

**Report to** Norwich highways agency committee  
21 January 2016  
**Report of** Head of city development services  
**Subject** Car club expansion

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**Item**  
**9**

## **Purpose**

To approve for consultation new bays to enable the expansion of the car club.

## **Recommendations**

That the committee:

- (1) approves the new car club bay locations for consultation
- (2) asks the Head of city development services to advertise the necessary traffic regulation orders and notices to provide for 132 new car club bays and associated waiting restriction changes as detailed in this report.
- (3) notes that fact that there is significant scope for further expansion of the car club if and when new funding becomes available.
- (4) notes that any objections received will be considered by a future meeting of the committee.

## **Corporate objective / Service plan priority**

The scheme helps to meet the corporate priorities; 'prosperous and vibrant city' and a 'safe, clean and low carbon city' and the service plan priority to implement the Transport for Norwich Strategy and Local Transport Plan

## **Financial consequences**

The car club operates on a not for profit basis and will be responsible for funding the cost of this expansion. The city council is making a contribution £15,000 of S106 funding to install car club bays and to provide cycle stands where possible.

## **Wards:**

**Cabinet member:** Cllr Bremner – Environment and sustainable development

## **Contact Officers**

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## **Background documents**

None

## Policy background

1. Norwich and its surrounding area is becoming an increasingly popular area to live, work and visit. It is the number one shopping destination in the Eastern Region and becoming one of the Nation's premier cultural centres. To ensure the Greater Norwich Area continues to be popular and grow, the transport systems need to be able to cope with the increased demand.
2. Norwich is a medieval city with a narrow road system; incorporating a 21st century transport system to cope with the increased demand without sacrificing highway space for a particular transport mode or at the expense of green space and historic buildings is challenging.
3. The Norwich area Transportation Strategy (NATS) now more widely known as Transport for Norwich (TfN), is the adopted strategy which will deliver the transport improvements needed over the next 15 plus years. The strategy recognises everybody's journeys are different and does not look to force people to use one particular mode. It does look to give people viable options on how they choose to travel and actively promote sustainable transport. To do this in some areas of the network there needs to be a re-balance of the highway space available.
4. The Strategy details the plan for future delivery of improvements in order to develop sustainable transport, reduce congestion and improve air quality within the Greater Norwich area. The strategy has already delivered key improvements such as the award winning Norwich Bus Station, St Augustine's Gyratory, a network of Park & Ride facilities, St Stephens and Chapel Field North and various Bus Rapid Transit (BRT) improvements. It also includes the recently completed Postwick hub and the Northern Distributor Road which is due for completion late 2017.
5. The implementation plan for the Norwich Area Transportation Strategy (NATSIP) was agreed by Norfolk County Council in April 2010 and updated in November 2013 ([see link for updated implementation plan www.norfolk.gov.uk/view/NCC158241](http://www.norfolk.gov.uk/view/NCC158241)). The plan sets out the range of transport measures, together with their general intended phasing, for delivery over the short to medium term. The plan has now been updated to take account of what has been delivered since 2010, and to reflect the latest position on future scheme delivery, given progress with implementation, and now that the growth plans for the area are more clear ([see joint core strategy document: www.greaternorwichgrowth.org.uk/dmsdocument/1953](http://www.greaternorwichgrowth.org.uk/dmsdocument/1953)).
6. Car clubs are an integral part of delivering sustainable transport initiatives.

## Car Club Background

7. The Norfolk car club operates vehicles in Norwich and is jointly supported by Norfolk County Council and Norwich City Council. Policy support for the car club is made within the Norfolk Local Transport Plan, the Transport for Norwich Strategy (TfN) and the Norwich City Council Local Plan.
8. The car club launched in Norwich in November 2006 and is currently operated by Co-wheels; a not for profit social enterprise who operate a national car club network.

9. Car clubs have been proven nationally to reduce car ownership in its membership group so ease parking pressures. Several research studies confirmed this; findings by Transport for London in 2007 indicate that a single car club vehicle can directly remove 4 private vehicles and defer purchase of a further 6 vehicles. Research for Carplus by the Transport Research Laboratory (which included data from the Norwich Car Club) has demonstrated the much greater reward that for every 1 car club vehicle more than twenty private vehicles are either sold, or not purchased, representing a very significant reduction in parking pressure. For this reason the car club is a tried and tested way of reducing car dependency and usage in Norwich, and is a useful means of managing parking pressures in controlled parking zones where parking demand is high.
10. There has been increasing demand for the car club from residents and businesses across the city and the car club must expand to satisfy customer demand. For example Norfolk County Council Adult Services now uses the car club to meet workplace travel requirements and several city centre business including estate agents have joined.
11. The car club has experienced 93% increase in usage in the last twelve months. The car club wishes to designate bays across Norwich to meet continued 100% annual growth in usage for the next two years from residential members in existing areas, especially in West and North Norwich. This level of increase in usage would require increasing the number of vehicles from 37 to approximately 110, which is the number of cars currently in use by the Brighton car club.
12. The recently launched partnership between the car club and Norfolk County Council's holdall smartcard (which can now be used to unlock and use car club cars) enables park and ride users to access car club cars in Norwich and will encourage others who currently drive into Norwich to switch to using the park and ride in the knowledge that they can access a car in Norwich when they need one.
13. The car club has received a grant for £30,000 from the Department for Transport (DfT) funding as part of the Developing Car Clubs in England (DCCE) initiative for purchasing of cars, telematics and marketing. The DfT grant is part of DCCE funded programme for expanding the car club in Norwich (including the S106 funding to pay for new bays). As a result in 2015 the car club added 30 new cars and are aiming to launch another 40 in 2016 and another 40 after that in 2017.
14. The proposed car club bay locations have been identified by the car club operator in consultation from car club members and in discussion with transportation officers and are listed in the appendix 2.
15. Particular attention has been paid to the selection of bays to ensure the following:
  - A viable local catchment of potential residential and/or businesses users
  - High visibility and easily accessible locations to attract potential users
  - Locations are sited to avoid conflicting with neighbouring activity
16. Wherever possible new car club locations have sought to avoid the loss of existing on street parking spaces e.g. permit parking, limited waiting bays or pay and display parking. However in several locations this is unavoidable if prime locations are

required for the car club to expand and serve new users. Where this occurs it is described in appendix.

