

Report for Resolution

Report to Norwich Highways Agency Committee
25 September 2008

Report of Head of Transportation and Landscape

Subject Waiting Restriction requests for implementation in 2008/9

Item

10

Purpose

To consider requests and criteria for the assessment for new or amended waiting and loading restrictions received since the last round of requests over the past 12 months and to agree them being advertised as proposed Traffic Regulation Orders.

Recommendations

The Committee is recommended to:

- i) Endorse proposed amendments to the waiting restrictions policy as detailed in paragraph 2 of this report.
- ii) Authorise the Director of Regeneration and Development and Head of Legal Services to carry out the necessary statutory procedures to introduce waiting or loading restrictions at the following locations as detailed on the attached plans in Appendix 1 and listed below:

<u>Location</u>	<u>Plan Number</u>
Bishop Bridge Road	PL/TR/3329/711/10
Catton Grove Road (Elm Grove)	PL/TR/3329/711/1
Charles Jewson Court (Mile Cross Rd)	PL/TR/3329/711/5
City Road	PL/TR/3329/711/8
Copenhagen Way	PL/TR/3329/711/13
Cremorne Lane	PL/TR/3329/711/4
Dereham Road (Service Road)	PL/TR/3329/711/17
Girton Road	PL/TR/3329/711/22
Ivy Road	PL/TR/3329/711/18
Kett's Hill	PL/TR/3329/711/6
Knowland Grove	PL/TR/3329/711/11
Koblenz Avenue	PL/TR/3329/711/12
Mill Lane	PL/TR/3329/711/19
Rampant Horse Street	PL/TR/3329/711/14
St Giles Street	PL/TR/3329/711/15
Shipstone Road	PL/TR/3329/711/3
South Park Avenue	PL/TR/3329/711/16
Sunningdale	PL/TR/3329/711/2
Sweetbriar Industrial Estate	PL/TR/3329/711/7
Trafalgar Street	PL/TR/3329/711/20
Union Street (Melbourne Cottages)	PL/TR/3329/711/9
Valley Side Road	PL/TR/3329/711/21
William Kett Close	PL/TR/3329/690

Financial Consequences

Norfolk County Council has allocated £25,000 through the Local Transport Plan budget towards waiting restriction requests of this sort during 2008/9

Strategic Objective/Service Priorities

The report helps to achieve the corporate objective to “Strong and prosperous city – working to improve quality of life for residents, visitors and those who work in the city now and in the future” and the service plan priority to deliver the Local Transport Plan.

Contact Officers

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Background Documents

Correspondence by letter and email

Report

Background

1. Each year this committee considers introducing waiting restrictions at various locations across the City, that have been requested by Members, residents, businesses and schools. The requests are judged against a policy that was adopted in 2001, and updated in 2003, which states: -

Restriction type	Summary guidance
Junctions – Main Road network	General presumption in favour
Junctions – Residential Areas	Only if there is a proven accident history
Vehicles accesses	General presumption against, except in exceptional circumstances
Dropped kerbs	Try advisory markings first
Commercial premises	Consider on merit
Limited waiting bays	Yes where benefits community
Outside schools	Introduce as part of Safer and Healthier Journeys to School
Bus Stop Clearways	General presumption in favour
Emergency Access	If support by emergency services

Updated Policy

2. The number of requests are increasing each year, and so are the situations in which requests are made. Officers therefore consider that the policies need refinement and additions and the following framework is suggested.

Situation	Response
Protecting / Facilitating Private Access to Individual parking spaces / garages	Waiting Restrictions in these circumstances will never be considered justified. The Department for Transport has indicated that before too long, under the Traffic Management Act 2004, local councils' Civil Enforcement Officers will have the power to serve Penalty Charge Notices (PCNs) against vehicles that are obstructing accesses, even if waiting restrictions are not in place.
Protecting access to Car Parks or Garage Blocks.	Waiting restrictions will be considered on the public highway on merit for garage blocks or car parks that contain 6 or more parking spaces
The Classified Road Network.	Waiting Restrictions will be considered at junctions on the A, B and C road network, where there is evidence of justifiable road safety concerns or to facilitate effective movement of traffic
The Unclassified road network	Waiting Restriction will not be implemented on the unclassified road network or there is an over-riding road safety reason for doing so, and a proven accidents record. For an exception to this see schools below.

Parking Restrictions outside schools.	Parking restrictions outside schools will only be considered as part of safer and healthier journeys to school schemes, and where it can be demonstrated that the restrictions would be effective and enforceable.
Parking in Industrial Areas	Waiting Restrictions in Industrial areas will not be considered on a piecemeal basis. If a complaint is received about parking causing problems for access for large vehicles, the whole area will be considered and the presumption will be to introduce waiting restrictions at all locations where parking may cause a problem in the future.
Providing limited waiting bays, for example outside shops	Unless the location is within a CPZ, limited waiting bays are unlikely to receive adequate enforcement and therefore are not considered appropriate
Protecting pedestrian dropped kerbs	Waiting Restrictions in these circumstances will not be considered justified. The Department for Transport has indicated that before to long, under the Traffic Management Act 2004, local councils Civil Enforcement Officers will have the power to serve Penalty Charge Notices (PCNs) against vehicles that are obstructing dropped kerbs, even if waiting restrictions are not in place.
Permit Parking	Permit parking will only be considered as part of a wider controlled parking zone (CPZ). Requests for extensions to the CPZs will only be considered if it can be demonstrated that the majority of residents in the area support the proposal.
Disabled parking bays	<p>Disabled parking bays will not be provided in residential areas for individual residents. This is because it is not possible to allocate an area of the highway to an individual, and there may be several blue badge holders within any street . Conversely, if there is only one blue badge holder, and they move away from the address the space will then be of no use and will have to be revoked.</p> <p>Consideration will be given to providing disabled parking bays where they serve the wider community, such as in the city centre or outside a parade of shops or community facility</p>
Verge Protection	Until the first wave of verge parking restrictions have been implemented later this year, and can be evaluated, it is suggested that any further restrictions are not introduced. This position will be reviewed as part of the 2009 annual waiting restrictions report.
Pavement parking	Vehicles that obstruct the pavement can be enforced against by Norfolk Constabulary, however in the future this may be within the powers of Civil Enforcement Officers. Specific waiting restrictions will not be introduced.
Request for waiting restrictions on land that is not adopted highway	Waiting restrictions cannot be deployed on non adopted highway without the consent of the landowner and agreement of the Norwich City Council Executive. Such requests will only be considered if there is a strategic benefit or policy requirement.

Loading restrictions	Will only be introduced where there is a need to facilitate traffic movement on the strategic road network and where access for large vehicles needs to be maintained.
Amendments to existing waiting restrictions	Each will need to be considered on their merits but the need for the change needs to be justified either in terms of road safety, traffic management or corporate policy.

2008/09 Restrictions

The table attached as Appendix 1 details the restrictions received to date that are considered justified.

The restrictions will be advertised for these locations following the standard practice for Traffic Regulation Orders. Any objections will be reported to a future meeting of this Committee. Agreed restrictions will then be implemented on the ground in Spring 2009.

Appendix 1

Waiting restriction requests where action is proposed

Location and Proposer	Description of problem	Proposed action and officer comment
Bishop Bridge Road Norwich City Council (Economic Development) Business on Bishop Bridge Road	Current waiting restrictions outside shops and businesses on Bishop Bridge Road operate Monday to Saturday 8am – 6pm (parking for 30mins, no restrictions outside of these times). Customers are finding it difficult to park outside of these times due to permit parking, despite permit parking being available nearby. Trade is greatest in the evenings and on Sundays at the times when no waiting restrictions are in force which is causing considering difficulties for businesses on this parade	<p>Implement 24hour limited waiting bay to enable customers to park for 30mins, no return within 1 hour.</p> <p>Bishop Bridge Road shopping parade is part of the Norwich LEGI (Local Enterprise Growth Initiative) and will be subject to investment. These amendments to parking controls will help ensure easy access for customers at key times of the day.</p> <p>Permit parking for residents is available nearby on permit bays and limited waiting bays. NB Both these operate Monday to Saturday 8am to 6.30pm, there are no parking restrictions in these bays outside these times, thus offering amply on street parking within close proximity of residences.</p> <p>Plan number PL/TR/3329/711/10</p>

Location and Proposer	Description of problem	Proposed action and officer comment
<p>Catton Grove Road (Junction with Elm Grove Lane and Philadelphia Lane)</p> <p>Local Member Local Resident</p>	<p>Visibility of oncoming vehicles is severely impaired by vehicles parked on verges and on street near to the junction of Catton Grove Road with Elm Grove Lane and Philadelphia Lane.</p> <p>Three injury accidents have occurred in this location in the past three years, this includes a fatality and two slight injuries. Poor visibility could have contributed to difficulties judging risks.</p>	<p>Implementation of double yellow lines at this junction on all four arms at varying lengths. NB There is loss of verge parking on the western side of Catton Grove Road between its junction between Elm Grove Lane and a mature tree. This loss of parking is deemed to be outweighed by the gains from improved visibility from Elm Grove of oncoming traffic towards the junction.</p> <p>Plan number PL/TR/3329/711/1</p>
<p>Charles Jewson Court (off Mile Cross Road)</p> <p>Centre Manager</p>	<p>Inconsiderate parking on Mile Cross Road adjacent to the entrance to Charles Jewson Court causes obstruction and visibility problems for vehicles leaving and entering.</p> <p>Charles Jewson Court is a sheltered housing complex for elderly people.</p>	<p>Implement double yellow lines (no waiting at any time) at the entrance to Charles Jewson Court.</p> <p>Plan number PL/TR/3329/711/5</p>

Location and Proposer	Description of problem	Proposed action and officer comment
<p>City Road (opposite No 43b)</p> <p>Local resident</p>	<p>HGVs entering and leaving business premises on City Road are mounting the pavement and allegedly colliding with a boundary wall of 43b City Road.</p>	<p>Reduction in the length of the permit bay by 5 metres to help facilitate easier access by HGVs entering and leaving the business premises.</p> <p>NB There is no recorded evidence that HGVs entering or leaving the businesses premises have caused the damage to the property at 43b City Road. However a Transportation Officer witnessed a HGV making a manoeuvre into the business premises that made use of the pavement in close proximity to boundary walls on City Road.</p> <p>Plan number PL/TR/3329/711/8</p>
<p>Copenhagen Way</p> <p>Norwich City Council (Waste & Recycling)</p>	<p>Inconsiderate resident parking on corners of Copenhagen Way results in highway obstruction for waste and recycling vehicles, collections have been missed leading to complaints from residents.</p> <p>Despite notification to residents and involvement of local police the problem persists.</p>	<p>Implement double yellow lines (no waiting at any time) on corners of Copenhagen Way.</p> <p>Plan number PL/TR/3329/711/13</p>

Location and Proposer	Description of problem	Proposed action and officer comment
Cremorne Lane Environment Agency	Inconsiderate parking at the entrance to the Environment Agency car park on Cremorne Lane is causing obstruction and visibility problems for vehicles entering and leaving the car park.	Implement length of double yellow line (no waiting at any time) at the entrance to the car park. Plan number PL/TR/3329/711/4
Dereham Road (Service Road) 638 – 656 Dereham Road. Local Member	Inconsiderate parking on verges has damaged the grass verge and negatively affects visual amenity. Vehicles parked near to Dereham Road where the service road accesses causes reduction in visibility and difficulties in safely leaving the service road onto this busy and fast moving stretch of road.	Implement verge parking restrictions and double yellow lines (no waiting at any time) where the service road joins Dereham Road. These parking controls will improve road safety and visual amenity in this location. There is sufficient space within the service road for all vehicles to park in an orderly and safe manner. Plan number: PL/TR/3329/711/17

