                                                       | 5.7    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DROPPED KERB                                                                  | 7.4    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 5                       | WOULD NOT PARK UNRESTRICTED                                                   | 23.4   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DROPPED KERB                                                                  | 90.8   |                       | 2                                                           |                 |                     | 2              |                 |                     | 2              |                 |                     | 2              |                 |                     | 2              |                 |                     |                |                 |                     |
|                                           |                         | UNRESTRICTED                                                                  | 93.4   | 14                    | 12                                                          | 2               | 85.7%               | 12             | 2               | 85.7%               | 11             | 3               | 78.6%               | 10             | 5               | 66.7%               | 12             | 2               | 85.7%               | 12             | 2               | 85.7%               |
|                                           |                         | BUS STOP                                                                      | 15.1   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DOUBLE YELLOW LINE                                                            | 34.4   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     | 1              |                 |                     |
|                                           |                         | ACCESS                                                                        | 8.1    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| NORCOT ROAD                               | 6                       | DOUBLE RED LINE                                                               | 131.5  |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | BUS STOP                                                                      | 15.3   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 7                       | DOUBLE RED LINE                                                               | 59.2   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITIN 1 HR | 81.2   | 16                    | 4                                                           | 10              | 28.6%               | 5              | 9               | 35.7%               | 6              | 8               | 42.9%               | 9              | 5               | 64.3%               | 10             | 3               | 76.9%               | 8              | 6               | 57.1%               |
| SCHOOL ROAD                               | 8                       | DROPPED KERB                                                                  | 7.9    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DOUBLE RED LINE                                                               | 19.1   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE                         | 44.4   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | BUS STOP                                                                      | 19.1   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | PEDESTRIAN CROSSING                                                           | 31.7   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| KENTWOOD CLOSE                            | 9                       | DROPPED KERB                                                                  | 15.9   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | UNRESTRICTED                                                                  | 7.5    | 1                     | 1                                                           | 0               | 100.0%              | 0              | 1               | 0.0%                | 1              | 0               | 100.0%              | 1              | 0               | 100.0%              | 0              | 1               | 0.0%                | 0              | 1               | 0.0%                |
|                                           |                         | TOO NARROW UNRESTRICTED                                                       | 23.6   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | WOULD NOT PARK UNRESTRICTED                                                   | 8.4    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 10                      | DROPPED KERB                                                                  | 28.2   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | TOO NARROW UNRESTRICTED                                                       | 27     |                       | 1                                                           |                 |                     | 1              |                 |                     | 1              |                 |                     | 1              |                 |                     | 1              |                 |                     | 1              |                 |                     |
|                                           |                         | WOULD NOT PARK UNRESTRICTED                                                   | 5.3    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 11                      | UNRESTRICTED                                                                  | 8      | 1                     | 1                                                           | 0               | 100.0%              | 1              | 0               | 100.0%              | 1              | 0               | 100.0%              | 1              | 0               | 100.0%              | 1              | 0               | 100.0%              | 1              | 0               | 100.0%              |
|                                           |                         | TOO NARROW UNRESTRICTED                                                       | 2.8    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | WOULD NOT PARK UNRESTRICTED                                                   | 9.1    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| 12                                        | DROPPED KERB            | 38.4                                                                          |        |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | UNRESTRICTED            | 40.1                                                                          | 6      | 1                     | 5                                                           | 16.7%           | 2                   | 4              | 33.3%           | 2                   | 4              | 33.3%           | 3                   | 3              | 50.0%           | 2                   | 4              | 33.3%           | 2                   | 4              | 33.3%           |                     |
|                                           | TOO NARROW UNRESTRICTED | 18.7                                                                          |        |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| BEATTY DRIVE                              | 14                      | TOO NARROW UNRESTRICTED                                                       | 26.6   |                       | 1                                                           |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | LAYBY UNRESTRICTED NOSE IN PARKING                                            | 12.9   | 5                     | 3                                                           | 0               | 100.0%              | 2              | 1               | 66.7%               | 2              | 1               | 66.7%               | 1              | 2               | 33.3%               | 1              | 2               | 33.3%               | 1              | 2               | 33.3%               |