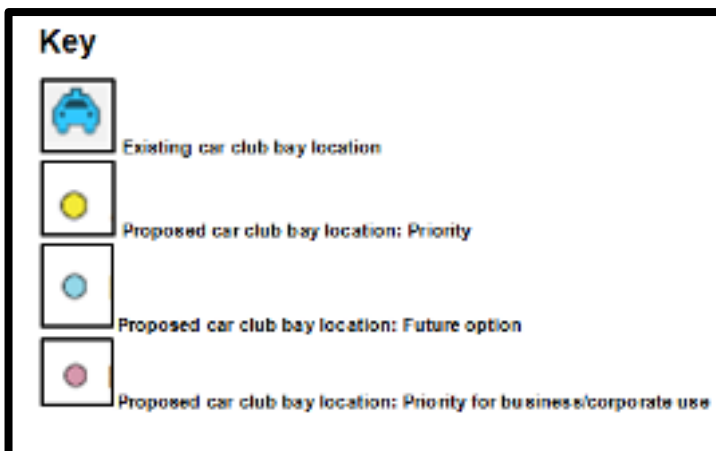
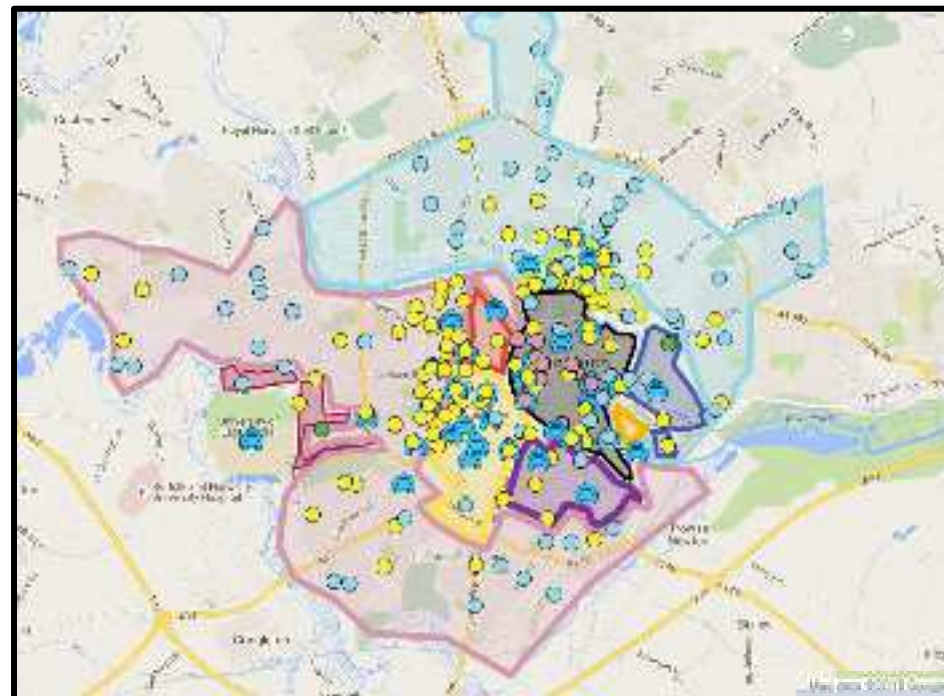
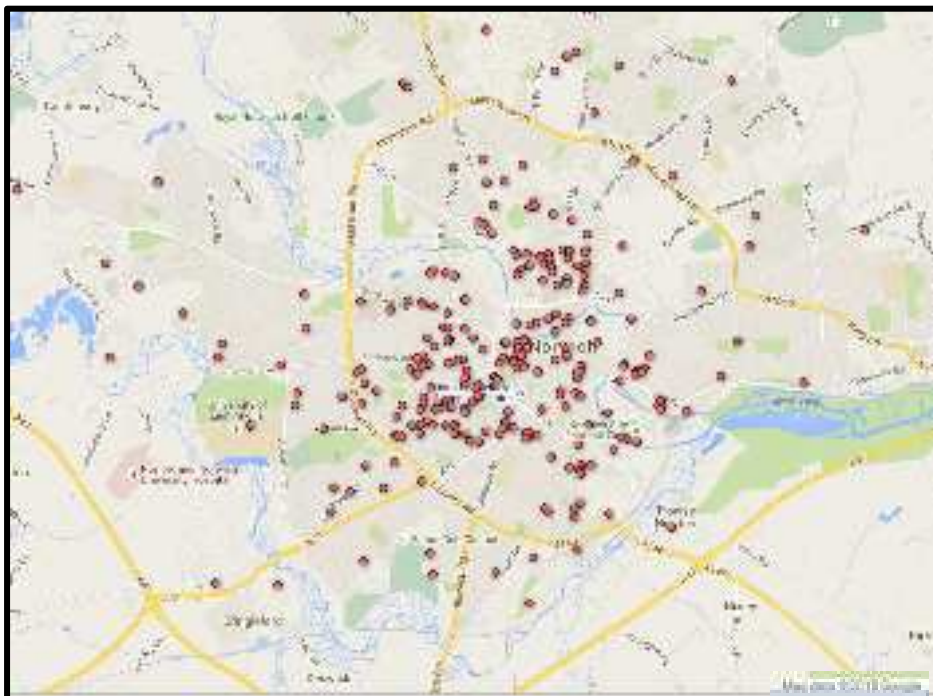
17. The proposed plans for car club expansion accords with local transport policy outlines in the TfN strategy. The car club operator is confident that there is potential demand for car club vehicles across Norwich in locations which have sufficient population or business density.
18. During the last round of proposed car club bay locations approximately 50% of bays were not implemented due to objections, for this reason we are proposing an excess number of car club bay locations, to factor in a similar 'drop out rate' .
19. Appendix 2 shows the location of existing and proposed car club bays:
  - i) The existing car club locations are shown by the car symbol.
  - ii) Proposed bays are shown by the colour coded dots (blue, yellow and pink); all of these proposed locations are to be advertised in the traffic regulation order for public consultation.
20. The phased implementation of the bay locations will be subject to the Car Club operator securing external funding, and are prioritised as follows:
  - i) Priority locations: Yellow dots
  - ii) Future locations: Blue dots
  - iii) Corporate/business locations: Pink dots
21. Commitment to designation of bays will provide vital support for the car club in supporting the continued strong growth of the car club and securing potential funding

## **Implementation**

22. Following approval from the committee, all proposed bays will go out for statutory consultation. If representations are received a report with recommendations for member consideration would be prepared for summer 2016. Subsequent implementation of the bays would be dependent on the car club operator securing funding for new vehicles. The city council will then only implement the car club bays that are required in phases, ensuring that car club bays are not implemented and left vacant.

## Appendix 1

Maps showing the current location car club members in the Norwich area compared with the location of proposed car club bays