Location and Proposer	Description of problem	Proposed action and officer comment
<p>Girton Road</p> <p>Owner of 4 Girton Road</p>	<p>Obstruction to private access to garage caused by on street parking and reduced visibility to rear access way to properties fronting College and Glebe Roads.</p> <p>NB This request seeks to rectify an historical anomaly whereby double yellow lines were offered to all four adjacent properties inorder to protect the rear access way (to properties fronting College and Glebe Roads) but was declined at the time by the former owner occupier of 4 Girton Road. The current owner wishes to to regularise this anomaly.</p>	<p>Implement double yellow (no waiting at any time) lines outside rear of Number 4 Girton Road.</p> <p>Plan number PL/TR/3329/711/22</p>
<p>Ivy Road</p> <p>Resident of Roe Drive (off Ivy Road)</p>	<p>Inconsiderate parking on Ivy Road at its junction with Bowthorpe Road is causing access and visibility difficulties for vehicles entering and leaving Ivy Road.</p>	<p>Clear and safe access to Ivy Road is important for local residents and the Ivy Road Employment Zone which incorporates the Henderson Business Centre and North Earlham Fire Station.</p> <p>Implement double yellow lines (no waiting at any time) on both sides of the road at the junction of Ivy Road with Bowthorpe Road.</p> <p>Plan number PL/TR/3329/711/18</p>

Location and Proposer	Description of problem	Proposed action and officer comment
Kett's Hill Resident of Ketts Hill	Permit parking bay and double yellow lines have been installed in a way that does not confirm to recommendations made in a Controlled Parking Zone consultation that were agreed at NHAC in January 2000. NB Resident asked for permit bay to be lengthened by 2 metres.	A permit parking bay was extended and double yellow line shortened as a result of a Controlled Parking Zone consultation and agreed by NHAC in January 2000. This amendment was actioned on the ground but the TRO was not amended. As a result of recent road resurfacing the permit bay and yellow lines were reinstated to the pre Jan 2000 dimensions. It is proposed to amend the TRO to reflect the previously agreed amendments and then reinstate the permit bay accordingly. Plan number PL/TR/3329/711/6
Knowland Grove Resident of Knowland Grove	On street parking on both sides of Knowland Grove at its junction with Marl Pit Lane causes difficulties for vehicles entering and leaving Knowland Grove	Implement single yellow lines (No waiting Mon – Sat 8am – 6.30pm, loading permitted, no parking restrictions outside these times) from the junction of Marl Pit Lane to first junction with Jamieson Place. Plan number PL/TR/3329/711/11

Location and Proposer	Description of problem	Proposed action and officer comment
Koblenz Avenue Vice Chairman, Norwich Hackney Trade Association	There are currently no taxi ranks in the vicinity of the Riverside leisure area until 11.30pm. Demand for taxis at Riverside is growing and merits a “full time” rank i.e. at any time of day. Parking by taxis in the bus stop can cause obstruction for buses and contravenes the traffic regulation order. There is a need to regularise the use of the bay by hackney carriages in an orderly manner.	Conversion of a limited section of the large bus stop bay on Koblenz Avenue for use as hackney carriage rank by up to three cabs at any time of day. NB the remainder of the bay will continue to convert from use as a bus stop to hackney carriage rank from 11.00pm to 5am nightly. Plan number PL/TR/3329/711/12
Mill Lane New Catton Parish Assistant Priest	Vehicular access from the St Paul’s vicarage is limited due to parked vehicles on both sides of the road in permit parking and limited waiting bays. Access to and from the vicarage is vital to perform pastoral duties in the parish.	Extend double yellow lines (no waiting at any time) across vicarage access. Plan number PL/TR/3329/711/19

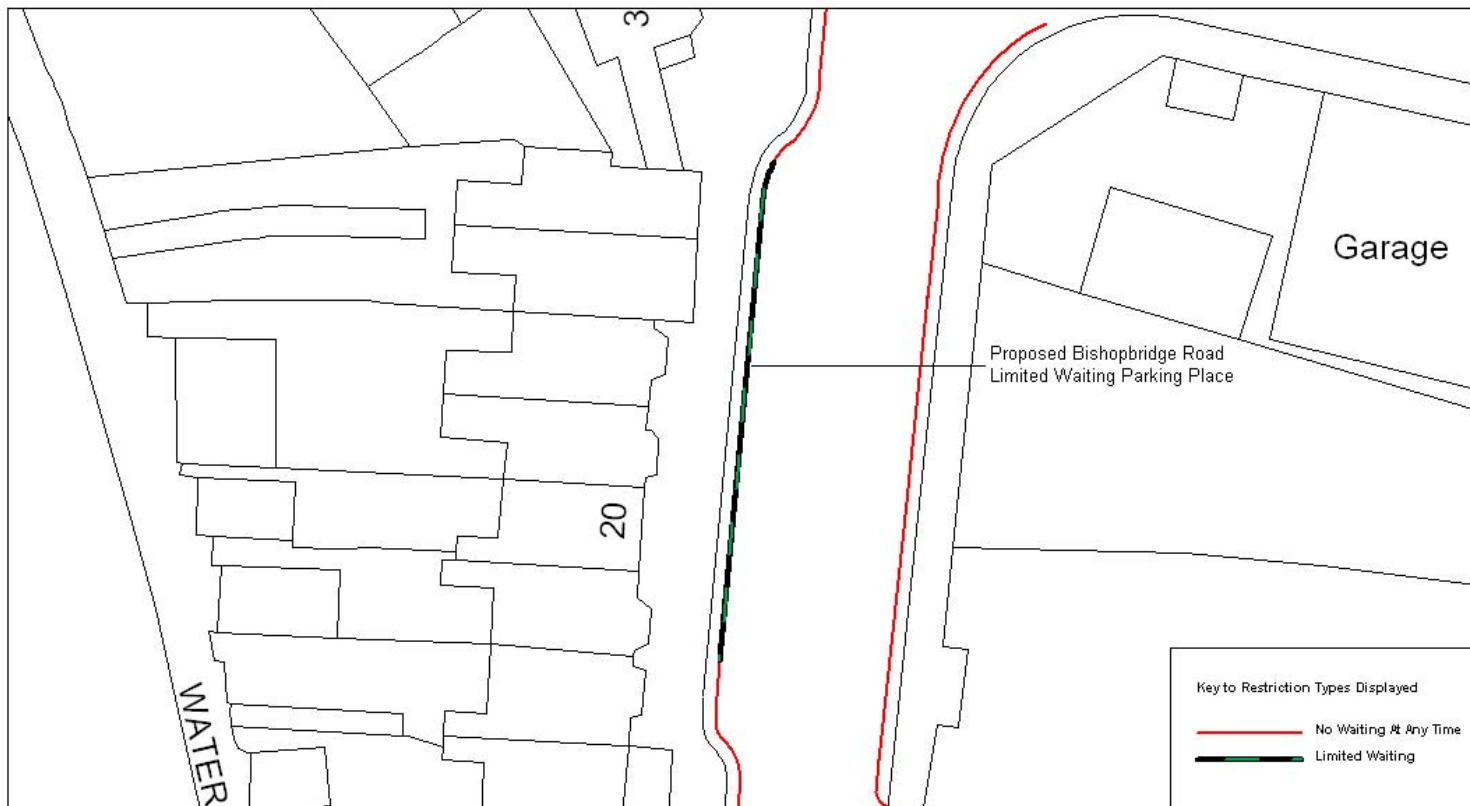
Location and Proposer	Description of problem	Proposed action and officer comment
<p>Rampant Horse Street</p> <p>Norwich City Council (Transportation department)</p>	<p>The current use of this bay is for a hackney carriage rank, however there is low usage of this rank. Demand for loading is considerable in this location and could offer greater benefit.</p>	<p>Replacement of the hackney carriage rank with double yellow lines (no waiting at any time) with a peak time loading ban (Monday – Saturday 7.30am – 9.30am and 4.30pm – 6.30pm). This proposal would enable use of highway for loading outside of peak times by delivery vehicles or hackney carriages and by blue badge holders for parking</p> <p>A request has been made for its conversion into a disabled parking bay, however the relatively steep gradient of the road at this location does not lend itself for dedicated disabled use.</p> <p>Alternative hackney carriage ranks are available nearby e.g. St Stephens and Gaol Hill.</p> <p>Plan number: PL/TR/3329/711/14</p>

Location and Proposer	Description of problem	Proposed action and officer comment
<p>St Giles Street (former bus stop)</p> <p>Norwich City Council (Transportation department)</p>	<p>The former bus stop outside numbers 9 to 17 St Giles has been out of use for over 12 months. It is highly unlikely that it will be required again in the near future, but could be easily reinstated if required. The three current tourist vehicles operators have been consulted, two out of the three have declined the offer of its use as a dedicated tourist vehicle stop. One operator was keen to have a coach stop in this location that tourist vehicles could use.</p> <p>Demand for loading is high in this location and would support many local businesses nearby.</p>	<p>Implement a loading bay for limited waiting (30mins only, no return within 1 hour)</p> <p>Plan number PL/TR/3329/711/15</p>
<p>Shipstone Road</p> <p>Local Member</p>	<p>Inconsiderate parking on Shipstone Road is blocking vehicular two accesses to x16 parking garages to the rear of mews housing.</p>	<p>Implement double yellow lines (no waiting at any time) on these accesses.</p> <p>Plan number: PL/TR/3329/711/3</p>
<p>South Park Avenue (opposite Colman School)</p> <p>Local Member</p>	<p>Inconsiderate parking at this location by those picking up children to Colman School is causing an obstruction to Eaton Park for vehicles and pedestrians, many of whom are school age. Alternative parking spaces are available nearby e.g. within the park or on street.</p>	<p>Implementation of double yellow lines (no waiting at any time) on entrance to park and around tree at South Park Avenue.</p> <p>Plan number PL/TR/3329/711/16</p>

Location and Proposer	Description of problem	Proposed action and officer comment
<p>Sunningdale (at its junction with Newmarket Road)</p> <p>Resident of Glenamound</p>	<p>Inconsiderate parking on Sunningdale at its junction with Newmarket Road is causing access and visibility problems for vehicles entering and leaving Sunningdale. This problem is intensified by the recent completion of a number of apartments at this location.</p>	<p>Implementation of double yellow lines (no waiting at any time) on both sides of Sunningdale between Newmarket Road and Wentworth Green.</p> <p>Plan number PL/TR/3329/711/2</p>
<p>Sweetbriar Industrial Estate</p> <p>Business at Metcalf Close Business on Frensham Way</p>	<p>Inconsiderate on street parking on Frensham Way and Burnet Road has led to difficulties for various businesses to operate larger vehicles from their site premises. This has caused inconvenience for larger vehicles to make deliveries or depart from premises due to difficulties manoeuvring caused by parked cars.</p>	<p>Implementation of double yellow lines (no waiting at any time) on all adopted roads within the Sweetbriar Industrial Estate at all locations where large vehicles need to manoeuvre in and out of premises. On street parking to be permitted in locations where operational use of the industrial estate will not be hindered. Streets included are: Hellesdon Hall Road, Frensham Way, Burnet Road, Page Road, Barrow Close, Zobel Close, Naylor Road and a short section of Caley Close.</p> <p>Officers believe that an estate wide treatment is required to help ensure that parking problems are not displaced to other locations and to ensure that the estate is protected from future parking pressures.</p> <p>Continued on next page</p>

