

# MONSON

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Structural Engineering  
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**EASTCOTE AND  
NORTHWOOD HILLS URC  
JOEL STREET  
NORTHWOOD HILLS  
HA6 1NL**

**PROPOSED RE-DEVELOPMENT**

**TRANSPORT STATEMENT**

**Issue B**

**Date 27<sup>th</sup> November 2020**

**Author L.G.Leslie**

**Job No 9426**



Registered No. FS 37624

**EASTCOTE & NORTHWOOD HILLS URC**  
**JOEL STREET, NORTHWOOD HILLS, HA6 1NL**  
**Proposed Re-development**  
**Transport Statement**

<b>CONTENTS</b>	<b>PAGE NO:</b>
1.00 Introduction	1
2.00 The Site & Local Highway Network	2
3.00 Traffic Generation	4
4.00 Sustainability	5
5.00 Access & Parking	6
6.00 Conclusions	8

**APPENDICES**

**1.00 Introduction**

- 1.01 This Transport Statement (TS) is prepared in support of a Planning Application being made on behalf of Eastcote and Northwood Hills United Reform Church for re-development works to the church and including the construction of 2 new housing units on the site. An initial application was made in June 2020 (ref: 50483/APP/2020/1729) but was withdrawn in August 2020 pending the provision of additional information.
- 1.02 The consultation response from the Highway Authority dated 09/07/20 highlighted the lack of a Transport Assessment as being a reason for refusal.
- 1.03 The TS deals with issues raised in the consultation response in particular, the likely level of any additional trips generated by the proposed use and any effect this may have on the local highway network. Also, it looks at any impact of the development on on-street parking in the vicinity.
- 1.04 Although it is overall a single site, for the purposes of the report we will refer to the church element and the housing element separately.
- 1.05 Monson Engineering Ltd was commissioned by the applicant to prepare the report.

**2.00 The Site, Proposal & Local Highway Network**

- 2.01 The church site is located to the west of Joel Street which is part of the B472 running from Northwood Hills to Eastcote Village. The main church site fronts onto Joel Street a short distance (approx. 400m) from Northwood Hills centre which boasts a range of shops and services as well as an underground station. The site also fronts onto Lichfield Road, primarily for access to the Mansfield Hall, however there is also pedestrian access through the site.
- 2.02 It is proposed to remodel and extend the church incorporating a community cafe/kitchen and a large new community hall with the intention of creating a new church and community centre that will be fit for purpose well into the future.
- 2.03 This would be undertaken in conjunction with the construction of two 3 bed semi-detached residential dwellings to the rear of the site which would front onto Lichfield Road. To facilitate the new build, the plot area of the adjacent dwelling, no.37 Lichfield Road, will be narrowed, removing an existing garage and driveway.
- 2.04 Much of the work is to be make the church facilities more user friendly and in particularly make them accessible, but can be summarised as follows: -
- The extension of the existing church frontage to create a new fully accessible entrance and community cafe with a new passenger lift through demolition of the existing Templeton Hall;
  - A new two-storey extension to accommodate the community cafe and kitchen at ground floor and a large new community hall at first floor;
  - The ground floor levels in the church and adjacent areas will be rationalised so that they are fully accessible. Fully accessible, large WCs will be installed at both ground and first floor level;
  - A new garden to be created for the café;
  - The new houses will be developed on the land left following the demolition of the Mansfield and Hartfield Rooms.
- 2.05 There is existing pedestrian access through the church site between Lichfield Road and Joel Street used to allow for access to both frontages of the church buildings however this is to be removed as part of the proposals to separate the residential units from the church.

- 2.06 The church is immediate surrounded by residential properties on three sides with the land on the opposite side of Joel Street comprising allotments/open land.