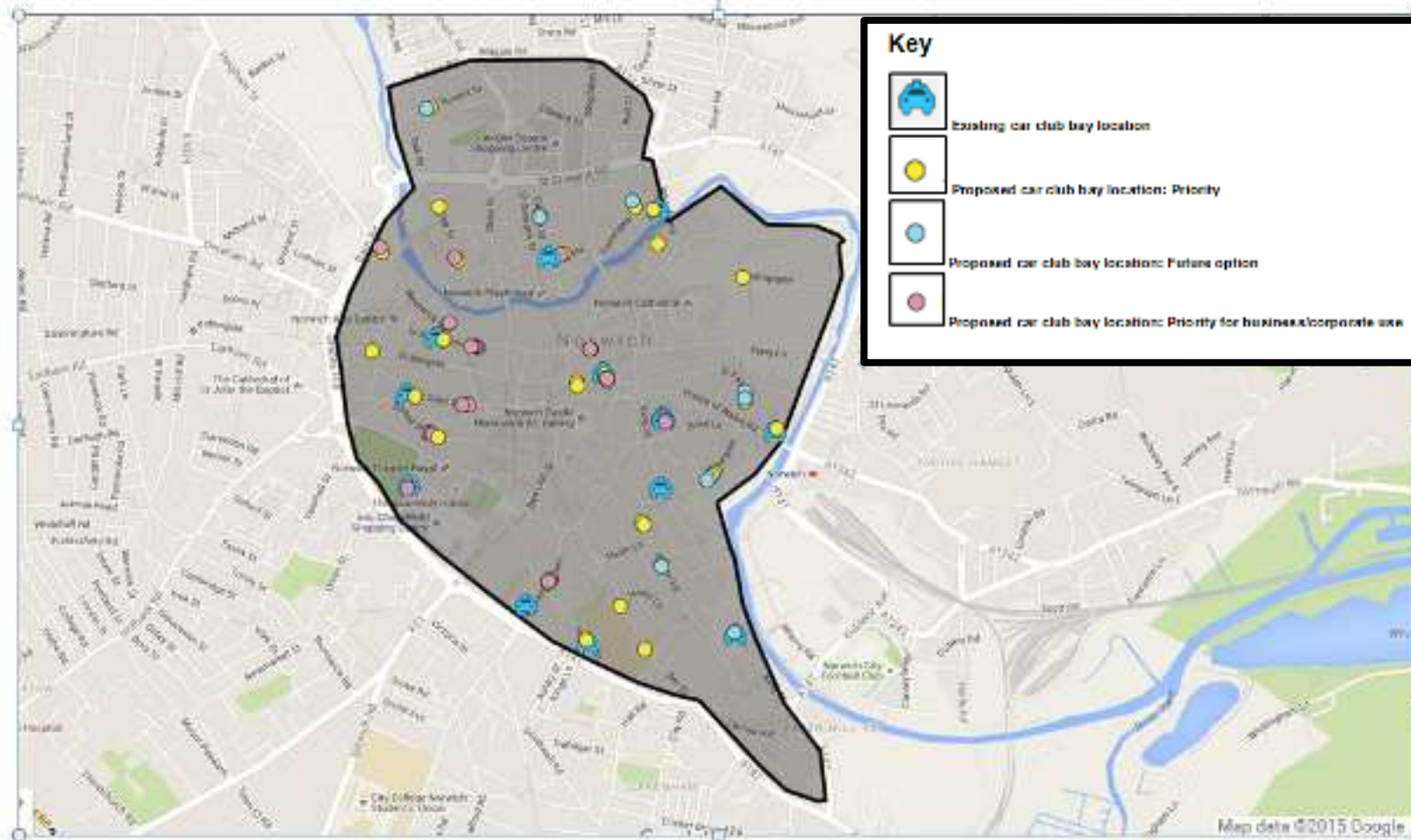




## Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

### City Centre CPZ



## Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

### City Centre CPZ

Street (figures indicate number of bays)	Location of new bay(s)	Waiting restriction changes
All Saints Green (2)	Opposite 41 & 43 All Saints Green	Car club bays to be sited upon double yellow lines
Bank Plain	Adjacent to 7, 9 & 11 Bank Plain	Car club bay to replace extant pay and display bay.
Ber Street (2)	Opposite 103 Ber Street  Opposite 122 Ber Street	Car club bay to replace double yellow lines (recently advertised as replaced to pay and display bay)  Car club bay to replace a dual use Pay& Display bay/permit bay, and install a two vehicle single use permit bay adjacent in the remainder of the bay.
Bethel Street	Adjacent to 8 Little Bethel Court	Car club bays to be sited upon double yellow lines  Associated Loading ban (at any time) ; to extend across junction of Little Bethel Street and Bethel Street, (between the loading bay Coach & Horses and the proposed car club bay. This is to protect the Pedalway
Bishopgate	Adjacent to 2 Bishopgate	Car club bays to be sited upon double yellow lines
Blackfriars Street	Opposite 10 Blackfriars Street	Car club bays to be sited upon double yellow lines
Calvert Street	Adjacent to 35 Calvert Street	Car club bay to be sited within area of extant permit parking; bay to be set out as perpendicular to kerb to avoid loss of any permit parking spaces.



## Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

Street (figures indicate number of bays)	Location of new bay(s)	Waiting restriction changes
Colegate (adj. Octagon Chapel)	Adjacent to 21 & 23 Colegate	Car club bay to replace extant single yellow lines
Fishergate	Opposite 50 to 55 Fishergate	Car club bay replace an extant permit parking bay space
Mountergate (2)	Adjacent to Baltic House	Car club bay to be sited upon extant double yellow lines
Oak Street (2)	Adjacent to St Martins at Oak Church, Oak Street Adjacent to 5 and 7 Oak Street	Car club bay to be sited upon extant double yellow lines
Opie Street (2)	Adjacent to side flank wall of 54 London Street	Car club bay to be sited upon extant pedestrian zone (extant no waiting at any time restriction)
Pottergate	Adjacent to 97 Pottergate	Car club bay to be sited upon extant double yellow lines
Recorder Road	Adjacent to 1 to 24 Foundry Court	Car club bay to be sited upon extant double yellow lines
Redwell Street	Adjacent to Boardman House	Car club bay to replace extant pay and display bay
Rouen Road (3)	Adjacent to Morgans Building (2) Opposite All Hallows	Car club bay to be sited on extant double yellow lines (recently advertised as changing to pay and display bay)
St Benedicts Street	Adjacent to St Lawrence's churchyard	Car club bay to be sited on extant double yellow lines
St Faiths Lane (2)	Adjacent to 1 to 9 St Faiths Lane	Car club bay to be sited on extant double yellow lines
St Giles Street	Adjacent to 51b St Giles Street	Car club bay to replace extant pay and display bay
Surrey Street	Opposite 63 Surrey Street	Car club bay to replace extant pay and display bay
Sussex Street	Opposite 63 Sussex Street	Car club bay to be sited upon extant double yellow lines
Westwick Street	Adjacent to Cathedral retail park (near junction	Car club bay to replace from extant single yellow lines