Location and Proposer	Description of problem	Proposed action and officer comment
		<p>Norfolk County Council offer travel planning advice and support for businesses to help manage problems caused by staff vehicles e.g. car sharing, walking and cycling etc. This is to be offered to all businesses on Sweetbriar prior to implementation of parking controls.</p> <p>Plan number PL/TR/3329/711/7</p>
<p>Trafalgar Street</p> <p>Local resident</p>	<p>A former shop has been converted to residential use into a number of flats. Access to the rear parking area is obstructed by on street parking.</p>	<p>Extension of single yellow line (No waiting Monday to Saturday 8am to 6.30pm) and associated shortening of adjacent limited waiting bay will enable access to the parking area to the rear of the flats.</p> <p>Plan number: PL/TR/3329/711/20</p>
<p>Union Street (Melbourne Cottages)</p> <p>Local Member</p>	<p>Access from a dropped kerb for wheelchairs and mobility impaired people from the Melbourne Cottages sheltered housing scheme is obstructed by a permit parking bay.</p>	<p>Implement a short section of double yellow lines (no waiting at any time) to facilitate loading access.</p> <p>Plan number PL/TR/3329/711/9</p>

Location and Proposer	Description of problem	Proposed action and officer comment
Valley Side Road Colin Page Traffic Management Officer Norfolk Constabulary	Daily problem of large delivery vehicles to Somerfields supermarket causing obstruction to Valley Side Road residents.	Extend the double yellow lines (no waiting at any time) on the north eastern side and introduce a loading ban on the south western side of Valley Side road. Plan number: PL/TR/3329/711/21
William Kett Close Norwich City Council (Transportation department)	William Kett Close is a housing development that was completed in approximately the year 2000. It is within the Eastern Controlled Parking Zone and when adopted requires some form of parking control. It currently has no parking controls in place which is an anomaly within a CPZ that needs rectifying.	Implementation of double yellow lines (no waiting at any time) for the entire length of William Kett Close. These parking controls will protect this residential development from commuter parking on adopted sections of road and help maintain access for emergency and refuse vehicles. Plan number: PL/TR/3329/690



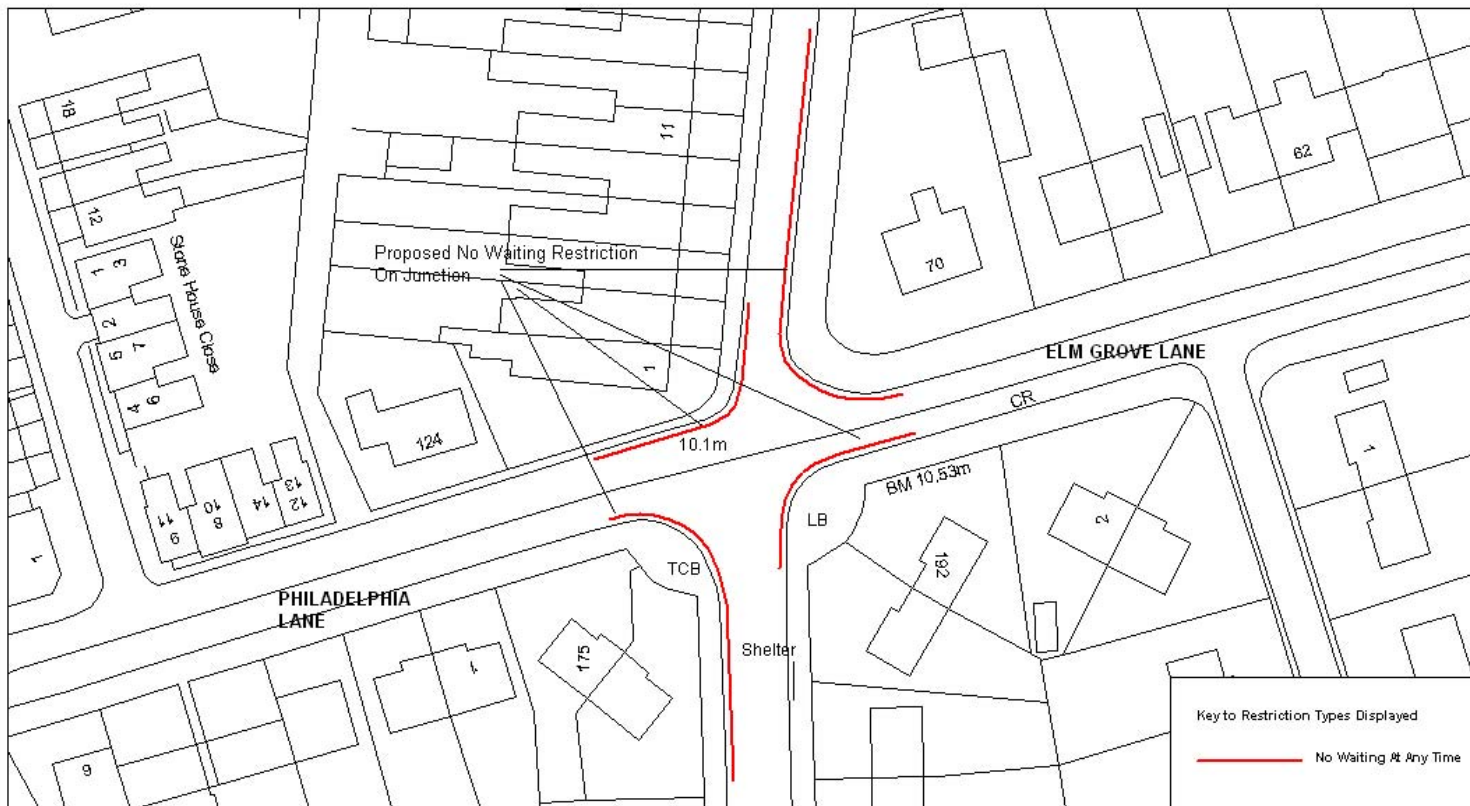
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Selected map area
Proposed Bishopbridge Road 24 Hour Limited Waiting
Parking Place, 30 Minutes Duration, No Return Within 1 Hour



SCALE	1 : 300
DATE	01/08/2008
DRAWING No.	PL/TR/3329/711/10
DRAWN BY	CS



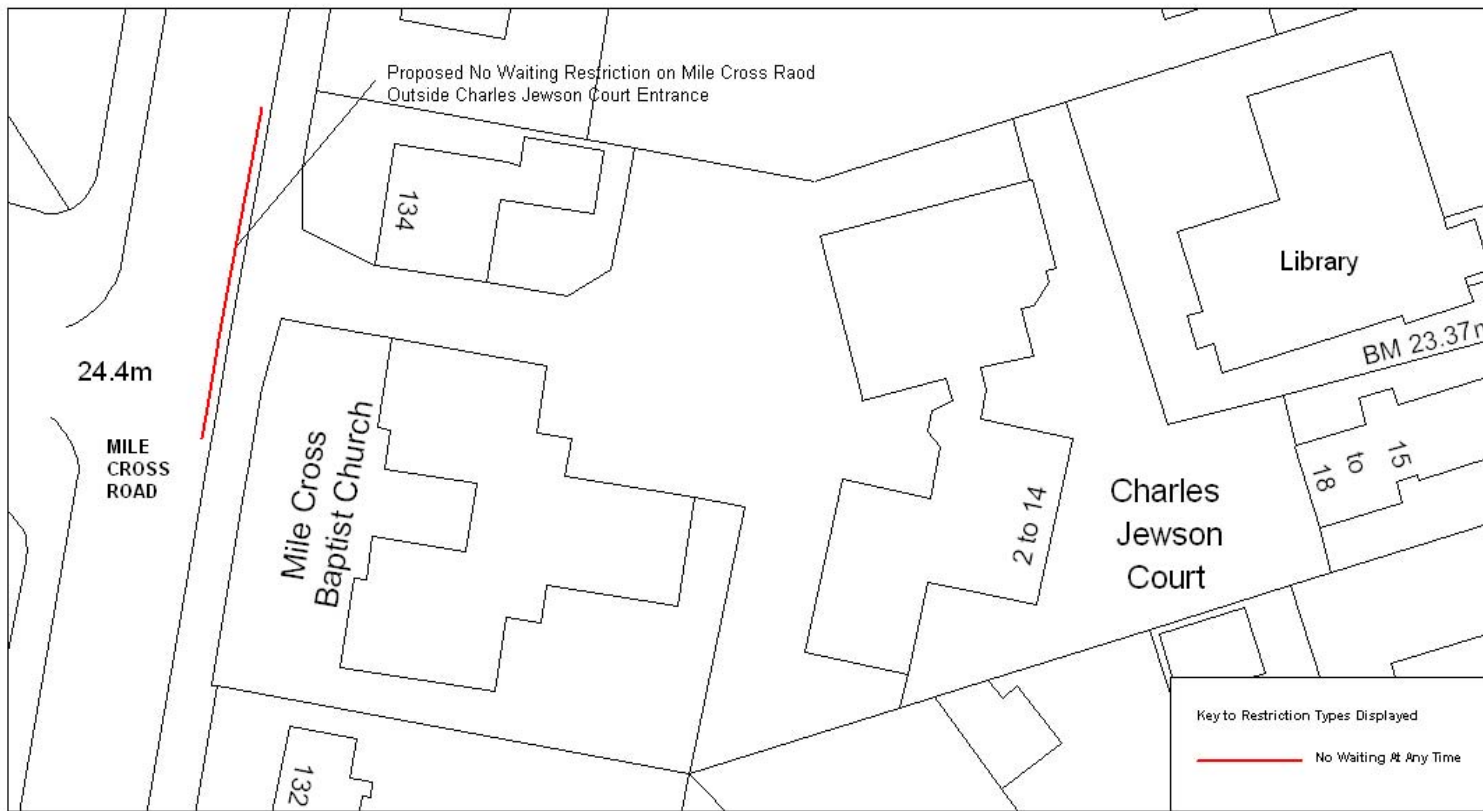
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Selected map area
Proposed No Waiting Restriction on the Elm Grove Lane/
Catton Grove Road/Philadelphia Lane/Angel Road Junction