### **Local Highway Network**

- 2.07 The main church site fronts onto Joel Street which is a local distributor also known as the B472 which runs from Northwood Hills in the north to Eastcote Village in the south. In the vicinity of the site, it is approx. 9.0m wide with wide footways on both sides, street lighting and is subject to a 30mph speed limit. On the western side, parking is restricted Mon-Sat 8:00 to 5:30 and the eastern side is generally unrestricted but with some restriction closer to the centre. Parking takes place on the eastern side with much thought to be related to the underground station.
- 2.08 Lichfield Road, onto which the houses will front, is a residential access road providing access to the properties fronting it and linking with the wider network by means of other residential roads. In the vicinity of the site, it is approx. 7.3m wide with footways on both sides, street lighting and is subject to a 30mph speed limit. Parking is restricted to permit holders Mon-Fri 13:00 to 14:00 to prevent commuter parking and as most residences have off-street parking, on-street parking is moderately use.

**3.00 Traffic Generation**

3.01 It is normal for trip generation assessments to be made using a recognized database system such as the TRICS database system. The TRICS system relies on the selection of a number of parameters and for the purposes of this assessment we could have used the following for the proposal: -

Existing use: -	07	Leisure
	T	Place of Worship
Proposed use: -	07	Leisure
	T	Place of Worship
	03	Residential
	A	Houses Privately Owned

3.02 For the residential units TRICS could be used but a typical level of 5-6 trips per day per unit is considered and gives an additional trip level of 12 per day. This is not considered as significant as was stated by the HA in their consultation response.

3.03 If a TRICS assessment were to be carried out on the church element, one of the typical criteria used is the GFA of the church or the site area, both of which are reducing under this project. The existing site area of the church and its halls is 1812sqm and following the work, it will reduce to 1606sqm. A brief assessment of TRICS for a place of worship and for a community centre show, for weekdays, similar trip levels of approx. 18/100sqm so the potential reduction will be around 35 trips per day. It should be noted that trips levels on a Sunday are much higher, but the church element is to remain unchanged in size.

3.04 Give however, that the intention of the works is to make the church more user friendly it is assumed that the usage will at least remain at the same level. It should be noted that the expectation for the Café is that it will be used, mainly, by those already visiting for other purposes as well as attracting local residents to pop in.

3.05 It is not anticipated that there will be any significant increase in traffic levels because of the proposal and therefore, no material impact on the local highway network.

**4.00 Sustainability**

- 4.01 The site of the proposal is in a suburban area of London within easy reach of a range of shops, facilities, and employment options. These include schools, shopping, and leisure facilities. The local facilities can all be reached on good standard footways with street lighting and safe crossing points at many junctions.
- 4.02 The site has a PTAL rating of 2 which in London is considered poor, however there is a possibility of using alternatives to the private car, not just for resident of the houses to access local facilities, services and employment opportunities but also for users of the church facilities when making their visits.
- 4.03 There are no cycle lanes in the immediate vicinity however the local topography of the area means that walking and cycling are suitable options for travel & commuting.
- 4.04 Joel Street is on a bus route with the 282 and H13 services running past the church frontage. The 282 is a high frequency service run by Metroline between Mt Vernon Hospital and Ealing Hospital via Northwood, Northolt, and Greenford at least every 12 minutes. The H13, also Metroline runs between Northwood Hills and Ruislip via Pinner and Eastcote with services every 20 mins. The nearest stop for northbound buses is 60m to the north with the southbound service stops 130m & 150m away on Joel Street and Norwich Road.  
<http://www.londonbusroutes.net/>
- 4.05 Northwood Hills station is 350m to the north of the church. It is an underground station on the Metropolitan Line running north-west to Watford and Amersham and south east into central London particularly linking to Euston and St Pancras/Kings Cross.  
<https://tfl.gov.uk/tube/stop/940GZZLUNWH/northwood-hills-underground-station?lineId=metropolitan>