**Appendix 2**

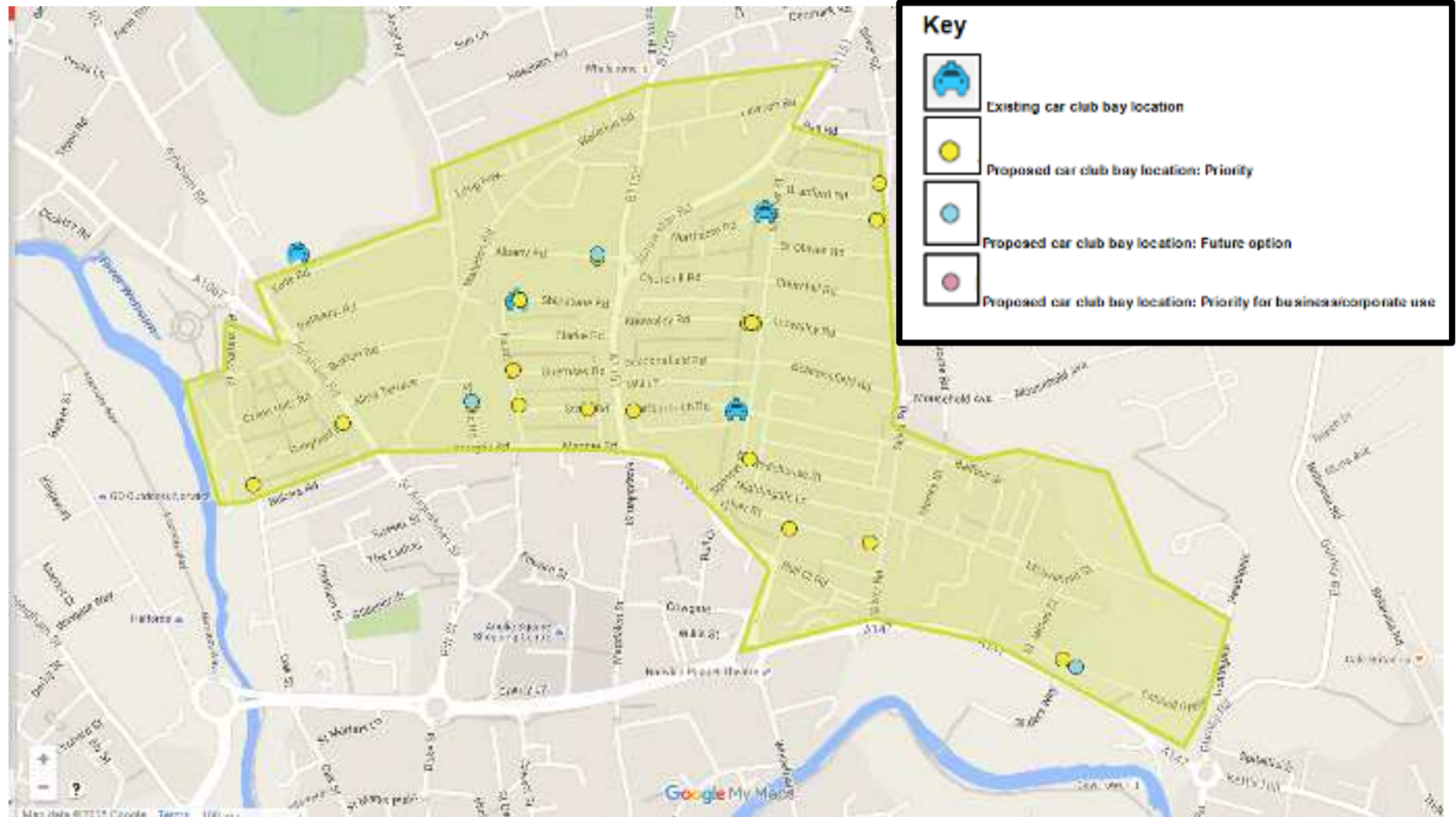
Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

<b>Street (figures indicate number of bays)</b>	<b>Location of new bay(s)</b>	<b>Waiting restriction changes</b>
	with Barn Road	

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### Northern CPZ



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### Northern CPZ

Location	Address location	Waiting restrictions
Albany Road	Cul de sac end of Albany Road (adjacent to 2a Albany Road)	Car club bay to replace extant double yellow line
Branford Road	Adjacent to flank wall of 55 Branford Road	Car club bay to replace extant double yellow line
Cannel Green (Pockthorpe estate)	South side; opposite St James House	Car club bay to replace extant permit parking space
Guernsey Road	Adjacent to 61 Guernsey Road	Car club bay to replace extant double yellow line
Knowsley Road (3)	Adjacent to flank wall of 84 Spencer Street	Car club bay to replace extant permit parking bay
Marlborough Road	Adjacent to flank wall of 5 Magdalen Road	Car club bay to replace from extant double yellow lines
Northcote Road	Adjacent to flank wall 164 Silver Road	Car club bay to replace extant double yellow lines
Shipstone Road	Adjacent to 69 Shipstone Road	Car club bay to replace extant permit parking
Silver Street	Adjacent to flank of Silver Rooms meeting hall	Car club bay to replace extant double yellow lines
Stacy Road (2)	Adjacent to flank of 18 Magdalen Road Adjacent to 57 Stacy Road	Car club bay to replace extant double yellow lines
Starling Road (2 spaces)	Opposite 12 Starling Road	Car club bay to replace extant single yellow lines
Steward Street	Adjacent 3 Steward Street	Car club bay to replace extant permit parking
St Martins Road	Adjacent to side rear flank wall of 65 Wingfield Road	Car club bay to replace extant single yellow lines

## Appendix 2

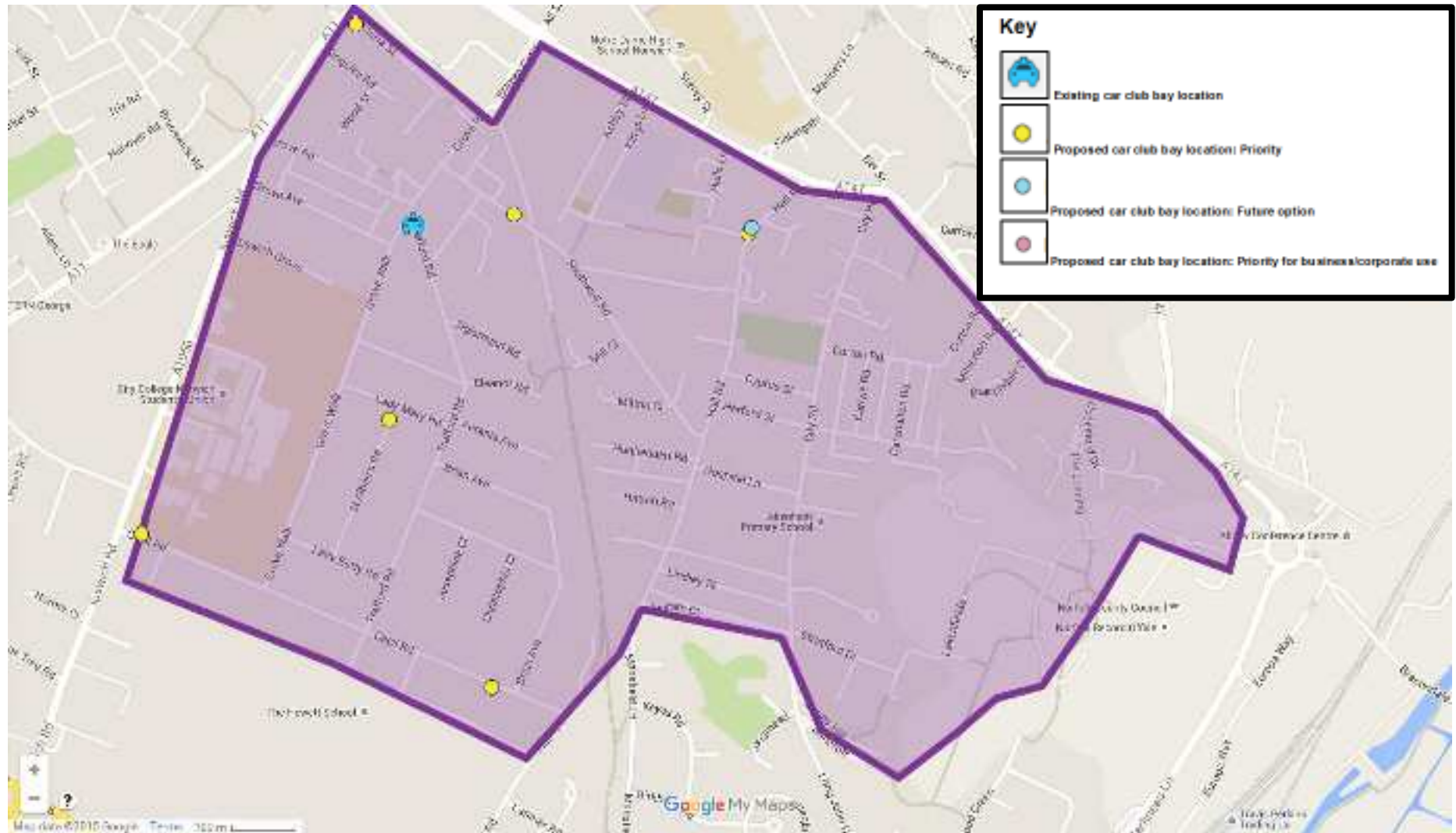
Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