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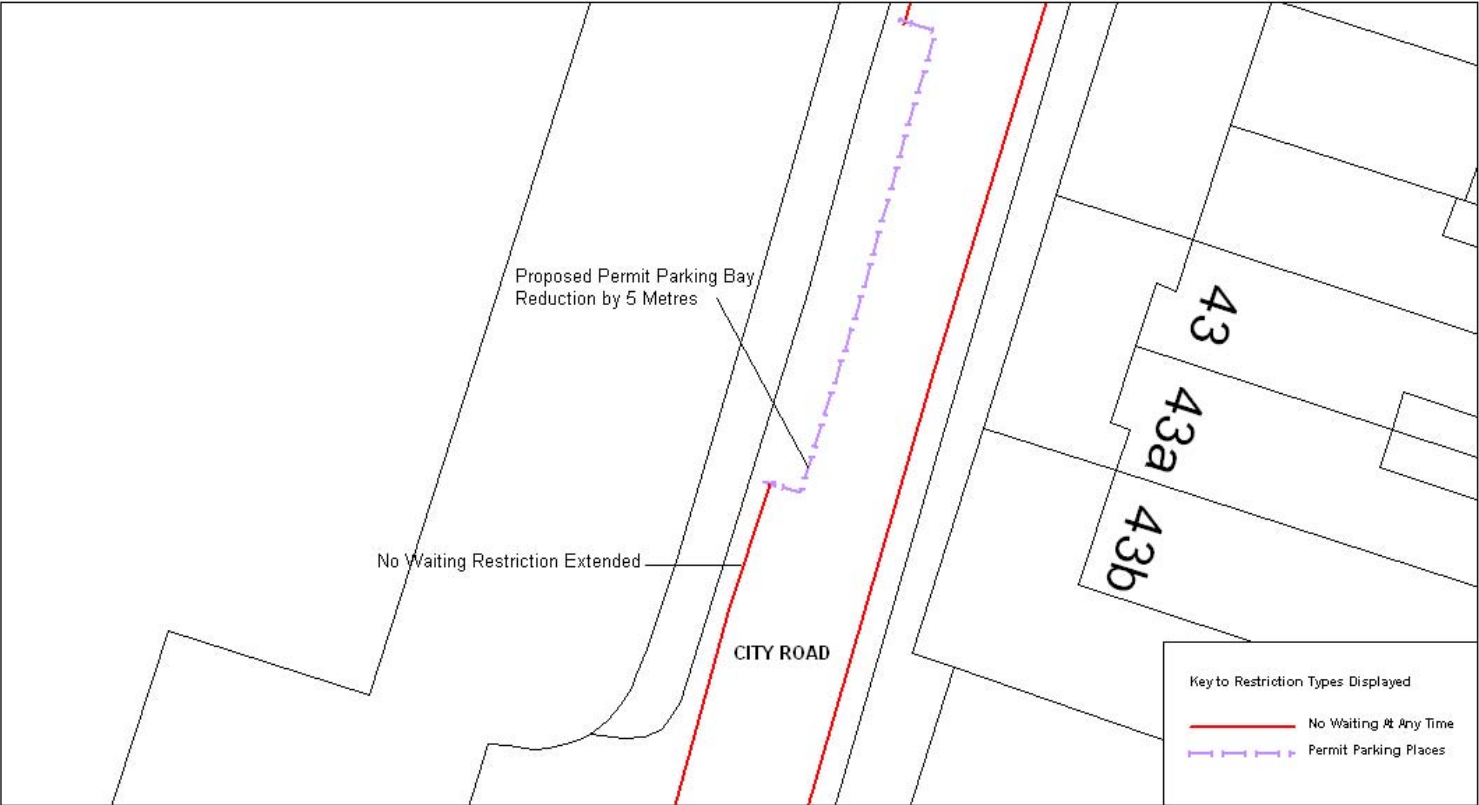
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Selected map area
Proposed No Waiting Restriction on Mile Cross Road
Outside Charles Jewson Court Entrance (10 metres either side)



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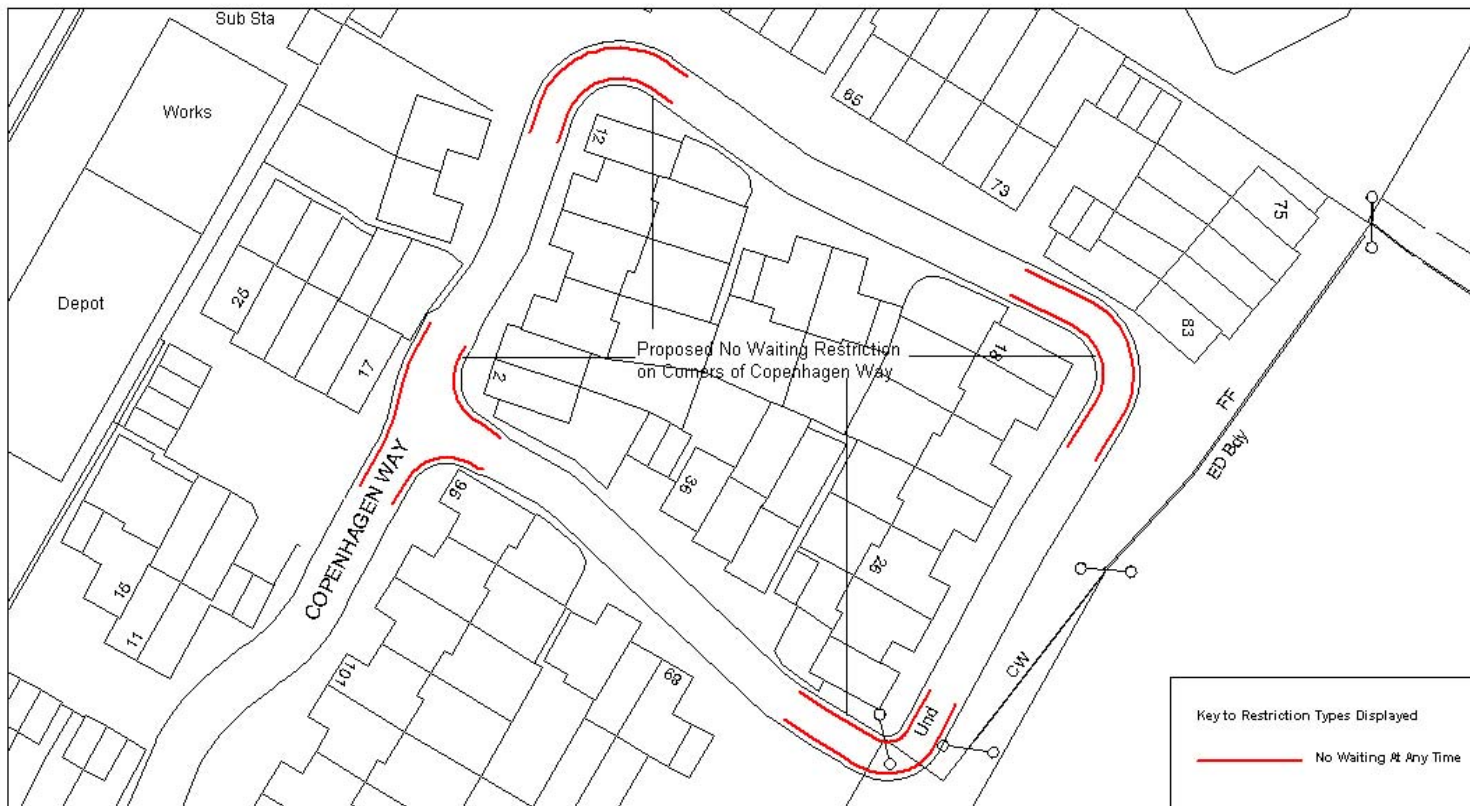


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Selected map area
Proposed City Road Permit Parking Bay
Reduction by 5 Metres at Southern End



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DRAWN BY	CS



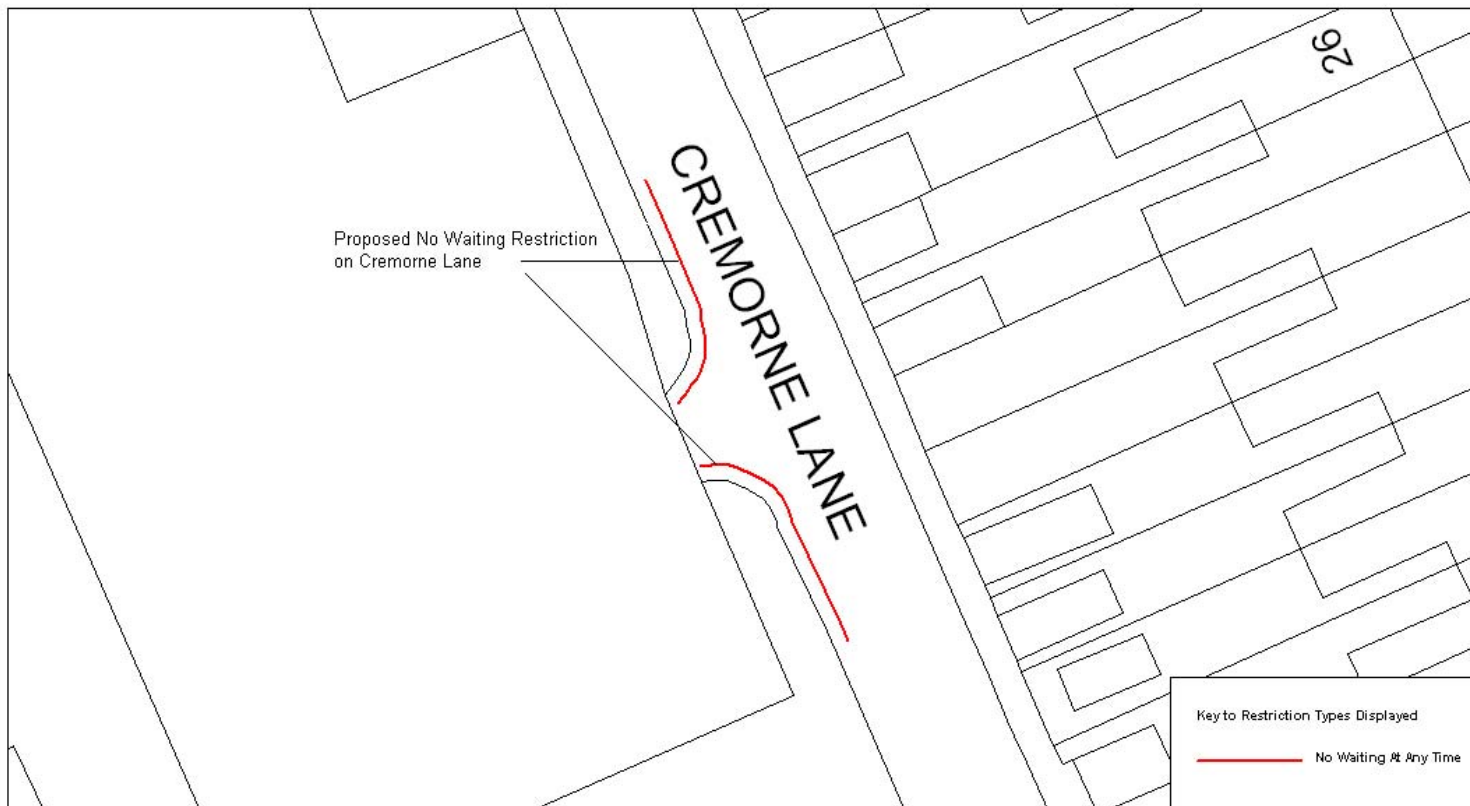
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Selected map area
Proposed No Waiting Restriction on Corners of Copenhagen Way