**5.00 Access & Parking****Church**

- 5.01 The church currently has 2 access points directly onto Joel Street although there is no formal in/out system. The proposal will include for the closure of the northern crossover with all traffic using the southern access. The removal of the northern access is needed to accommodate the access ramp to be provided to the church entrance. Vehicular visibility is to current standards and the walls either side will be reduced in height to ensure that pedestrian standards are acceptable.
- 5.02 It is proposed that the church element will maintain the same level of parking, that being 18 spaces, with the number of disabled spaces being maintained at 2. With regards, the adequacy of this level of parking, no surveys have been carried out recently but the client advises that the car park is rarely fully occupied other than for the Sunday service or for one of the clubs (Cannon Croft Bridge Club). Cycle parking for 8 cycles will be provided at the rear of the car park.
- 5.03 The church facility is currently closed due to COVID-19 so there is no possibility of obtaining up to date information. The Client has, however, obtained usage data for 2 weeks just before the first lockdown and these have been provided in Appendix B.
- 5.04 It can be seen that there is rarely more than one function/group using the site at any one time and the two largest users, Sunday Service and Cannon Croft Bridge Club, take place outside peak traffic hours. This means that if the car park is full there will be plenty of space on Joel Street east as recorded in the parking survey (see Appendix C).

Although the Slimming World and Hindu Prayer group identify a higher level of usage, most simply pass through, spending only a short time church. Sadly, as well, Slimming World have had to relocate during COVID-19 so the church no longer has this booking.

**Houses**

- 5.05 The proposal for residential development involves the provision of 1 parking space for each of the new units but will also necessitate the removal of 1 space from no.39. This results in a shortfall from the Highway Authority parking standards of 3 spaces, 1 per unit, and as such it would be normal to carry out a residential parking survey to consider of the under provision can be accommodated on-street without causing stress to the existing on-street parking.
- 5.06 A residential parking survey was carried out based on the Lambeth Method which involves firstly assessing the available on-street parking spaces over a given area, generally within approx. 200m of the site. The actual amount of parking would then be surveyed at an appropriate time which is regarded as between the hours of 00:30 and 05:00 when most people will be at home.
- 5.07 Surveys were carried out at 02:00 on the morning of Friday 2<sup>nd</sup> October and 04:00 on Tuesday 6<sup>th</sup> October 2020.
- The results of the residential survey are included in Appendix C.
- 5.08 The results show that on both surveys Lichfield Road had plenty of parking spaces available close to the site. The number of parking spaces observed as being available during the surveys within the recognised walking range for residential parking was far in excess of any shortfall of spaces.
- 5.09 Cycle parking for 2 cycle will be provided for the new units and each will have an electric charging facility for the vehicle parking space.
- 5.10 Access for the houses will be by means of a simple crossover directly onto Lichfield Rd to be built to current HA standards and having the require pedestrian visibility splays. It should be noted that these crossovers will result in the loss of 2 on-street parking bays however the parking survey identified 18 available parking on each survey night and this loss will not create parking stress on Lichfield Road.

**6.00 Conclusions**

- 6.01 It can be seen from the assessment that the trips generated by the proposal are expected to be of a similar level to those generated by the existing use of the church and therefore will have no material impact on the operation of the local highway network.
- 6.02 The site lies in a suburban area and benefits from a range of shops, services, and facilities within easy walking distance. It also has public transport facilities to access more extensive facilities in the wider area and is also well situated to make use of cycling.
- 6.03 The works to the church itself are to provide a more efficient and effective use of the site which is a community facility. As such it is expected that many visitors/users will come from the immediate locality and the Church will encourage the use of public transport or walking as means of access.
- 6.04 The proposal is to retain the existing level of parking for the church and to provide a single space for the 3 housing units (2 new & 1 existing). A parking survey showed that, should it be needed, there is enough on-street parking available both on the residential road for the houses and on Joel street for visitors/users of the church.
- 6.05 In summary, we conclude that there are no reasons for the application to be refused on transport grounds.

**Appendices**

Appendix A - Site Plan

Appendix B – Church Usage Data

Appendix C – Parking Survey

## **Appendix A – Site Plan**



**notes**

Do not scale.  
 All dimensions to be checked on site and verified with the architect prior to construction.  
 Any discrepancies or uncertainties regarding this drawing to be discussed with the architect prior to construction.  
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**key**

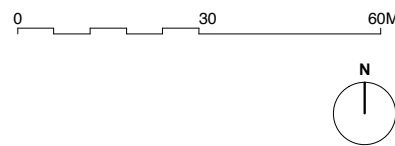
— site boundary

**revision notes**

changes since previous issue:

**planning**

revision	date	comment
p1	03.06.20	issued for planning



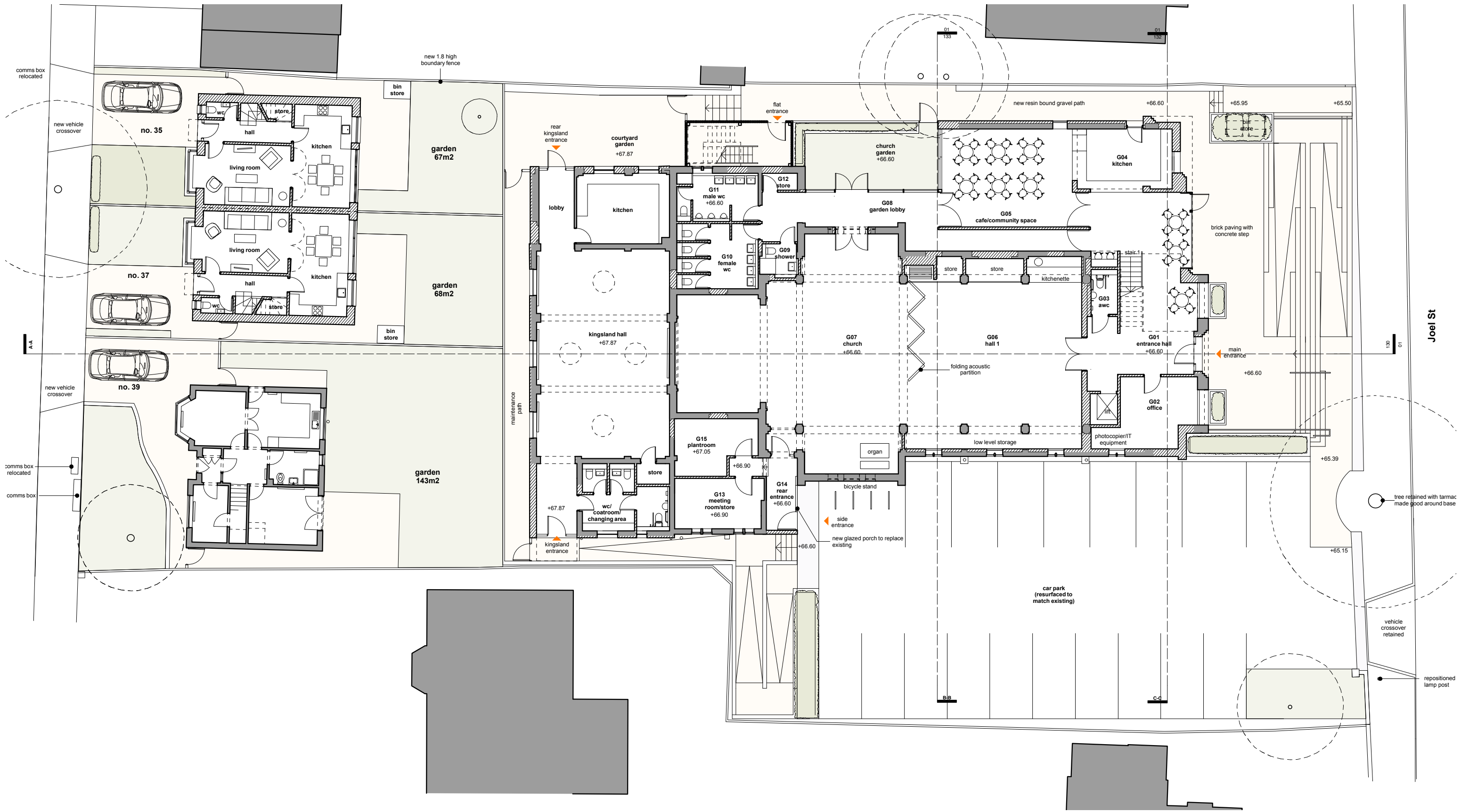
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project  
 eastcote and northwood hills URC

drawing  
 location plan  
 existing

scale	date	revision
1:1250@A3	jul 17	
job number	drawing number	revision
1132	000	p1