<b>Location</b>	<b>Address location</b>	<b>Waiting restrictions</b>
Wingfield Road	Adjacent to side flank wall of 12 Aylsham Road	Car club bay to replace extant permit parking
Wodehouse Street	Adjacent to side flank wall of 91 Wodehouse Street	Car club bay to replace extant double yellow lines

## Appendix 2

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### South Eastern CPZ



## Appendix 2

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### South Eastern CPZ

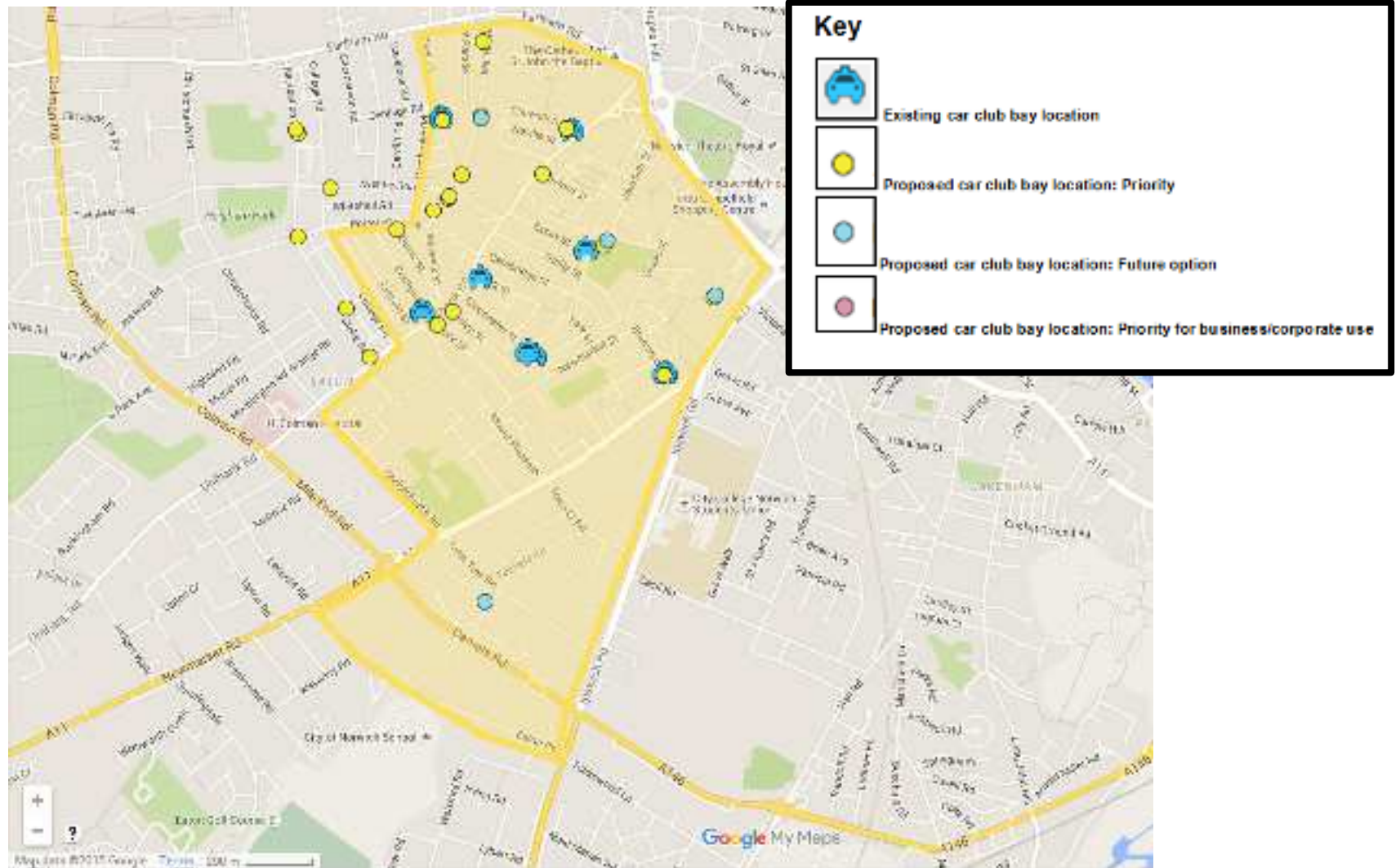
Location	Address location	Waiting restrictions
Cecil Road (2)	Adjacent to 129 Cecil Road. Adjacent to southern flank boundary of Thetford House	Car club bay to replace extant double yellow lines
Hall Road	Adjacent to eastern flank wall of 29 Gordon Square	Car club bay to replace extant limited waiting bay
Southwell Road	South side; directly adjacent to former rail bridge and Brazenplain development site.	Car club bay to replace extant double yellow lines
St Albans Road	Adjacent to 3 & 5 St Albans Road	Car club bay to replace extant double yellow lines
Victoria Street	Adjacent to 36 Victoria Street	Car club bay to replace extant permit parking



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### South Western CPZ



## Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

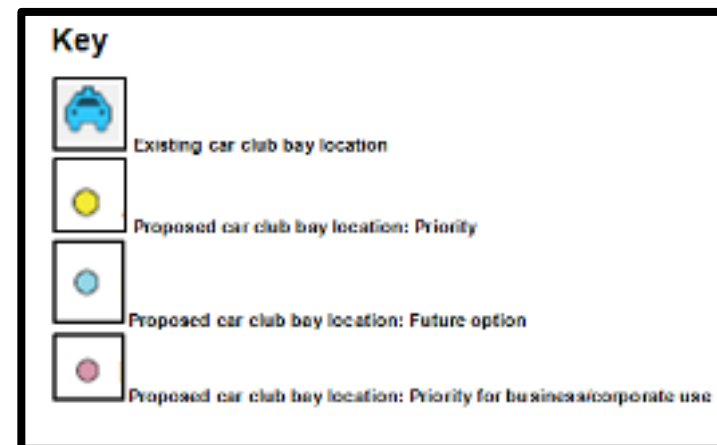
### South Western CPZ

Street	Address locations	Waiting restriction changes
Benjamin Gooch Way	Adjacent to the side flank wall of 36 Phillipa Flowerday Plain	Car club bay to be sited upon an extant pedestrian zone restriction (no waiting at any time)
Brunswick Road	Adjacent to Heigham Cottage	Car club bay to replace extant limited waiting bay
Bury Street	Adjacent to side flank of 168 Unthank Road	Car club bay to replace extant double yellow lines
Clarendon Road	Adjacent to side flank wall of 17 Unthank Road	Car club bay to replace extant double yellow lines
Dover Street	Adjacent to 59 Dover Street	Car club bay to replace extant double yellow lines
Mill Hill Road (3)	Adjacent to 90 Mill Hill Road Adjacent to garage of 1 Mill Hill Road Adjacent to 50 & 52 Mill Hill Road	Car club bay to replace extant double yellow lines
Onley Street	Adjacent to side flank wall of 132 Unthank Road	Car club bay to replace extant double yellow lines
Oxford Street	Adjacent to side flank wall of 62 Unthank Road	Car club bay to replace extant double yellow lines
Park Lane	Adjacent to 38 to 42 Park Lane	Car club bay to replace extant double yellow lines
Portersfield Road (2)	Adjacent to 1 Portersfield Road	Car club bay to replace extant double yellow lines
Rupert Street	Adjacent to Jenny Lind Park (opposite Vauxhall St shops)	Car club bay to replace extant double yellow lines
Whitehall Road	Whitehall Road Adjacent to 4 Whitehall Road	Car club bay to replace extant double yellow lines