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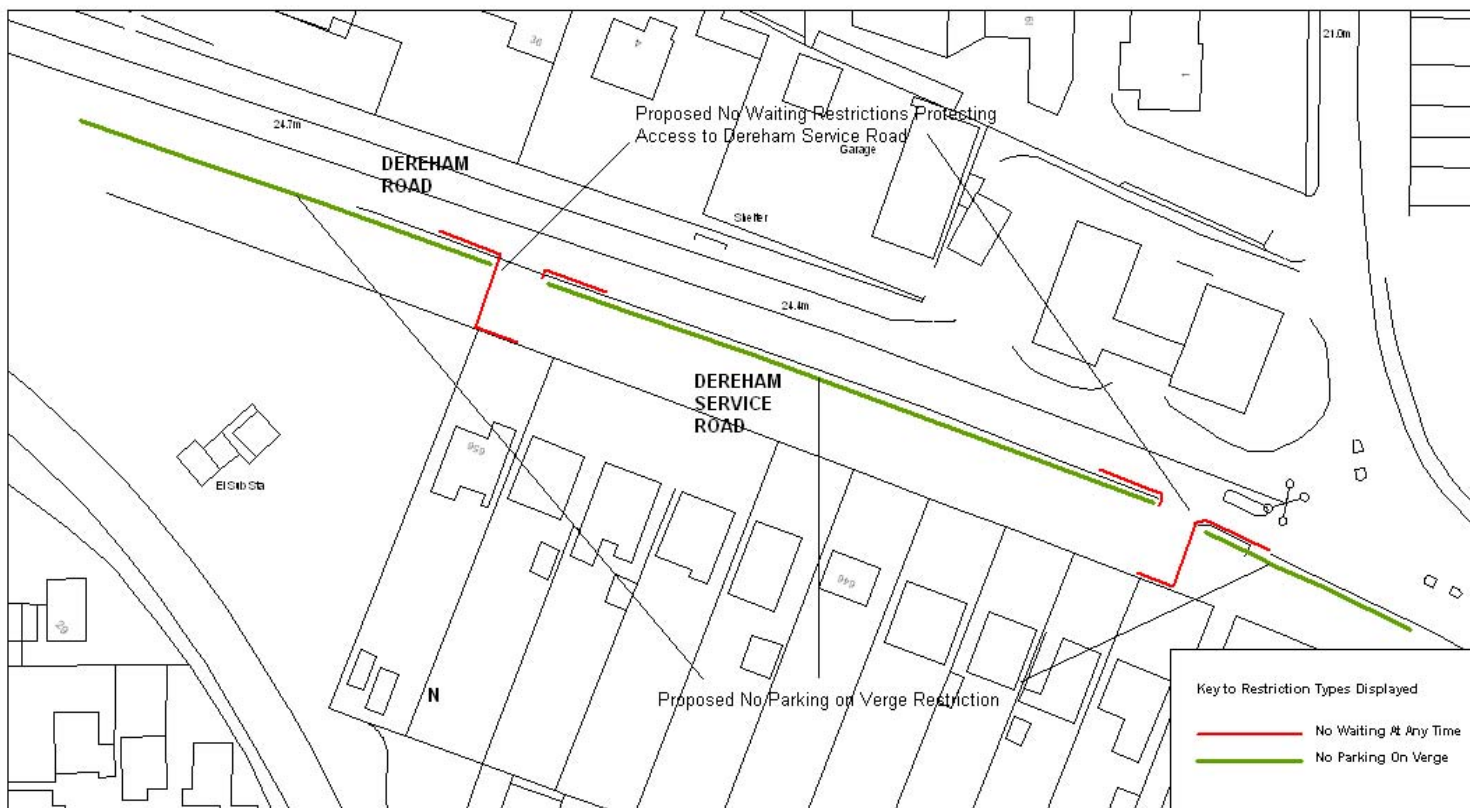
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Selected map area
Proposed No Waiting Restriction on Cremorne Lane
To Protect Environment Agency Exit (10 metres either side)



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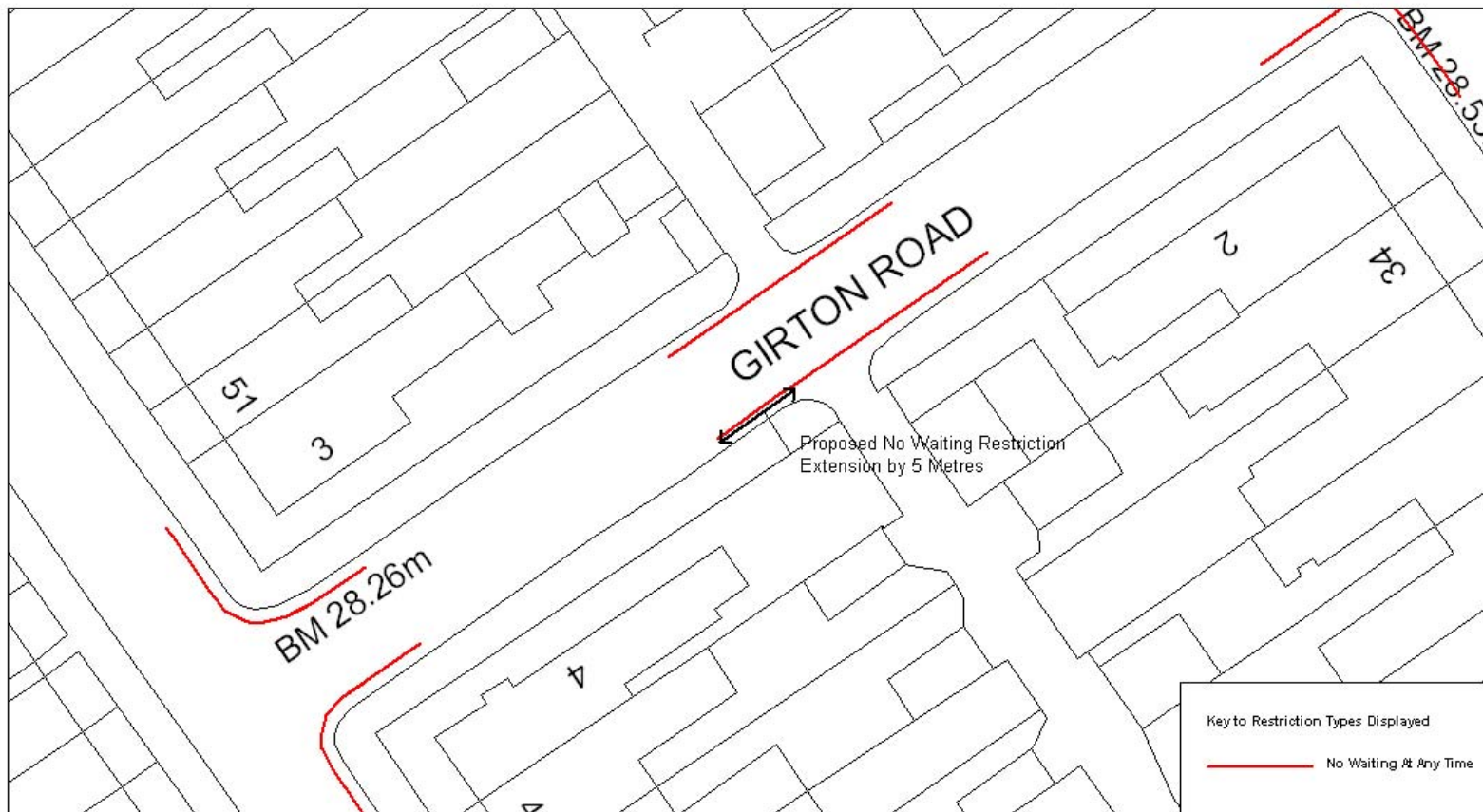
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Selected map area
Proposed No Waiting Restriction and No Parking on Verge
Restriction on Dereham Road/Dereham Service Road



SCALE	1 : 800
DATE	01/08/2008
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DRAWN BY	CS



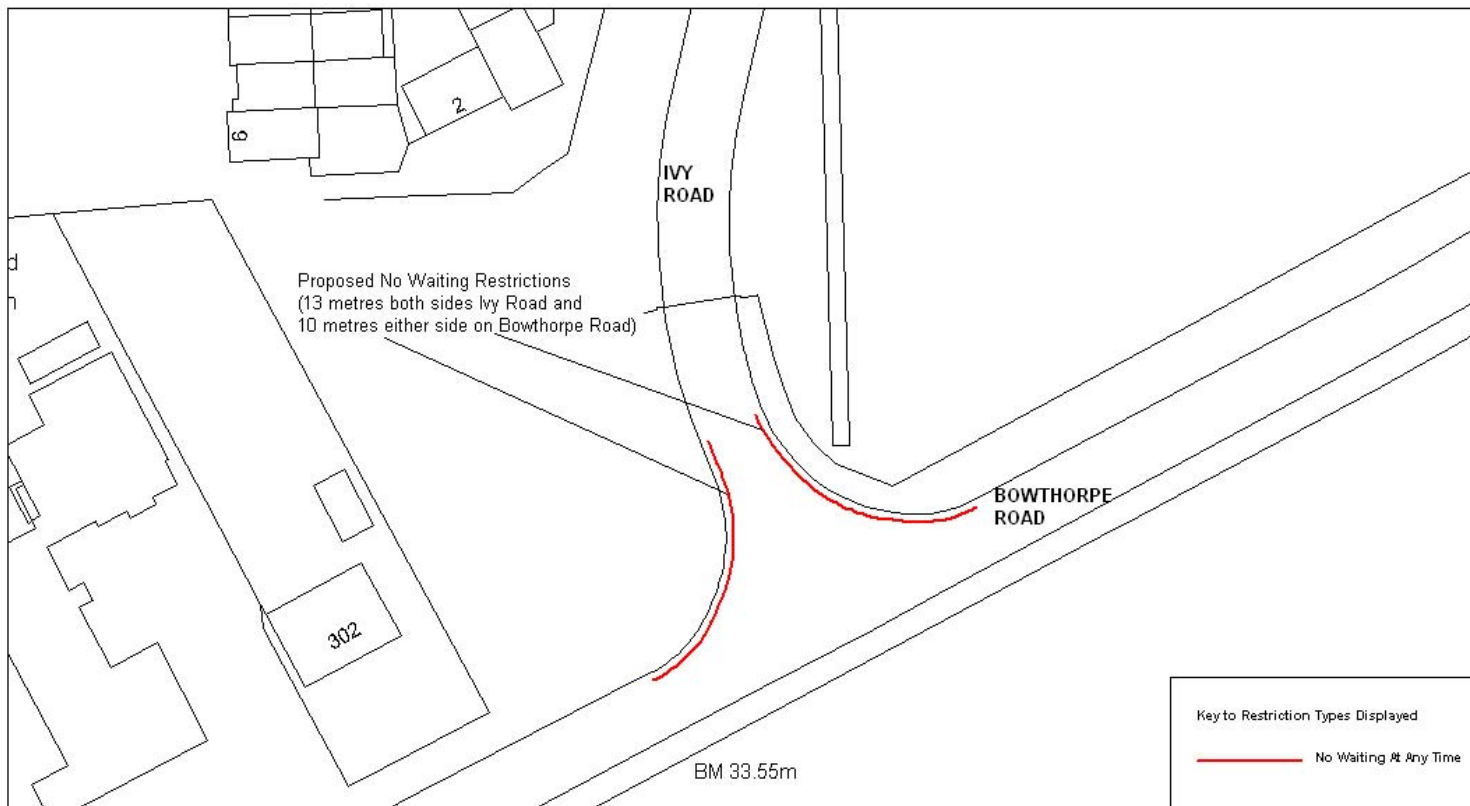
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Selected map area
Proposed No Waiting Restriction
Extension on Girton Road by 5 Metres