|                                           |                         | DROPPED KERB                                                                  | 16.4   |                       |                                                             |                 |                     | 1              |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | LAYBY DROPPED KERB                                                            | 5.2    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | LAYBY UNRESTRICTED - WOULD NOT PARK                                           | 8.5    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 15                      | UNRESTRICTED                                                                  | 35.9   | 6                     | 2                                                           | 3               | 40.0%               | 1              | 5               | 16.7%               | 1              | 5               | 16.7%               | 0              | 6               | 0.0%                | 0              | 6               | 0.0%                | 0              | 6               | 0.0%                |
|                                           |                         | DROPPED KERB                                                                  | 21     |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     | 1              |                 |                     |                |                 |                     |
| KENTWOOD CLOSE                            | 16                      | WOULD NOT PARK UNRESTRICTED                                                   | 8.4    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | TOO NARROW UNRESTRICTED                                                       | 17.9   |                       | 1                                                           |                 |                     | 1              |                 |                     | 1              |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | DROPPED KERB                                                                  | 31.4   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | NOSE IN PARKING UNRESTRICTED                                                  | 17.1   | 6                     | 2                                                           | 1               | 66.7%               | 2              | 1               | 66.7%               | 2              | 1               | 66.7%               | 2              | 1               | 66.7%               | 2              | 1               | 66.7%               | 2              | 1               | 66.7%               |
|                                           |                         | UNRESTRICTED                                                                  | 5.1    | 1                     | 0                                                           | 1               | 0.0%                | 0              | 1               | 0.0%                | 0              | 1               | 0.0%                | 0              | 1               | 0.0%                | 0              | 1               | 0.0%                | 0              | 1               | 0.0%                |
|                                           | 17                      | UNRESTRICTED                                                                  | 28     | 3                     | 1                                                           | 2               | 33.3%               | 1              | 2               | 33.3%               | 1              | 2               | 33.3%               | 1              | 2               | 33.3%               | 1              | 2               | 33.3%               | 1              | 2               | 33.3%               |
|                                           |                         | DROPPED KERB                                                                  | 14.3   |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | WOULD NOT PARK UNRESTRICTED                                                   | 8.8    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 18                      | DROPPED KERB                                                                  | 4.7    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | UNRESTRICTED                                                                  | 16.8   | 3                     | 2                                                           | 0               | 100.0%              | 1              | 1               | 50.0%               | 1              | 1               | 50.0%               | 1              | 1               | 50.0%               | 2              | 0               | 100.0%              | 2              | 0               | 100.0%              |
|                                           |                         | WOULD NOT PARK UNRESTRICTED                                                   | 5.6    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           | 19                      | DROPPED KERB                                                                  | 4.6    |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
|                                           |                         | UNRESTRICTED                                                                  | 24.2   | 4                     | 3                                                           | 1               | 75.0%               | 3              | 1               | 75.0%               | 2              | 2               | 50.0%               | 1              | 3               | 25.0%               | 1              | 3               | 25.0%               | 1              | 3               | 25.0%               |
| TURNING AREA                              |                         | 28.7                                                                          |        |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| TURNING AREA/DROPPED KERB                 |                         | 4.1                                                                           |        |                       |                                                             |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |                |                 |                     |
| RECREATION RD CAR PARK                    | 20                      | PAY & DISPLAY                                                                 | 80     |                       | 7                                                           | 73              | 8.8%                | 22             | 58              | 27.5%               | 17             | 63              | 21.3%               | 9              | 71              | 11.3%               | 11             | 69              | 13.8%               | 10             | 70              | 12.5%               |
|                                           |                         | DISABLED BAYS                                                                 | 4      |                       | 0                                                           | 4               | 0.0%                | 0              | 4               | 0.0%                | 0              | 4               | 0.0%                | 1              | 3               | 25.0%               | 0              | 4               | 0.0%                | 0              | 4               | 0.0%                |