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### Western CPZ

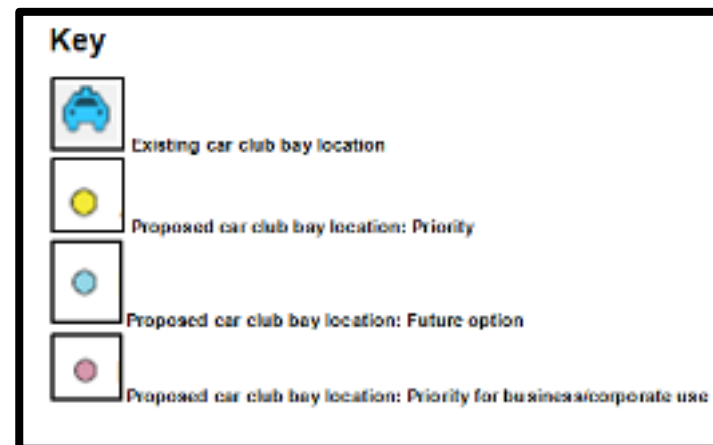
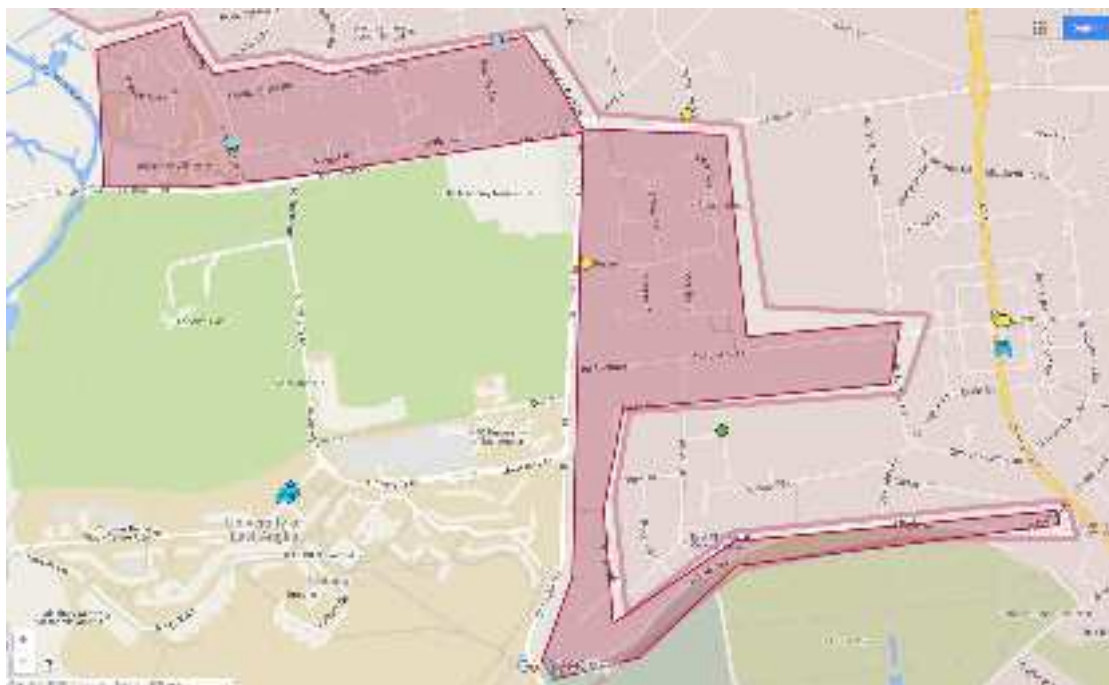


Location	Address location	Waiting restriction changes
Gladstone Road	Adjacent to 58 Gladstone Road	Car club bay to replace extant permit parking bay
Lothian Street	Adjacent to 57 & 63 Lothian Street	Car club bay to replace extant double yellow lines
Stafford Street (2)	Adjacent to side flank wall of 1 Stafford Street	Car club bay to replace extant limited waiting bay
West Pottergate	Adjacent to Health Centre near junction	Car club bay to replace extant double yellow lines

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### University CPZs (BB & WE)



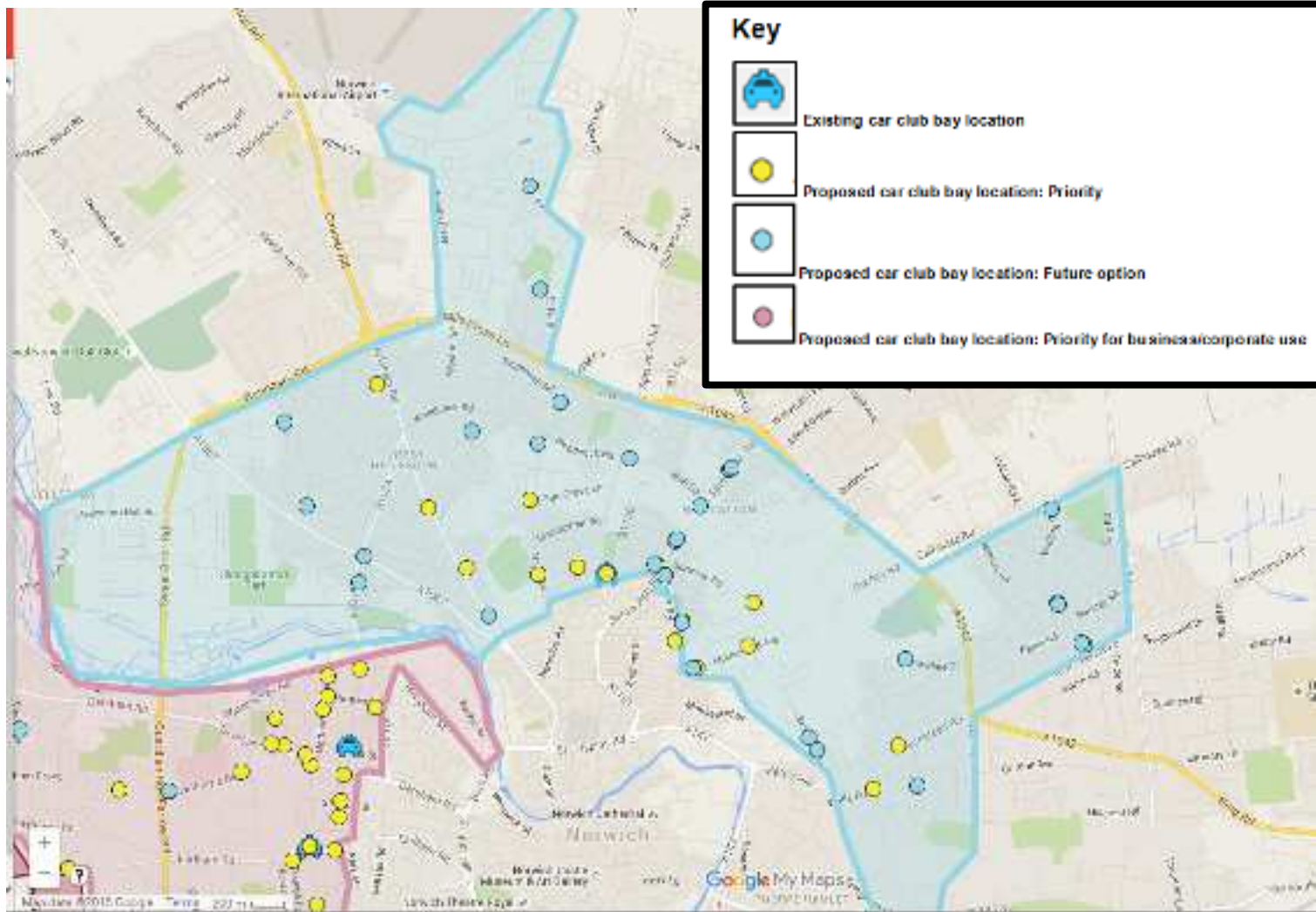
Location	Address location	Waiting restriction changes
Cunningham Road (east)	Cunningham Road	Cunningham Road (east)
Salter Avenue	Adjacent to north flank boundary of 246 Bluebell Road	Car club bay to replace one space within extant limited waiting bay.
Wilberforce Road	Adjacent to extant car club bay	Car club bay to be installed adjacent to extant car club bay on a parking bay.