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DATE	18/08/2008
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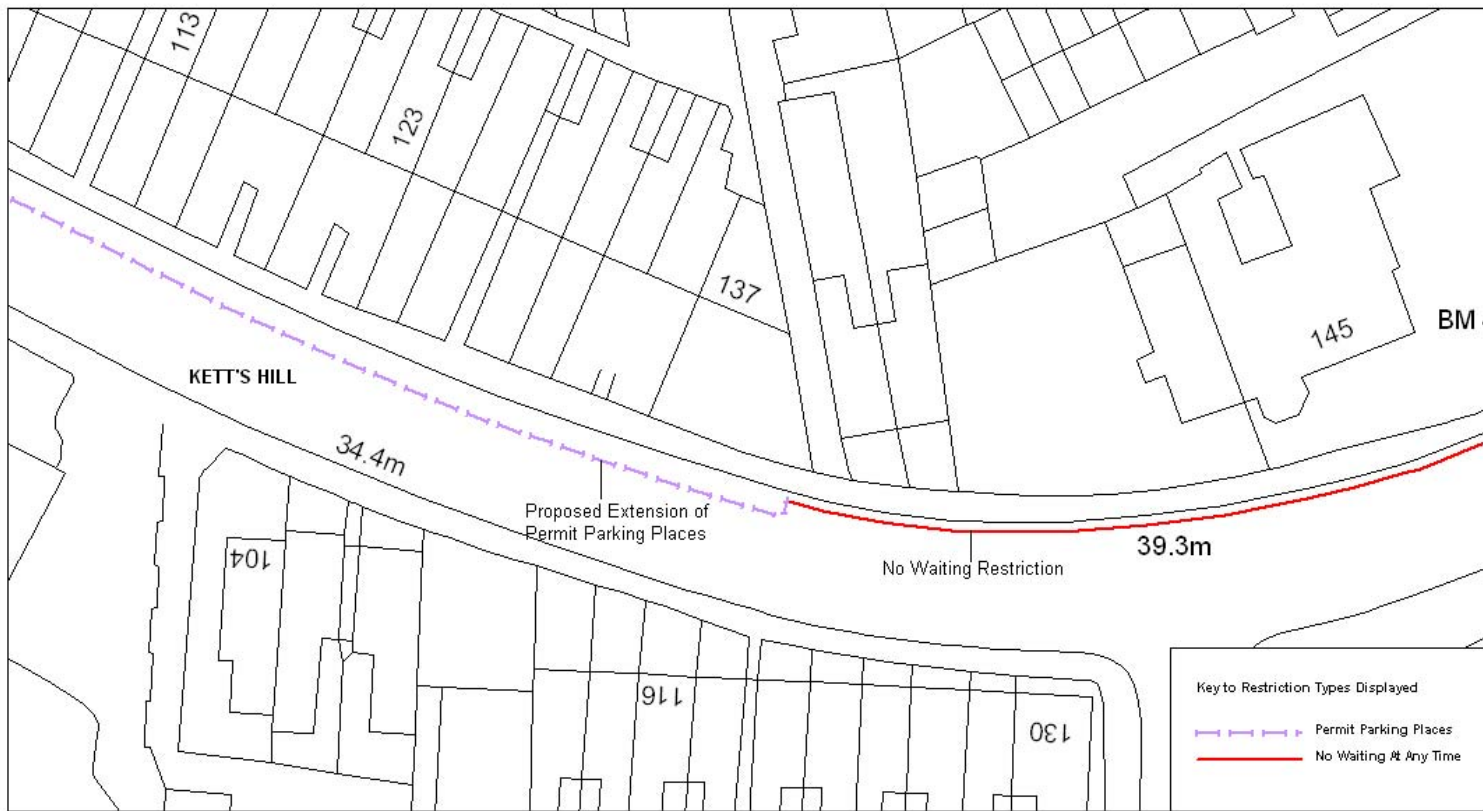
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Selected map area
Proposed No Waiting Restrictions
on Ivy Road/Bowthorpe Road

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DATE	18/08/2008
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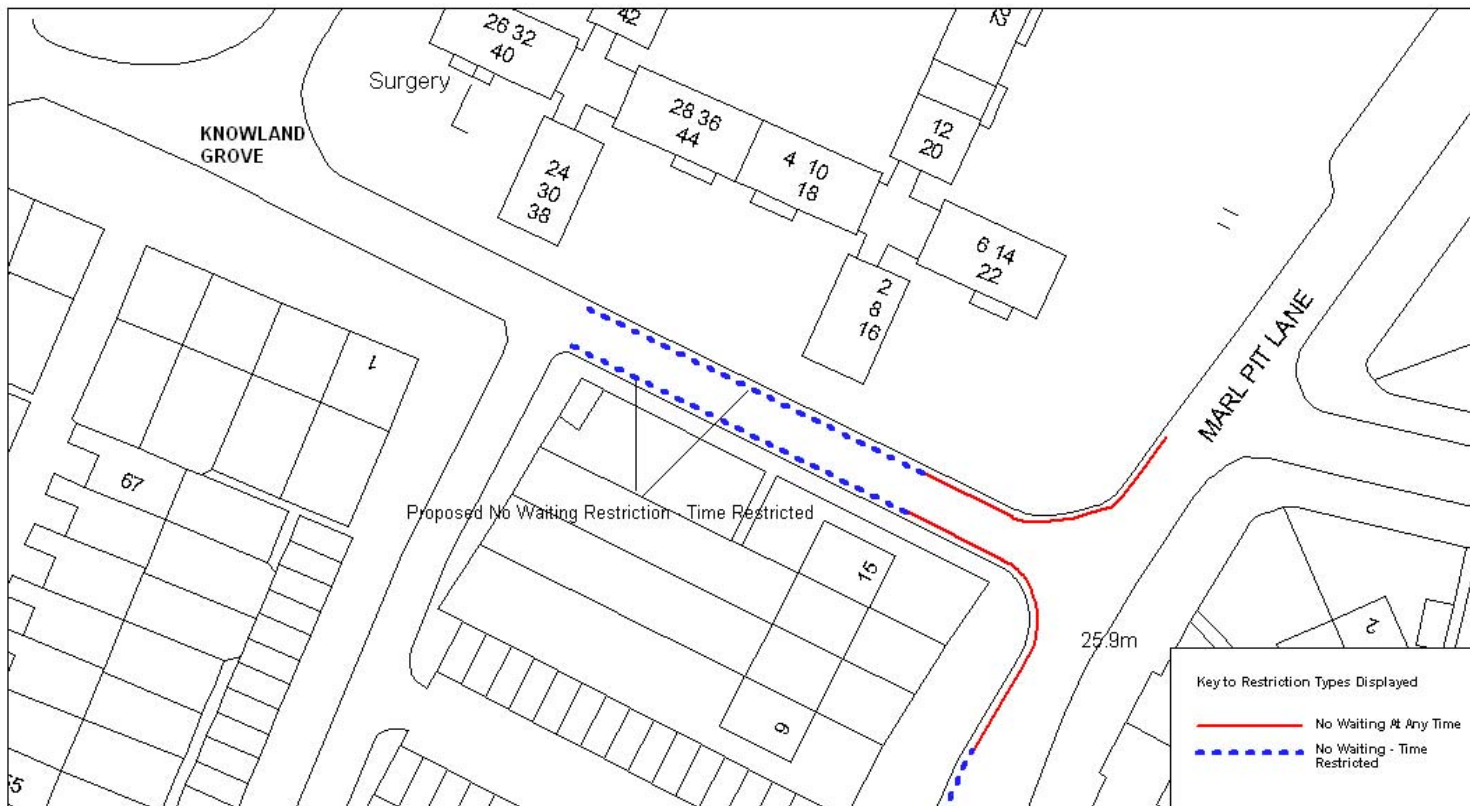
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Selected map area
Proposed Extension of Permit Parking Places
on Kett's Hill by 2 Metres



SCALE	1 : 400
DATE	01/08/2008
DRAWING No.	PL/TR/3329/711/6
DRAWN BY	CS



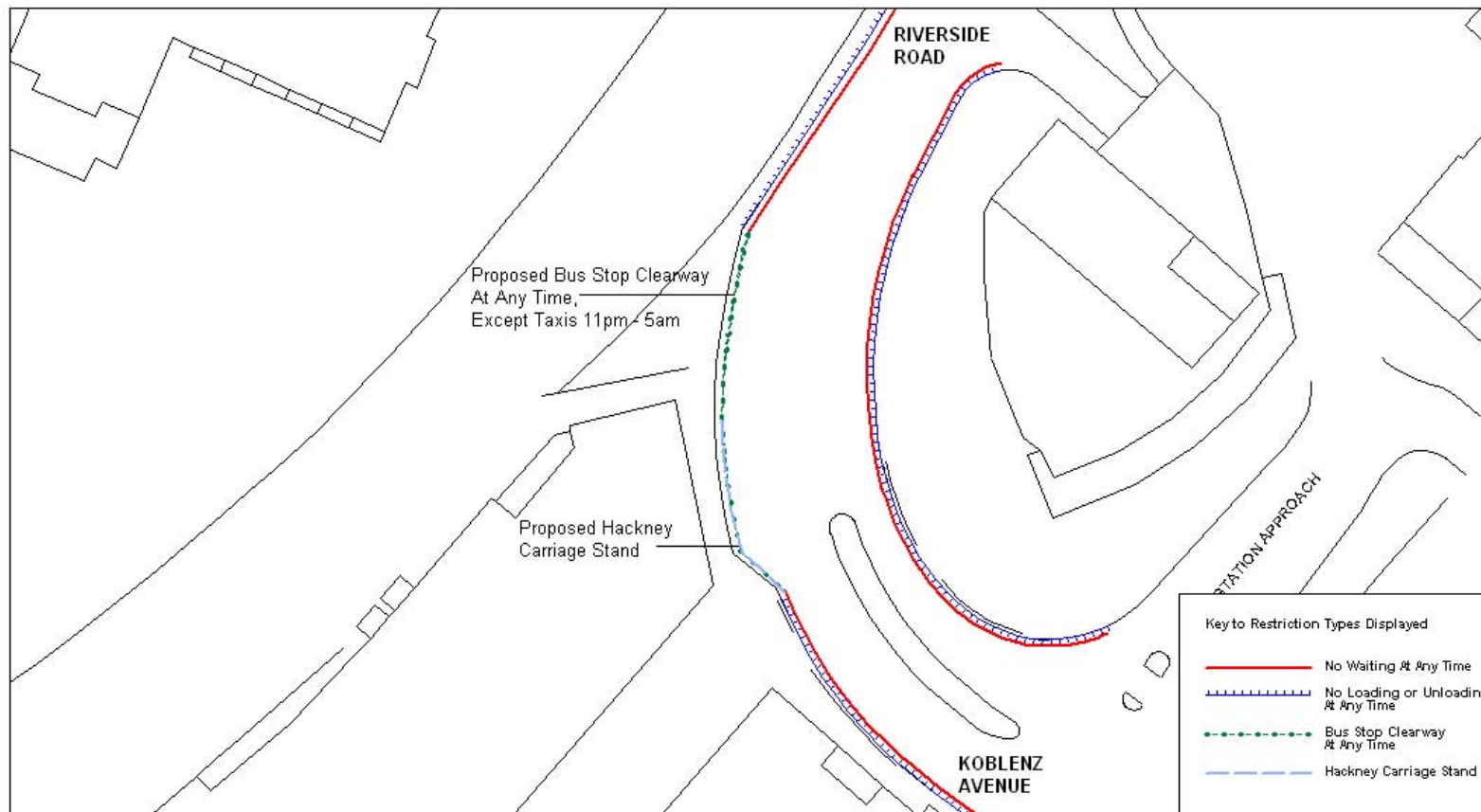
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Selected map area
Proposed Knowland Grove No Waiting Restriction,
Time Restricted



SCALE	1 : 500
DATE	01/08/2008
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DRAWN BY	CS