50

66

57

51

55

51

Key

0%

50%

100%

Key

0%

50%

100%

Key

0%

50%

100%

Key

0%

50%

100%

Key

0%

50%

100%

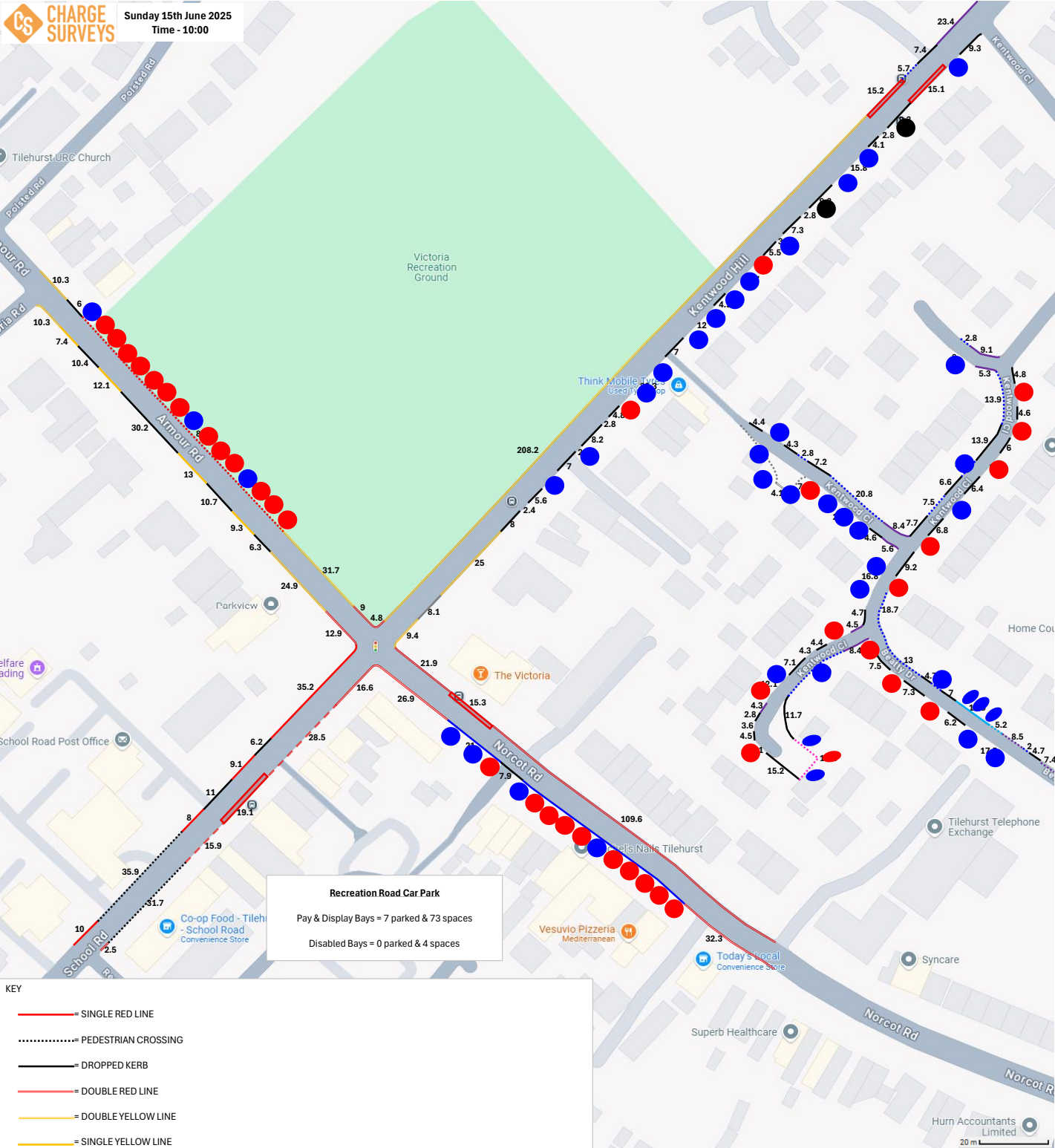
Key

0%

50%

100%

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



**Recreation Road Car Park**

Pay & Display Bays = 7 parked & 73 spaces

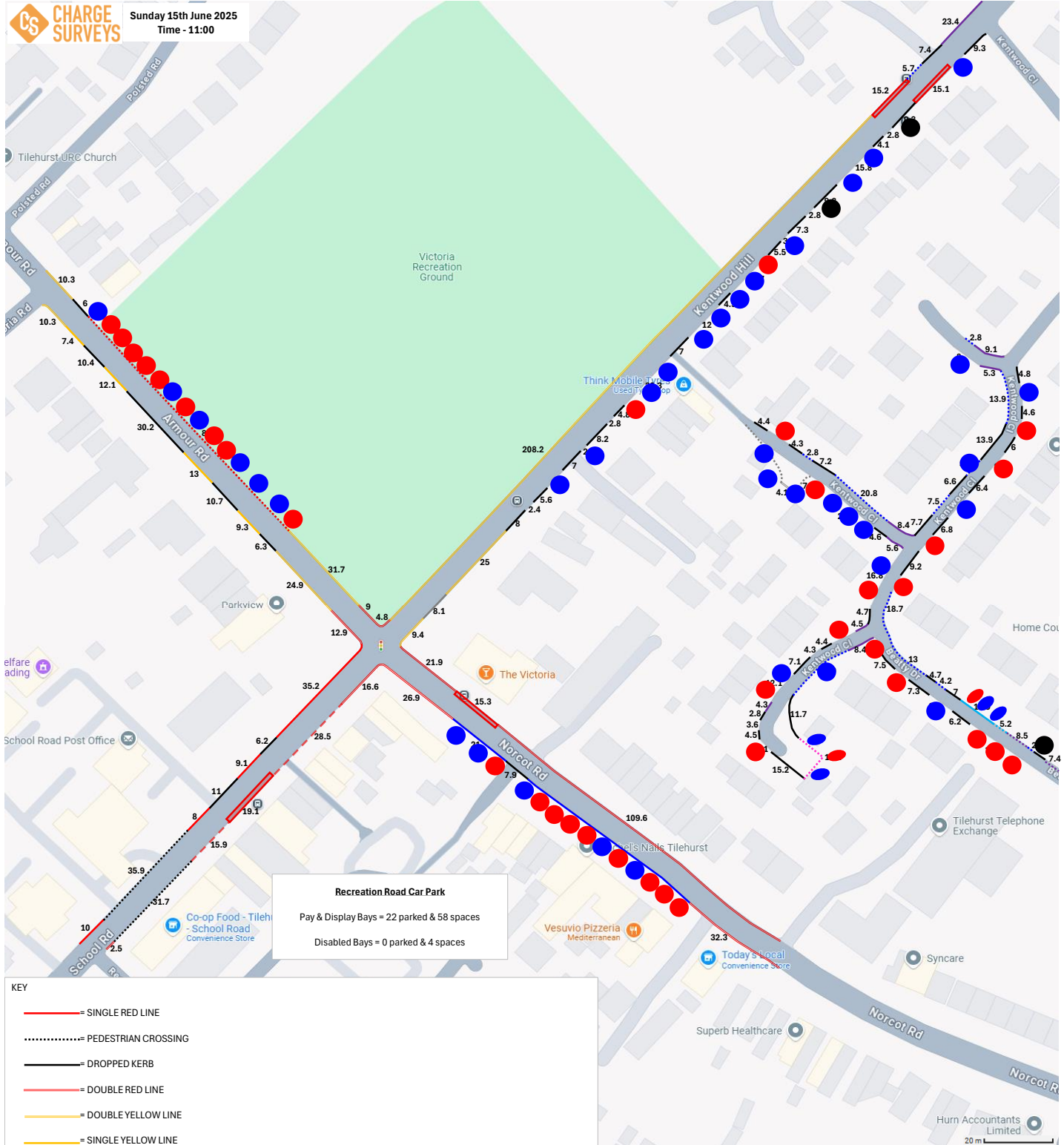
Disabled Bays = 0 parked & 4 spaces

KEY

- = SINGLE RED LINE
- ..... = PEDESTRIAN CROSSING
- = DROPPED KERB
- = DOUBLE RED LINE
- = DOUBLE YELLOW LINE
- = SINGLE YELLOW LINE
- ..... = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
- = BUS STOP
- ..... = TOO NARROW UNRESTRICTED
- = WOULD NOT PARK UNRESTRICTED
- BLANK = UNRESTRICTED
- = ACCESS
- = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
- - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
- = LAYBY UNRESTRICTED NOSE IN PARKING
- ..... = LAYBY DROPPED KERB
- ..... = LAYBY UNRESTRICTED - WOULD NOT PARK
- ..... = NOSE IN PARKING UNRESTRICTED
- ..... = TURNING AREA
- = TURNING AREA/DROPPED KERB