**notes**

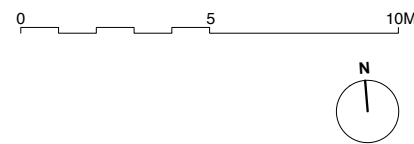
Do not scale.  
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**key**

- grass lawn
- new paving/resin bound gravel
- existing building
- new construction

**revision notes**

changes since previous issue:



**planning**

revision	date	comment
p1	11.03.20	issued for comment
p2	27.03.20	issued for comment
p3	04.05.20	issued for comment
p4	22.05.20	issued for comment
p5	02.06.20	issued for comment
p6	03.06.20	issued for comment
p7	22.09.20	issued for comment
p8	09.10.20	issued for comment
p9	04.11.20	issued for comment
p10	20.11.20	issued for comment

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project  
 eastcote and northwood hills URC

drawing  
 ground floor plan  
 proposed

scale	date	
1:200@A3	jul 19	
job number	drawing number	revision
1132	110	p10

## **Appendix B – Church Usage Data**

# URC – NORTHWOOD HILLS – W/C 2<sup>nd</sup> March 2020

DATE	Kingsland Hall	Church	Mansfield Room	Hartford Room
<b>Monday 2<sup>nd</sup></b>	NWH Live@Home 9.00-13.30  NWDCA - Table Tennis 13.30 – 15.30  Kumon 16.00-18.00  Table Tennis 19.30 – 21.00		NWDCA Yoga 10.00-11.15	
<b>Tuesday 3<sup>rd</sup></b>	Templeton Café 10.30-13.00	Food Bank 09.30-12.00		
<b>Wednesday 4<sup>th</sup></b>	Phonic Classes 10.15 – 11.30  CMSS 12.30 – 15.00  Kumon 16.00 – 18.00  Cannon Croft Bridge Club 19.15 – 22.15		Tai Chi with Jacky 9.45 – 12.15	
<b>Thursday 5<sup>th</sup></b>	Slimming World 8.30-11.30  BollySlim 20.00 – 21.00	Sandwich Service 12.00 – 14.00	Slimming World 17.00-21.00	
<b>Friday 6<sup>th</sup></b>	Stay & Play 13.00 – 15.30	Come & Sing 19.30 – 21.00	Pilates 9.00 – 12.15	
<b>Saturday 7<sup>th</sup></b>		Church Coffee Morning 10.30 – 12.00		
<b>Sunday 8<sup>th</sup></b>		Church Service 10.30 - 12.00  WG Meeting 12.00 – 13.30		

Red – No longer hire with us.

# URC – NORTHWOOD HILLS – W/C 9<sup>th</sup> March 2020

DATE	Kingsland Hall	Church	Mansfield Room	Hartford Room
<b>Monday 9th</b>	NW Live@Home 9.00-13.30  Kumon 16.00-18.00		NADCA – Yoga 10.00 – 11.15	
<b>Tuesday 10th</b>		Food Bank 09.30-12.00		
<b>Wednesday 11th</b>	Phonic Classes 10.15 – 11.30  CMSS 12.30 – 15.00  Kumon 16.00 – 18.00  Cannon Croft Bridge Club 19.15 – 22.15		Tai Chi with Jacky 9.45 – 12.15  NADCA – Bridge & Social Afternoon 13.00-15.45	
<b>Thursday 12th</b>	Slimming World 8.30-11.30  BollySlim 20.00 – 21.00	Elders' Meeting 10.00 – 12.00	NADCA - Whist 13.15 – 16.00  Slimming World 17.00-21.00	
<b>Friday 13th</b>	Stay & Play 13.00 – 15.30  Focus Dogs 18.00 - 20.00	Come & Sing 19.30 – 21.30	Pilates with Simon 9.00 – 12.15	
<b>Saturday 14th</b>	Scottish Dancing 19.30 – 22.30			
<b>Sunday 15th</b>	E287 14.00 -18.00	Church Service 10.30 – 12.00		E287 14.00 – 18.00

Red – No longer hire with us.