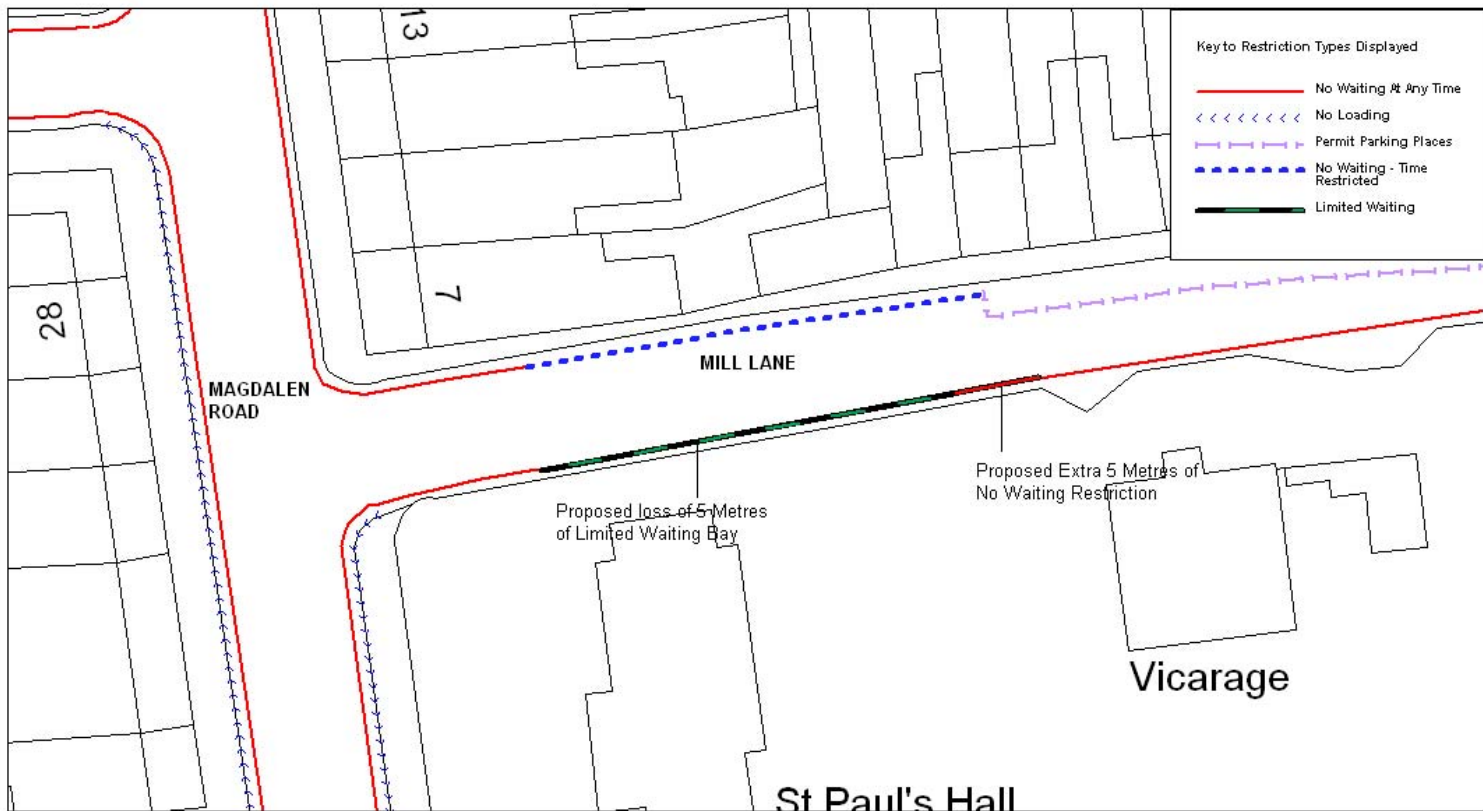
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Selected map area
Proposed Riverside Road Hackney Carriage Stand
Replacing 21.5 Metres of Bus Stop Clearway At Any Time

SCALE	1 : 600
DATE	15/08/2008
DRAWING No.	PL/TR/3329/711/12
DRAWN BY	CS



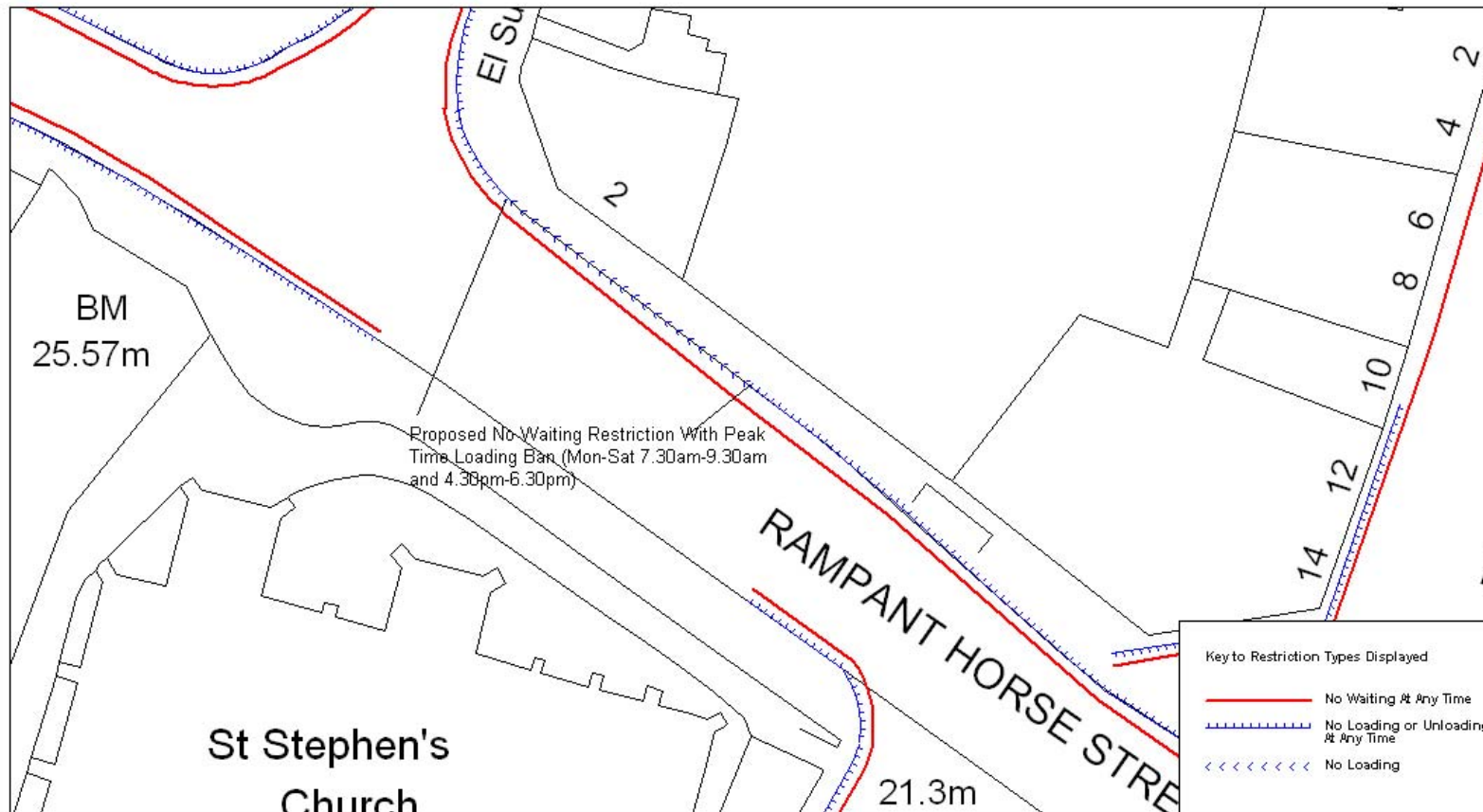
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Selected map area
Proposed Extension of No Waiting Restriction on Mill Lane



SCALE	1 : 300
DATE	18/08/2008
DRAWING No.	PL/TR/3329/711/19
DRAWN BY	CS



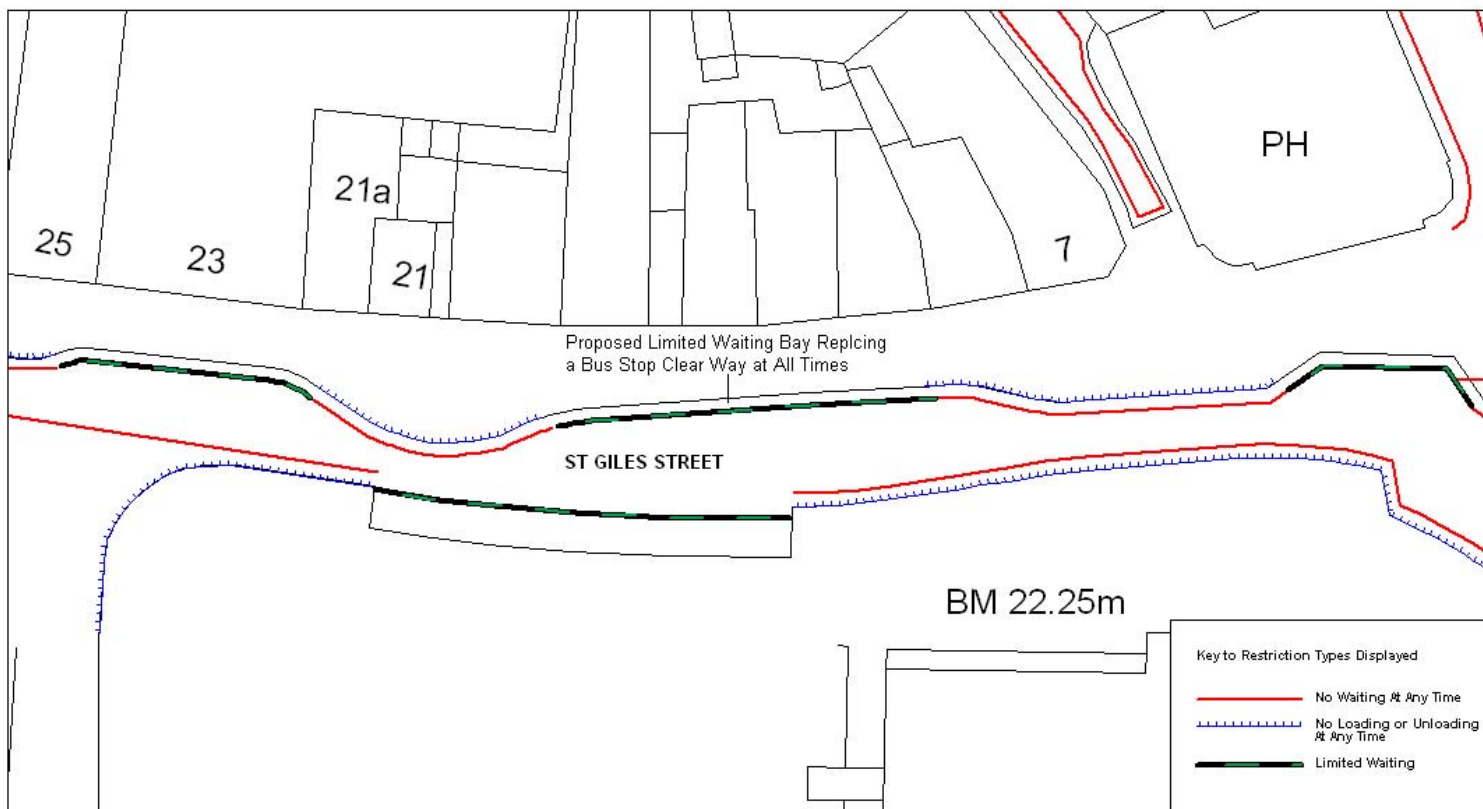
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Selected map area
Proposed Rampant Horse Street No Waiting Restriction
With Peak Time Loading Ban Replacing Taxi Rank



SCALE	1 : 300
DATE	01/08/2008
DRAWING No.	PL/TR/3329/711/14
DRAWN BY	CS



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Selected map area
Proposed St Giles Street Limited Waiting Bay (Waiting Limited to 30 Minutes, Return Prohibited Within 1 Hour, Parking Place For Loading And Unloading Only, Any Day Not Being Easter Sunday Or Christmas Day)