KEY

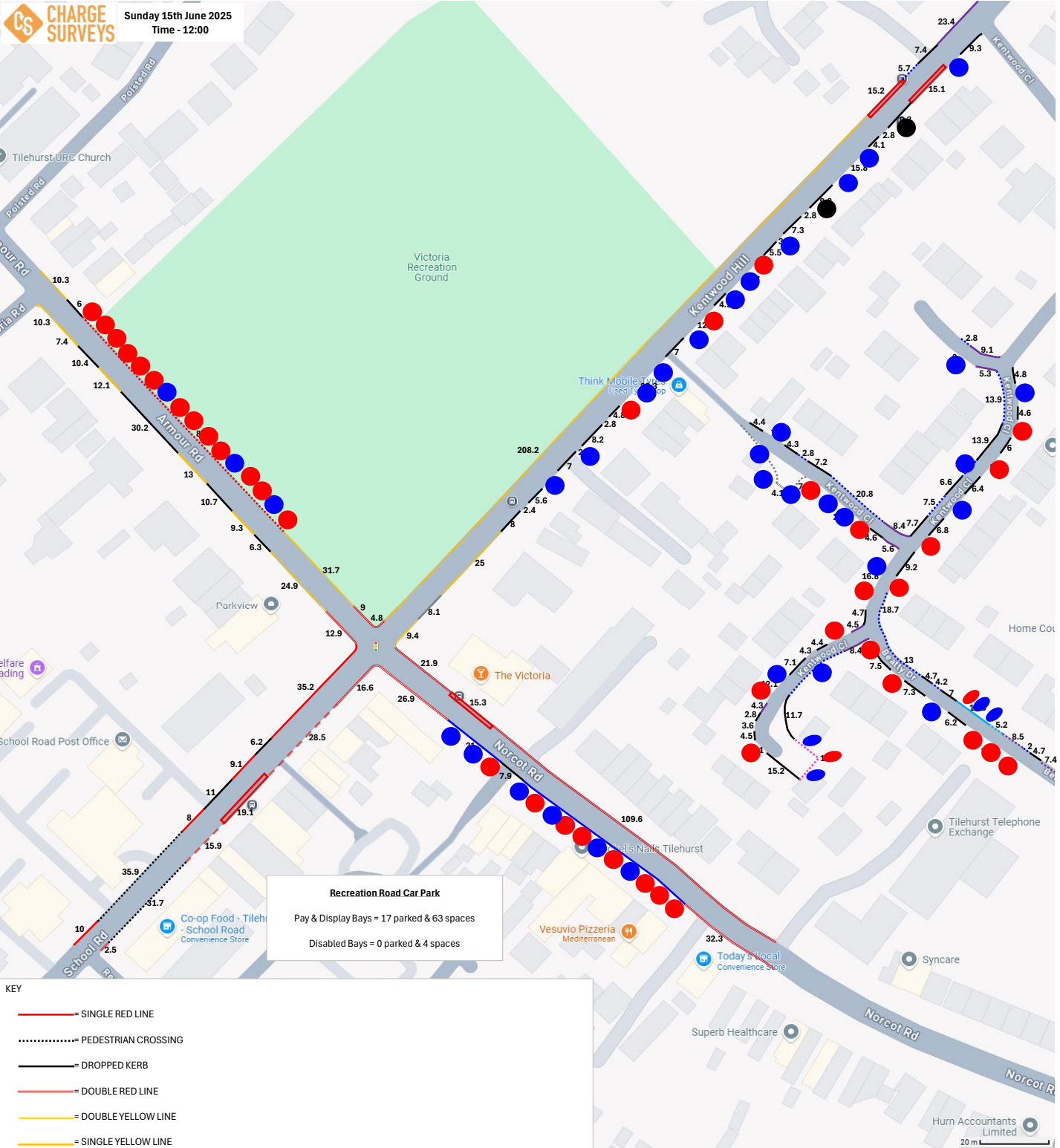
- = PARKED VEHICLE (PARALLEL)
- = PARKED VEHICLE (PERPENDICULAR)
- = OBSERVED SPACE (PARALLEL)
- = OBSERVED SPACE (PERPENDICULAR)
- = PARKED ON DROPPED KERB
- = PARKED ON YELLOW LINES
- = PARKED IN DISABLED BAY
- = SPACE IN DISABLED BAY