## Appendix 2

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### North Outer Area (outside of CPZs and north of River Wensum)



## Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

### North Outer Area (outside of CPZs and north of River Wensum)

Location	Address location	Waiting restriction changes
Angel Road (adjacent to Waterloo Park)	adjacent to Waterloo Park car park entrance	Car club bay to replace extant double yellow line (at northern end of yellow lines)
Aylsham Road (adjacent Hauteyn Court)	Aylsham Road adjacent Hauteyn Court within bay	Car club bay to be installed upon highway without extant parking restriction. (at northern end of bay)
Aylsham Road (adjacent junction with Edmund Bacon Court)	Aylsham Road: North-west of junction of Aylsham Road and Edmund Bacon Court, adjacent flank wall of former Royal British Legion.	Car club bay to be installed upon highway without extant parking restriction.  Associated extension by up to 20 metres of extant double yellow lines to improve road safety at junction with Edmund Bacon Court.
Churchill Road	Adjacent to side flank wall of 105 Silver Road	Car club bay to replace end of limited waiting bay
Crome Road	Adjacent to 18 Craven Court	Car club bay to be replace extant pedestrian zone restriction (no waiting at any time).
Denmark Road	Adjacent to side flank wall of 65 Denmark Road	Car club bay to replace double yellow line
Gertrude Road	Adjacent to 254 Gertrude Road in single bay	Car club bay to be installed upon highway without extant parking restriction.
Hilary Avenue	Adjacent to 99 Plumstead Road	Car club bay to be installed upon highway without extant parking restriction.
Lavengro Road	Adjacent to 17 Lavengro Road	Car club bay to be installed upon highway (parking bay) without extant parking restriction

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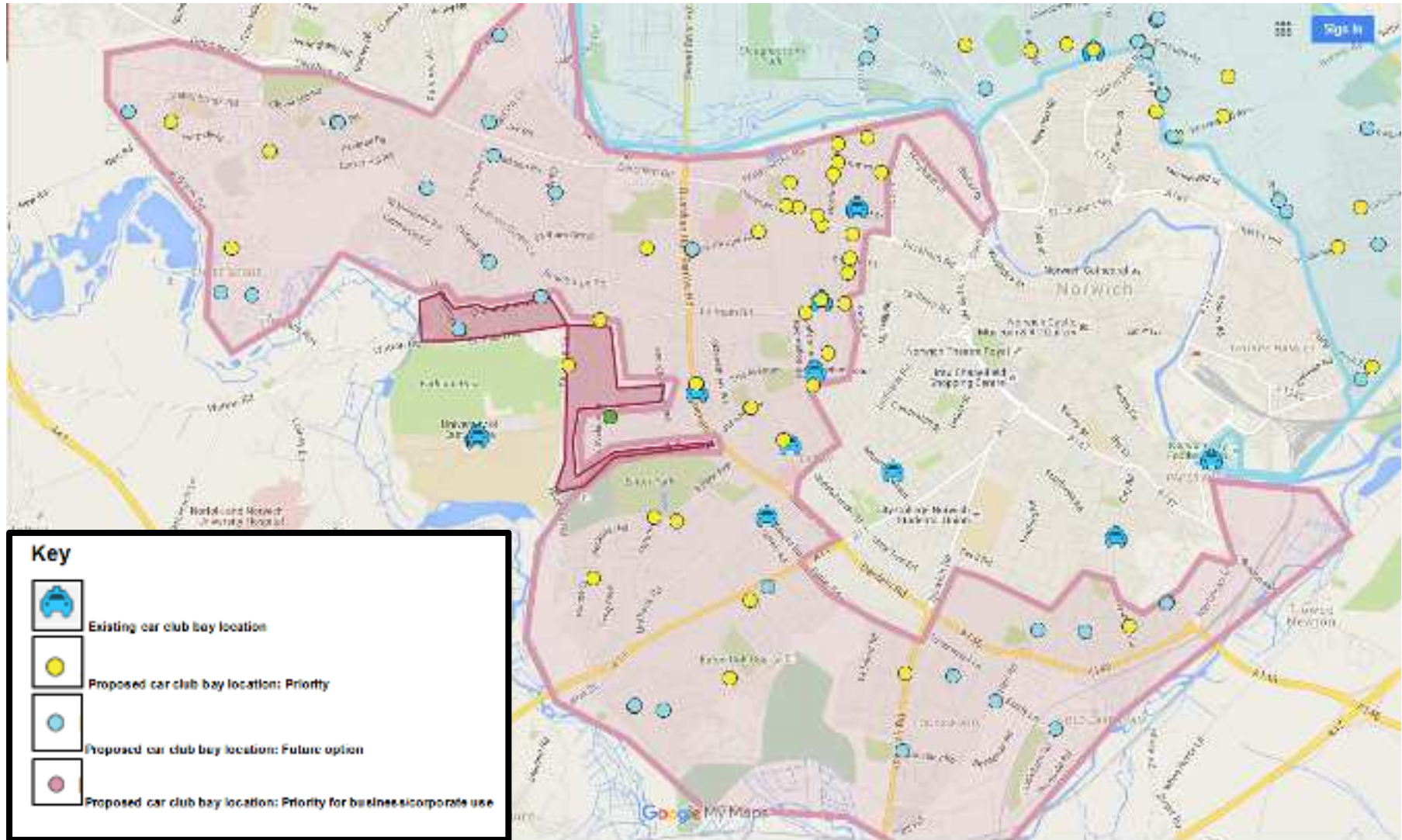
<b>Location</b>	<b>Address location</b>	<b>Waiting restriction changes</b>
Mousehold Avenue	(south side) adjacent to open space, to the east of lane leading to Ketts Cave Cottages	Car club bay to replace extant single yellow lines
Norman Road	Adjacent to side flank wall of 16 Norman Road	Car club bay to be installed upon highway without extant parking restriction
Penn Grove	In parking bay adjacent to 1 Penn Grove (trading as Mandarin Cycles)	Car club bay to be installed upon highway without extant parking restriction.
Philadelphia Lane	Philadelphia Lane (north side) adjacent to side flank wall of 1 Catton Grove Road.	Car club bay to be installed upon highway without extant parking restriction.
Silver Road	Opposite of junction with Bellingham Court. (flanked by billboards)	Car club bay to replace extant double yellow lines
St Clements Hill	St Clements Hill; north of the Whalebone pub, adjacent to billboards. Adjacent to extant car club bay	Car club bay to be installed upon highway without extant parking restriction.
Suckling Avenue	Junction of Suckling Avenue and Losinga Crescent. Adjacent to 29 Losinga Crescent, within curved shaped bay at corner.	Car club bay to be installed upon highway without extant parking restriction.
Wellesley Avenue North	Adjacent to new surgery.	Car club bay to be installed upon highway without extant parking restriction at present;( recently advertised as double yellow line).