# URC – NORTHWOOD HILLS – W/C 9<sup>th</sup> March 2020

## Monday

Northwood Live@Home - KH – approx. 14 people - all brought in by volunteer drivers  
Kumon - KH – a number of short and small classes - not sure of the numbers – own transport  
Yoga – MR – approx. 10-12 people – own transport

## Tuesday

Food Bank – people passing through – own transport

## Wednesday

**Phonic Classes** – KH – approx. 1-5 people (new venture) – own transport  
CMSS – KH – not sure of numbers but they have their own wheelchair adapted minibus  
Kumon – KH – as above  
Cannon Croft Bridge Club – KH – approx. 20-30 people – own transport  
Tai Chi – MR – approx. 6-8 people – own transport  
NADCA Bridge Club – MR – not sure of numbers – own transport

## Thursday

**Slimming World** – KH, am and MR, pm – approx. 80-100 people – passing through, ie just getting weighed – own transport  
BollySlim – KH – approx. 5 – 10 people – own transport  
NADCA Whist – MR – not sure of numbers – own transport  
Elders' Meeting – Church – approx. 7 people – own transport

## Friday

Stay & Play (new venture) – KH – approx. 1-5 people – own transport  
Pilates – MR – approx. 10 people – own transport  
**Focus Dogs** – KH – new hirer – not sure of numbers – own transport  
Come & Sing – Church – not sure of numbers – own transport

## Saturday

Scottish Dancing – KH – not sure of numbers – own transport

## Sunday

Church Service – Church – approx. 20-30 people – own transport  
E287 – Event Hirer KH & MR – Hindu Prayer Group – 70 people passing through – own transport

# URC – NORTHWOOD HILLS – W/C 2<sup>nd</sup> March 2020

## Monday

Northwood Live@Home - KH – approx. 14 people - all brought in by transport

NWDCA Table Tennis - KH – not sure of the numbers – own transport

Kumon - KH – a number of short and small classes- not sure of the numbers – own transport

Table Tennis - KH - approx. 8 people – own transport

Yoga – MR – approx. 10-12 people – own transport

## Tuesday

Templeton Café – KH – approx. 25 people – own transport

Food Bank – people passing through – own transport

## Wednesday

Phonic Classes – KH – approx. 1-5 people (new venture) – own transport

CMSS – KH – not sure of numbers but they have their own wheelchair adapted minibus

Kumon – KH – as above

Cannon Croft Bridge Club – KH – approx. 20-30 people – own transport

Tai Chi – MR – approx. 6-10 people – own transport

## Thursday

Slimming World – KH, am and MR, pm – approx. 80-100 people – passing through – own transport