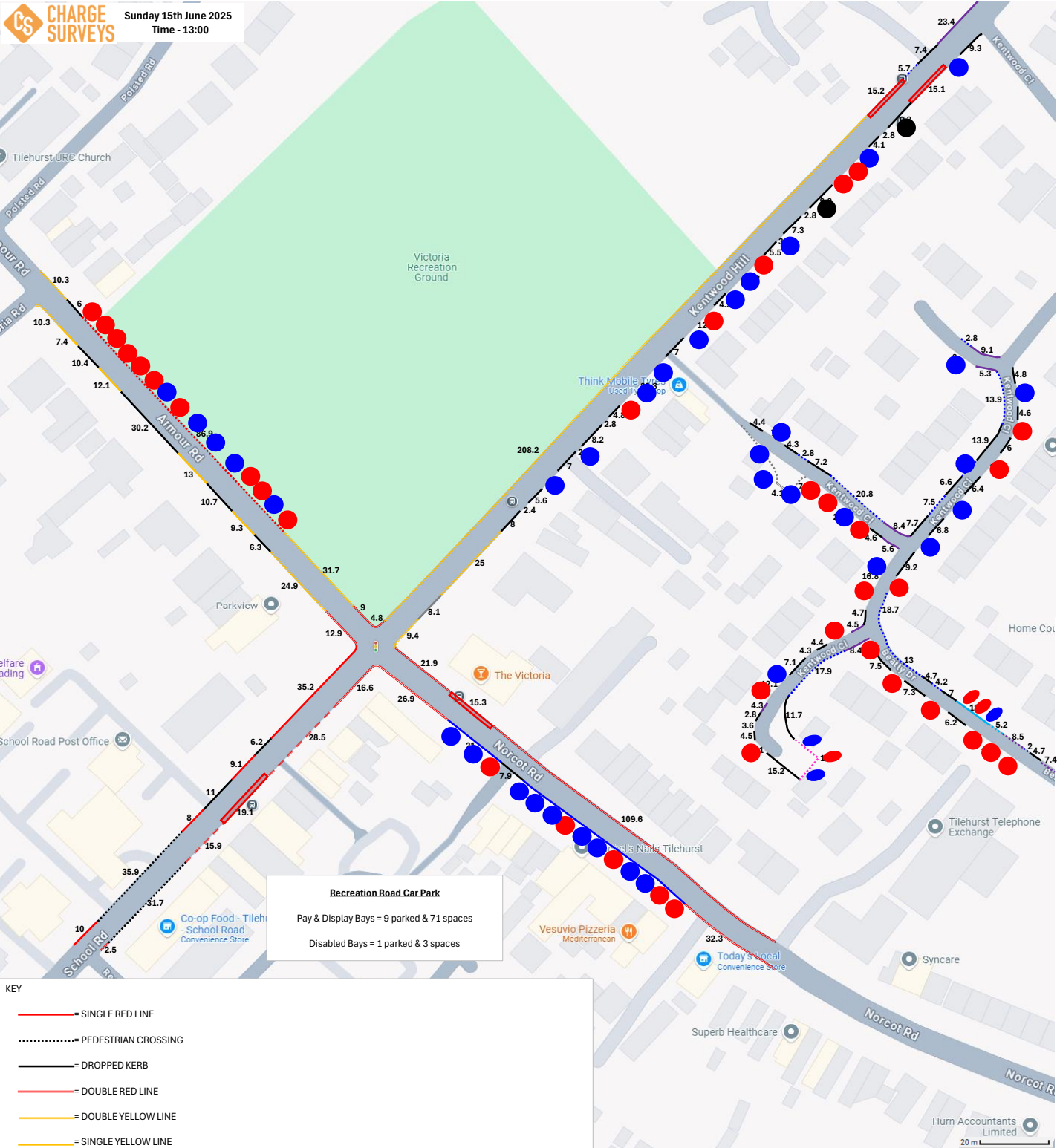


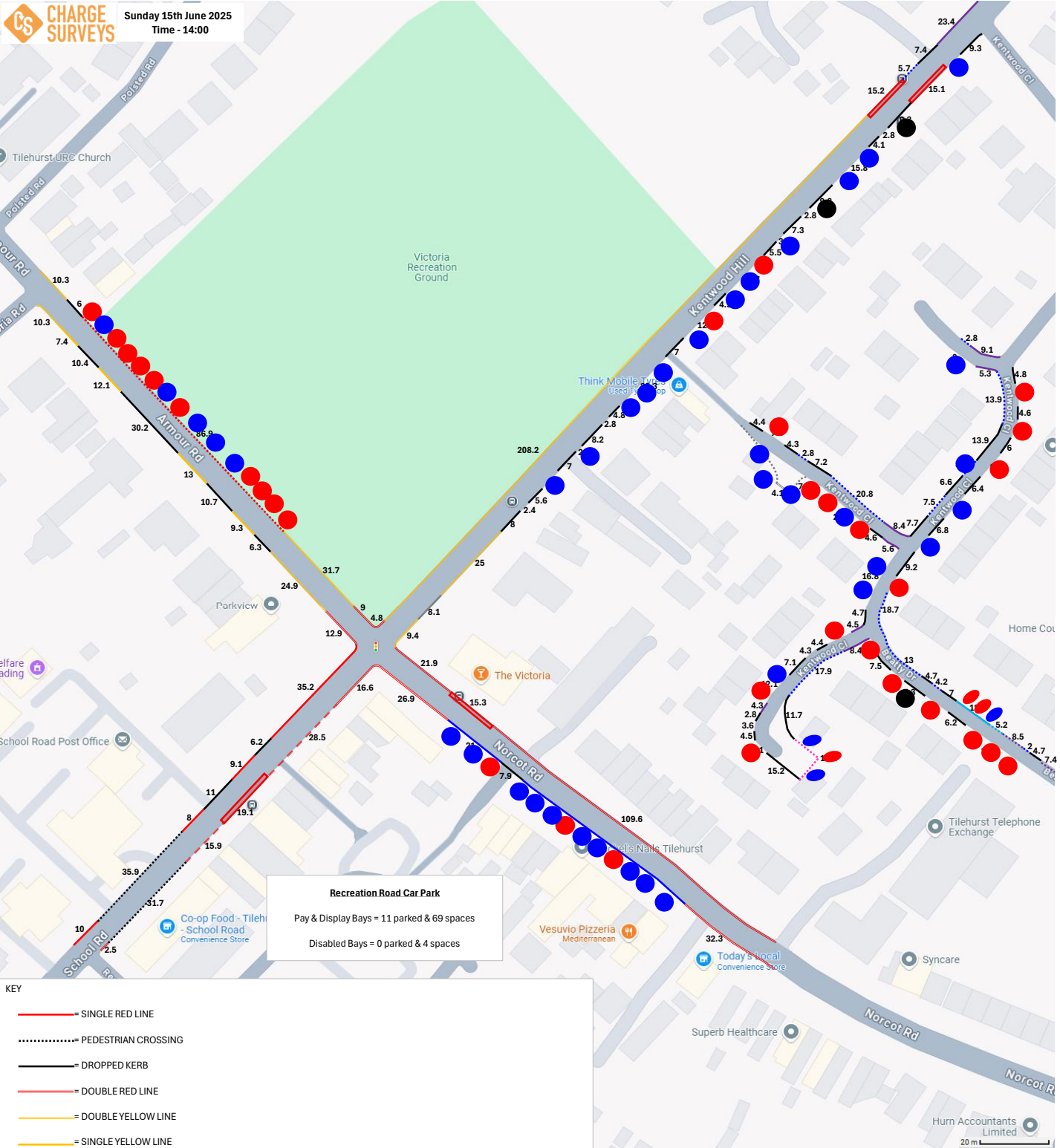
**Recreation Road Car Park**  
Pay & Display Bays = 22 parked & 58 spaces  
Disabled Bays = 0 parked & 4 spaces