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### South Outer Area (outside of CPZs south of River Wensum)



## Appendix 2

Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

### South Outer Area (outside of CPZs south of River Wensum)

Location	Address location	Waiting restriction changes
Adelaide Street	Adjacent to 140 Adelaide Street.	Car club bay to replace extant double yellow line
Armes Street	Adjacent to side flank wall of 139 Northumberland Street	Car club bay to replace extant double yellow line.
Atthill Road	Adjacent to side flank wall of 71 Hotblack Road	Car club bay to be installed upon highway without extant parking restriction.  Associated double yellow lines proposed for junction of Athill Road and Hotblack Road for up to 10 metres on both sides of corners.
Avenue Road	Adjacent to extant car club bay.	Car club bay to be replace extant double yellow lines.
Beverley Road	Adjacent to side flank wall of 539 Earlham Road.	Car club bay to be installed upon highway without extant parking restriction.  Associated double yellow lines for approximately 20 metres (both sides of Beverley Road) corners of Earlham Road.
Bishy Barnabee Way (Three Score)	Adjacent to 14 Bishy Barnabee Way	Car club bay to be installed upon highway without extant parking restriction
Bowthorpe Road	Adjacent to 86 Bowthorpe Road	Car club bay to be installed upon highway without extant parking restriction.

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Location	Address location	Waiting restriction changes
Caernarvon Road	Adjacent to flank wall of Peapod Nursey School	<p>Car club bay to be installed upon highway without extant parking restriction.</p> <p>Associated double yellow lines at corner of Milford Road and Caernarvon Road to assist pupils from Peapod Nursery to leave in safety. Approximately up to 10 metres from corner.</p>
College Road (2)	Adjacent to 165 College Road Adjacent to side flank wall of 130 Earlham Road	Car club bay to be installed upon highway without extant parking restriction.
Edinburgh Road	North of the extant car club bay, adjacent to side flank wall of The Mitre public house.	<p>Car club bay to be installed upon highway without extant parking restriction.</p> <p>Associated double yellow lines around the car club bays to promote road safety and traffic movement will also be required adjacent to car club bays and Edinburgh House and access to the GIA off street car park access.</p>
Glebe Road	Glebe Road: adjacent to 152 Glebe Road	Car club bay to be installed upon highway without extant parking restriction.
Greenways	Northern flank boundary of 2 Duverlin Close	<p>Car club bay to be installed upon highway without extant parking restriction.</p> <p>Associated waiting restrictions may be required for the adjacent area to promote road safety and traffic movement associated with school traffic.</p>

## Appendix 2

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<b>Location</b>	<b>Address location</b>	<b>Waiting restriction changes</b>
Harpsfield	Adjacent to 39-43 Thirlby Road (on roundabout)	Car club bay to be installed upon highway without extant parking restriction.
Havelock Road	adjacent to side flank wall of 38 Earlham Road	Car club bay to replace extant double yellow lines
Helena Road	Adjacent to side flank wall of 2 Helena Road	Car club bay to be installed upon highway without extant parking restriction.
Highland Avenue	Adjacent to side flank wall of 59A Christchurch Road.	Car club bay to be installed upon highway without extant parking restriction.  Associated double yellow lines to be proposed for the junction of Highland Avenue and Christchurch Road; up to 10 metres on both sides of all arms of this junction.
Hotblack Road	Adjacent to side flank wall, rear of 1 Hotblack Road.	Car club bay to be installed upon highway without extant parking restriction.
Ivy Road	Adjacent to western flank wall of 23 Ivy Road (Henderson Business Centre)	Car club bay to be installed upon highway without extant parking restriction.
Jessop Road	Adjacent to St Francis of Assisi school	Car club bay to replace extant bus stand  Associated change of remainder of bay to double yellow line and 15 minute limited waiting bay (Mon to Sat 8am to 6.30pm)
Livingstone Street	Adjacent to side flank wall of 1 Livingstone Street	Car club bay to be installed upon highway without extant parking restriction.

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Location	Address location	Waiting restriction changes
Maud Street	Adjacent to side flank wall of 71 Saint Phillips Road	Car club bay to be installed upon highway without extant parking restriction.
Nelson Street	Adjacent to 188 Nelson Street (at junction with Horatio Court)	Car club bay to be installed upon highway without extant parking restriction.  Associated double yellow line is proposed to the south of the proposed car club bay to a point opposite 189/191 Nelson Street. This is intended to resolve a bottleneck problem caused by parked vehicles on opposing sides of Nelson Street.
Northumberland Street	Adjacent to 181 to 185 Blazer Court	Car club bay to be installed upon highway without extant parking restriction.
Ipswich Road	Adjacent to eastern flank garden boundary of 2 Lyhart Road.	Car club bay to replace single space of extant limited waiting bay.
Parmenter Road	Adjacent to 5 Parmenter Road	Car club bay to be installed upon highway without extant parking restriction.
Pettus Road	Adjacent to western flank boundary of 65 South	Car club bay to be installed upon highway without extant parking restriction.
Recreation Road (2)	Adjacent to side flank of Parkside School	Car club bay to replace extant unrestricted parking
Rugge Drive (Chalfont Walk)	Opposite the southern flank boundary of 85 Leng Crescent.	Car club bay to be installed upon highway without extant parking restriction.

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Maps and description of proposed car club bay locations and associated waiting restrictions grouped by CPZ area

<b>Location</b>	<b>Address location</b>	<b>Waiting restriction changes</b>
St Philips Road (2)	Adjacent to side flank boundary of 2 St Phillips Road  Adjacent to Belle Vue public house	Car club bay to be installed upon highway without extant parking restriction.  Car club bay to replace single space of single yellow line (nearest junction)Car club bay to be installed upon highway without extant parking restriction.
The Avenues	Adjacent to southern flank boundary of Earlham Library (within former bus stop bay)	Car club bay to replace former bus stop clearway.
Turner Road	Adjacent to eastern flank wall of 1 Turner Road	Car club bay to replace single space of extant double yellow lines
Yaxley Way	Adjacent to 26 Yaxley Way	Car club bay to be installed upon highway without extant parking restriction.