BollySlim – KH – approx. 5 – 10 people – own transport

## Friday

Stay & Play (new venture) – KH – approx. 1-8 people – own transport

Pilates – MR – approx. 10 people – own transport

Come & Sing – Church - ?? – own transport

## Saturday

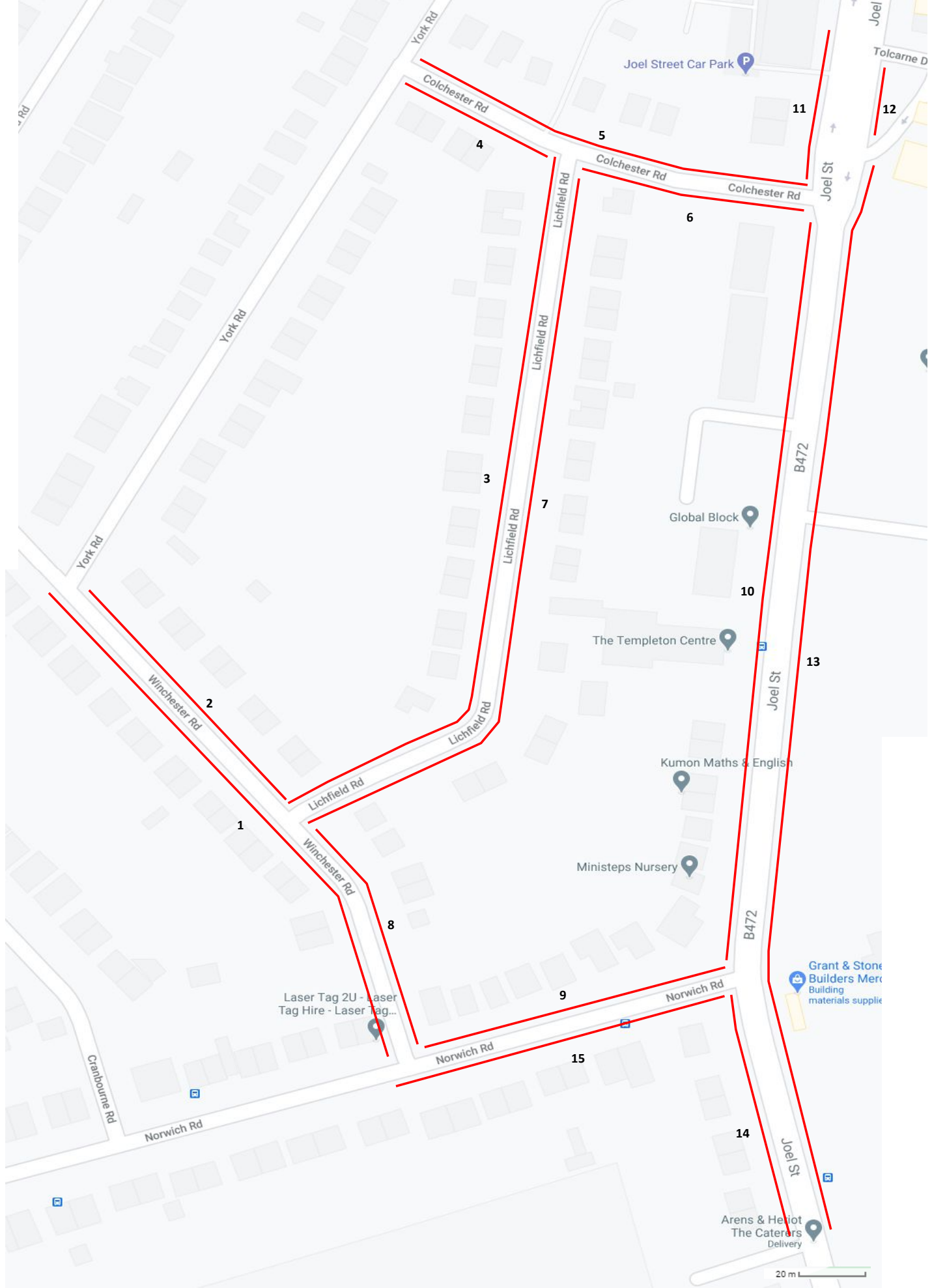
Coffee Morning – Church – approx. ?

## Sunday

Church Service – Church – approx. 20-30 people – own transport

Worship Group Meeting – Church - ?

## **Appendix C – Parking Survey**



Laser Tag 2U - Laser Tag Hire - Laser Tag...

Joel Street Car Park

The Templeton Centre

Global Block

Kumon Maths & English

Ministeps Nursery

Grant & Stone Builders Merchants Building materials supplier

Arens & Heliot The Caterers Delivery

20 m



# K&M TRAFFIC SURVEYS

DATE : 2nd, 6th OCTOBER 2020.

DAY : FRIDAY, TUESDAY.

LOCATION : JOEL STRET, NORTHWOOD HILLS.