- KEY**
- = SINGLE RED LINE
  - ..... = PEDESTRIAN CROSSING
  - = DROPPED KERB
  - = DOUBLE RED LINE
  - = DOUBLE YELLOW LINE
  - = SINGLE YELLOW LINE
  - ..... = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
  - = BUS STOP
  - ..... = TOO NARROW UNRESTRICTED
  - = WOULD NOT PARK UNRESTRICTED
  - BLANK = UNRESTRICTED
  - = ACCESS
  - = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
  - - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
  - = LAYBY UNRESTRICTED NOSE IN PARKING
  - ..... = LAYBY DROPPED KERB
  - ..... = LAYBY UNRESTRICTED - WOULD NOT PARK
  - ..... = NOSE IN PARKING UNRESTRICTED
  - ..... = TURNING AREA
  - = TURNING AREA/DROPPED KERB

- KEY**
- = PARKED VEHICLE (PARALLEL)
  - = PARKED VEHICLE (PERPENDICULAR)
  - = OBSERVED SPACE (PARALLEL)
  - = OBSERVED SPACE (PERPENDICULAR)
  - = PARKED ON DROPPED KERB
  - = PARKED ON YELLOW LINES
  - = PARKED IN DISABLED BAY
  - = SPACE IN DISABLED BAY







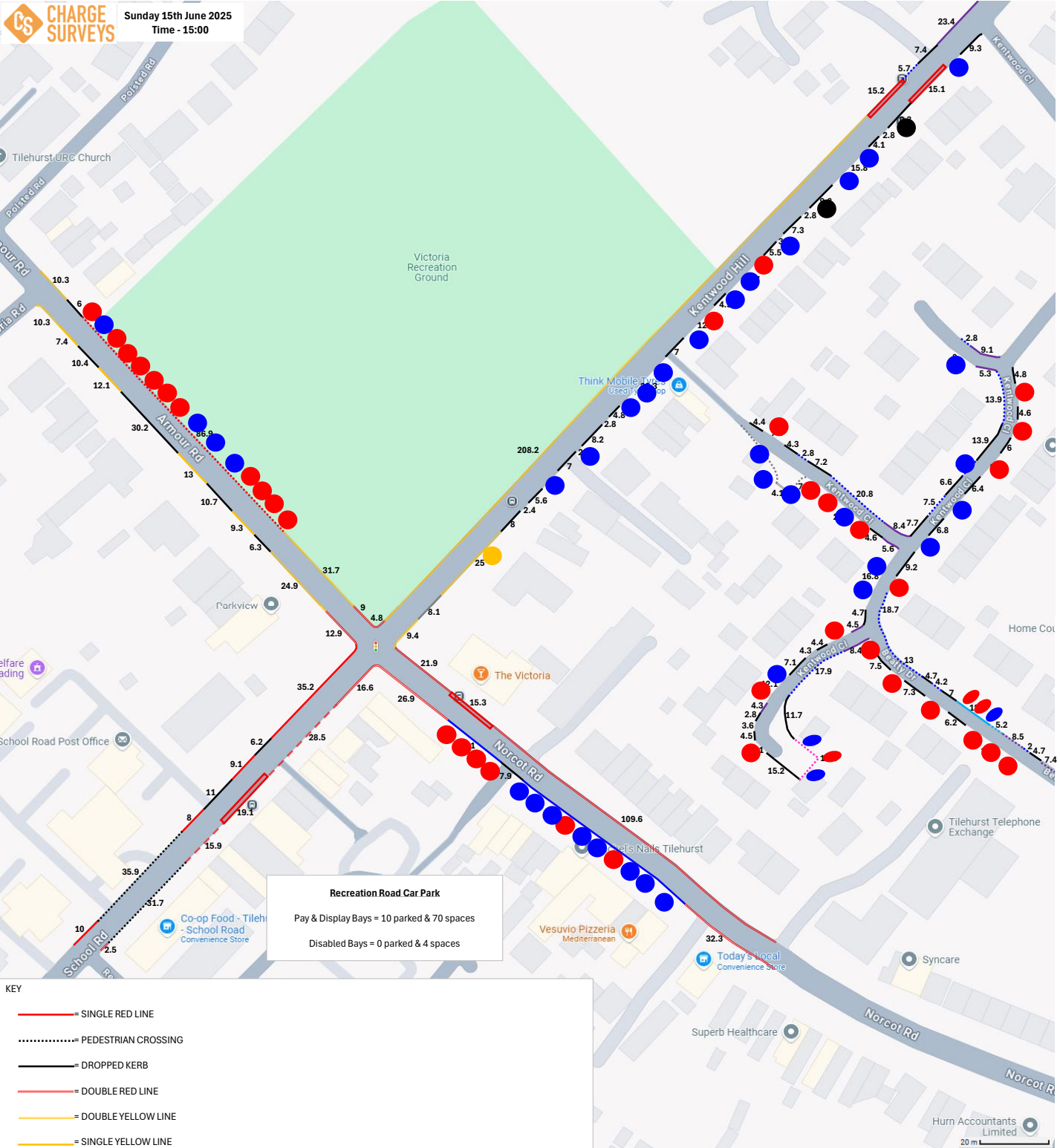
**Recreation Road Car Park**

Pay & Display Bays = 11 parked & 69 spaces

Disabled Bays = 0 parked & 4 spaces

- KEY**
- = SINGLE RED LINE
  - ..... = PEDESTRIAN CROSSING
  - = DROPPED KERB
  - = DOUBLE RED LINE
  - = DOUBLE YELLOW LINE
  - = SINGLE YELLOW LINE
  - ..... = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
  - = BUS STOP
  - ..... = TOO NARROW UNRESTRICTED
  - = WOULD NOT PARK UNRESTRICTED
  - BLANK = UNRESTRICTED
  - = ACCESS
  - = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
  - - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
  - = LAYBY UNRESTRICTED NOSE IN PARKING
  - ..... = LAYBY DROPPED KERB
  - ..... = LAYBY UNRESTRICTED - WOULD NOT PARK
  - ..... = NOSE IN PARKING UNRESTRICTED
  - ..... = TURNING AREA
  - = TURNING AREA/DROPPED KERB

- KEY**
- = PARKED VEHICLE (PARALLEL)
  - = PARKED VEHICLE (PERPENDICULAR)
  - = OBSERVED SPACE (PARALLEL)
  - = OBSERVED SPACE (PERPENDICULAR)
  - = PARKED ON DROPPED KERB
  - = PARKED ON YELLOW LINES
  - = PARKED IN DISABLED BAY
  - = SPACE IN DISABLED BAY



**Recreation Road Car Park**  
Pay & Display Bays = 10 parked & 70 spaces  
Disabled Bays = 0 parked & 4 spaces

- KEY**
- = SINGLE RED LINE
  - ..... = PEDESTRIAN CROSSING
  - = DROPPED KERB
  - = DOUBLE RED LINE
  - = DOUBLE YELLOW LINE
  - = SINGLE YELLOW LINE
  - ..... = A) = 2HRS MONDAY-SATURDAY 0800-1830 NO RETURN WITHIN 2HRS
  - = BUS STOP
  - ..... = TOO NARROW UNRESTRICTED
  - = WOULD NOT PARK UNRESTRICTED
  - BLANK = UNRESTRICTED
  - = ACCESS
  - = B) = RED ROUTE NO STOPPING EXCEPT PERMIT HOLDERS OR 1HR. NO RETURN WITHIN 1 HR
  - - - = NO STOPPING MONDAY-SATURDAY 0700-1900 SINGLE RED LINE
  - = LAYBY UNRESTRICTED NOSE IN PARKING
  - ..... = LAYBY DROPPED KERB
  - ..... = LAYBY UNRESTRICTED - WOULD NOT PARK
  - ..... = NOSE IN PARKING UNRESTRICTED
  - ..... = TURNING AREA
  - = TURNING AREA/DROPPED KERB

- KEY**
- = PARKED VEHICLE (PARALLEL)
  - = PARKED VEHICLE (PERPENDICULAR)
  - = OBSERVED SPACE (PARALLEL)
  - = OBSERVED SPACE (PERPENDICULAR)
  - = PARKED ON DROPPED KERB
  - = PARKED ON YELLOW LINES
  - = PARKED IN DISABLED BAY
  - = SPACE IN DISABLED BAY