					FRIDAY 2ND OCTOBER 2020		
					TIME : 0200		
ROAD NAME	ZONE	RESTRICTION	METRES	5 METRES = 1 SPACE	PARKED	OBSERVED SPACES	%RESTRICTION STRESS
WINCHESTER RD	1	DOUBLE YELLOW LINE	10.2				
		UNRESTRICTED	122.2	20	12	8	60.0%
		DROPPED KERB	70.4				
	2	DOUBLE YELLOW LINE	16.1				
		UNRESTRICTED	50.4	9	6	3	66.7%
		DROPPED KERB	31				
LICHFIELD RD	3	DOUBLE YELLOW LINE	30.9				
		SINGLE YELLOW LINE	19.1				
		DROPPED KERB	98.3				
		A) PERMIT HOLDER ONLY MON-FRI 1300-1400	109.3	18	10	9	52.6%
COLCHESTER RD	4	DOUBLE YELLOW LINE	19.7				
		DROPPED KERB	14.3				
		A) PERMIT HOLDER ONLY MON-FRI 1300-1400	12.3	2	1	1	50.0%
		SINGLE YELLOW LINE	5.5				
	5	DOUBLE YELLOW LINE	11.1				
		SINGLE YELLOW LINE	13.9				
		DROPPED KERB	43.5				
		A) PERMIT HOLDER ONLY MON-FRI 1300-1400	48.1	9	7	2	77.8%
		MON-SAT 0800-1830 SINGLE YELLOW LINE	8.6		1		
	6	MON-SAT 0800-1830 SINGLE YELLOW LINE	24.5				
		DROPPED KERB	8.8				
		SINGLE YELLOW LINE	25.9				
LICHFIELD RD	7	DOUBLE YELLOW LINE	20.7				
		A) PERMIT HOLDER ONLY MON-FRI 1300-1400	139.5	24	14	9	60.9%
		DROPPED KERB	89.5				
		SINGLE YELLOW LINE	12.1		1		
WINCHESTER RD	8	DOUBLE YELLOW LINE	18.9				
		DROPPED KERB	24.3				
		UNRESTRICTED	41.9	8	3	4	42.9%
NORWICH RD	9	DOUBLE YELLOW LINE	25.8				
		DROPPED KERB	32.4				
		UNRESTRICTED	40.6	5	2	3	40.0%
JOEL ST	10	DOUBLE YELLOW LINE	18.3				
		MON-SAT 0800-1830 SINGLE YELLOW LINE	151				
		DROPPED KERB	35.6				
		BUS STOP ACCESS	31.9				
		ACCESS	12.2				
	11	PEDESTRIAN CROSSING	35.3				
		B) LOADING ONLY MON-SAT 0800-1830 20 MINS	14.1	2	0	2	0.0%
	12	PEDESTRIAN CROSSING	21.7				
		MON-SAT 0800-1830 SINGLE YELLOW LINE	36.2		1		
		DOUBLE YELLOW LINE	30.1				
		UNRESTRICTED	172.9	33	12	16	42.9%
		DROPPED KERB	12.3				
		WOULD NOT PARK UNRESTRICTED	67.8				
		BUS STOP	37.3				
13	UNRESTRICTED	43.5	7	1	6	14.3%	
	DROPPED KERB	11.1					
	DOUBLE YELLOW LINE	20.5					
NORWICH RD	15	DOUBLE YELLOW LINE	17.2				
		BUS STOP	18.7				
		DROPPED KERB	26.6				
		UNRESTRICTED	40.3	6	4	3	57.1%

TUESDAY 6TH OCTOBER 2020		
TIME : 0400		
PARKED	OBSERVED SPACES	%RESTRICTION STRESS
13	6	68.4%
8	1	88.9%
1		
9	9	50.0%
1	1	50.0%
1		
7	2	77.8%
14	9	60.9%
1		
3	4	42.9%
0	5	0.0%
1	0	100.0%
9	20	31.0%
0	7	0.0%
4	3	57.1%

KEY:

- = SINGLE YELLOW LINE
- = = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = ACCESS
- ⋯ = BUS STOP
- = A) PERMIT HOLDER ONLY MON-FRI 1300-1400
- = B) LOADING ONLY MON-SAT 0800-1830 20 MINS
- = WOULD NOT PARK UNRESTRICTED
- BLANK = UNRESTRICTED

KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)



KEY:

- = SINGLE YELLOW LINE
- = = DOUBLE YELLOW LINE
- = DROPPED KERB
- ⋯ = PEDESTRIAN CROSSING
- = ACCESS
- ⋯ = BUS STOP
- = A) PERMIT HOLDER ONLY MON-FRI 1300-1400
- = B) LOADING ONLY MON-SAT 0800-1830 20 MINS
- = WOULD NOT PARK UNRESTRICTED
- BLANK = UNRESTRICTED

KEY:

- = PARKED VEHICLE
- = OBSERVED SPACE
- = YELLOW LINES
- = DROPPED KERB
- = DISABLED BAY (OCCUPIED)
- = DISABLED BAY (SPACE)