SCALE	1 : 300
DATE	01/08/2008
DRAWING No.	PL/TR/3329/711/15
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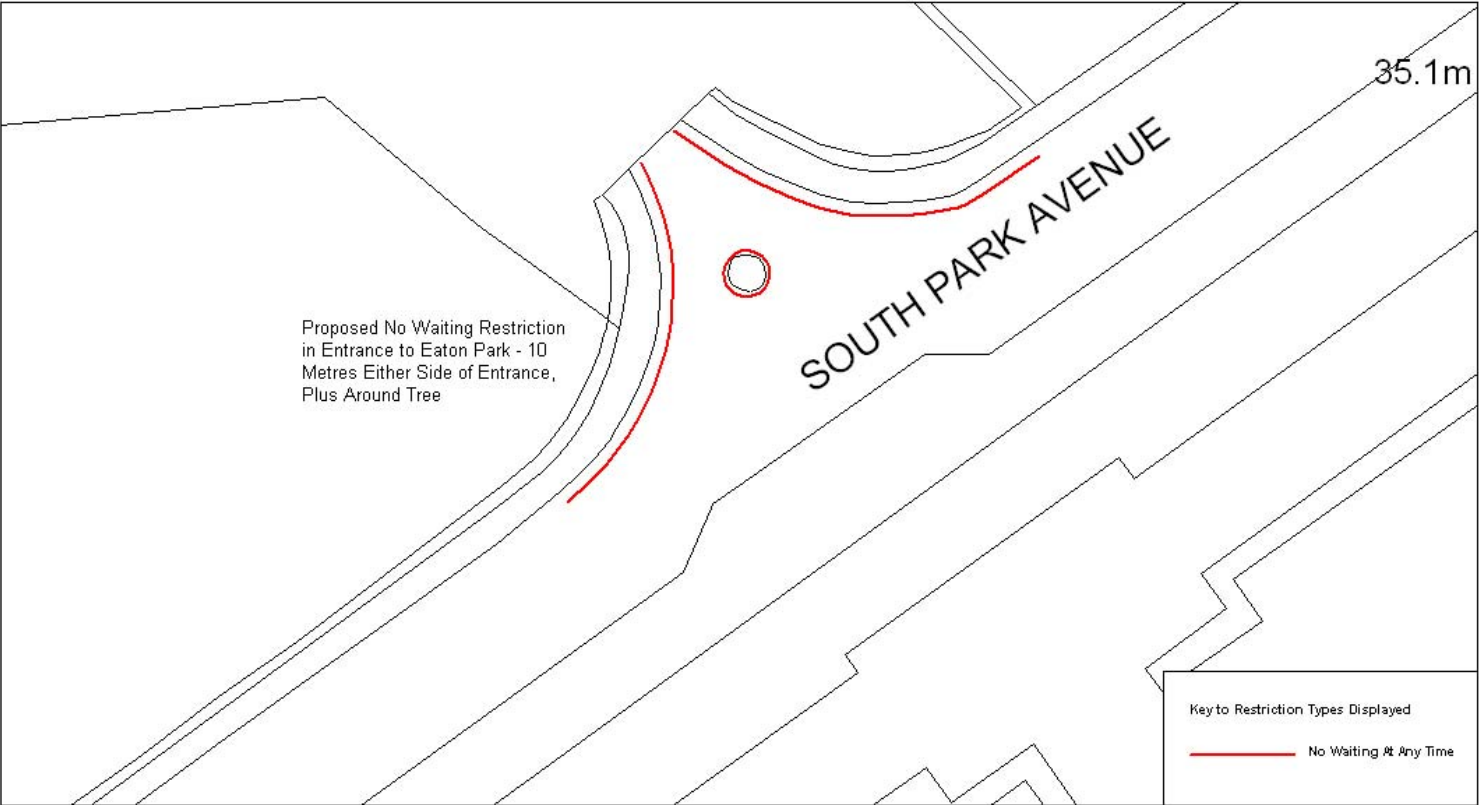
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Selected map area
Proposed No Waiting Restriction Replacing Permit
Parking Places Over Garage Driveway Entrances



SCALE	1 : 500
DATE	01/08/2008
DRAWING No.	PL/TR/3329/7/11/3
DRAWN BY	CS



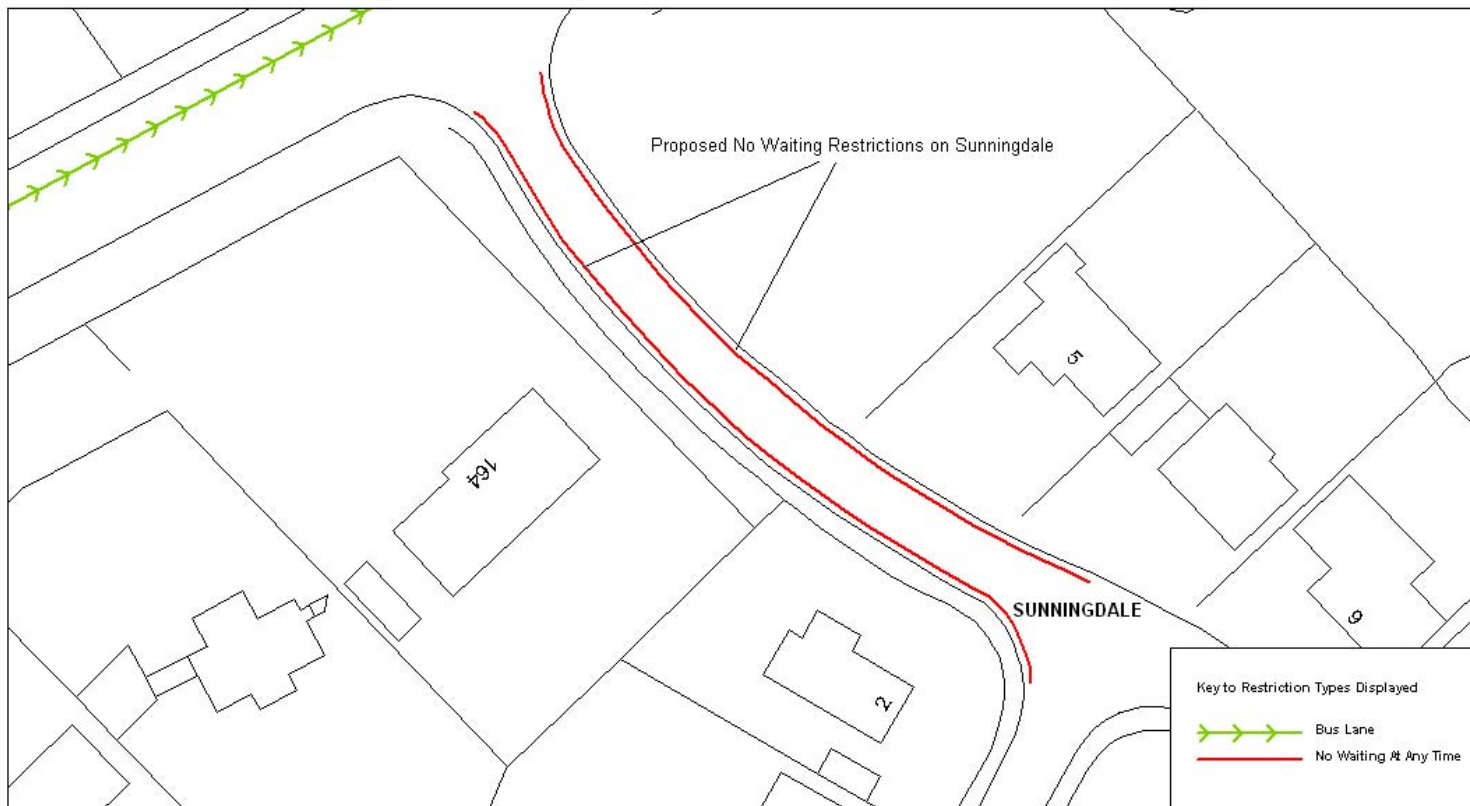
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Selected map area
Proposed South Park Avenue No Waiting Restriction
in Entrance to Eaton Park

SCALE	1 : 300
DATE	01/08/2008
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DRAWN BY	CS



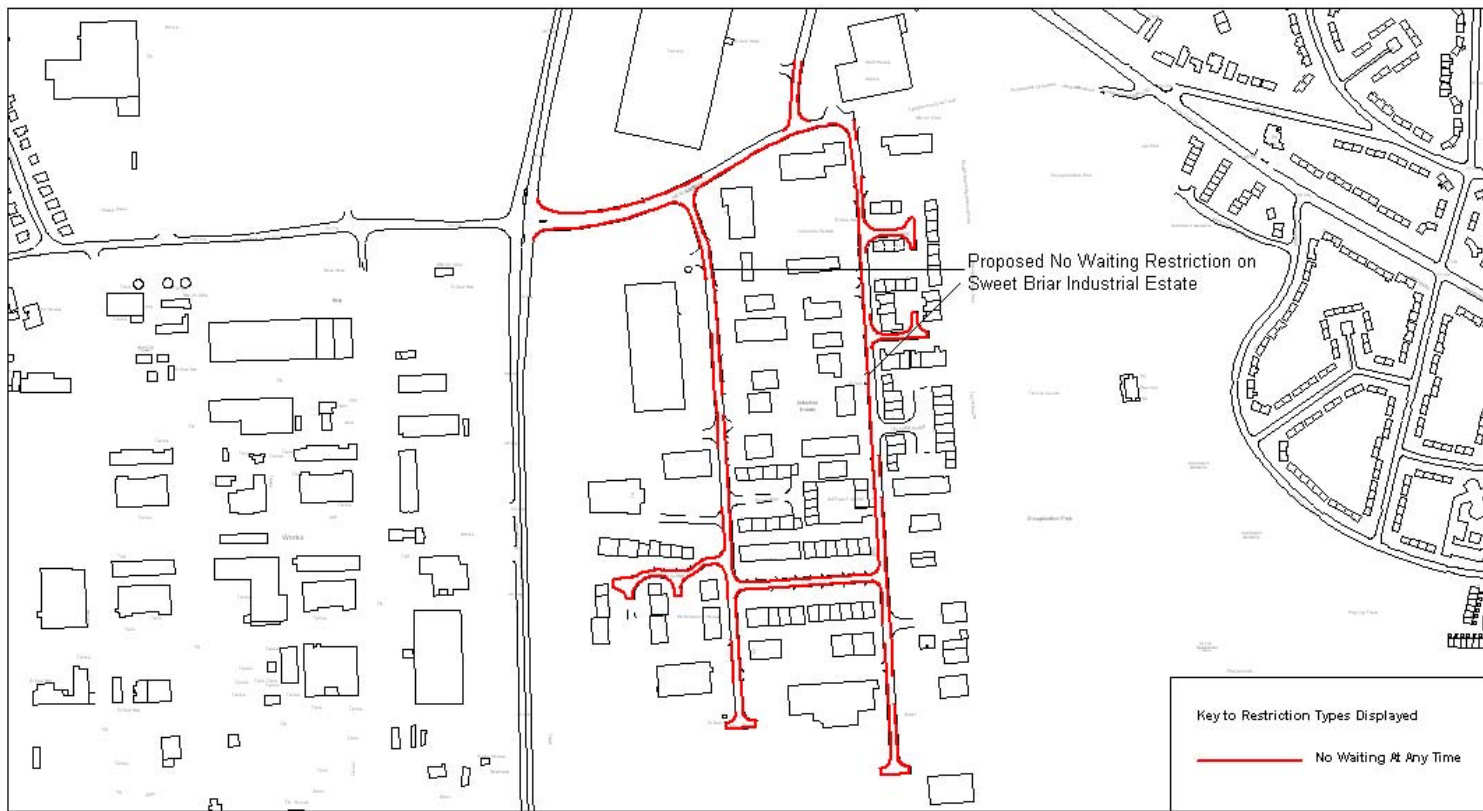
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Selected map area
Proposed No Waiting Restriction on Sunningdale



SCALE	1 : 500
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Selected map area
Proposed No Waiting Restriction on Sweet Briar Industrial Estate



SCALE	1 : 4500
DATE	01/08/2008
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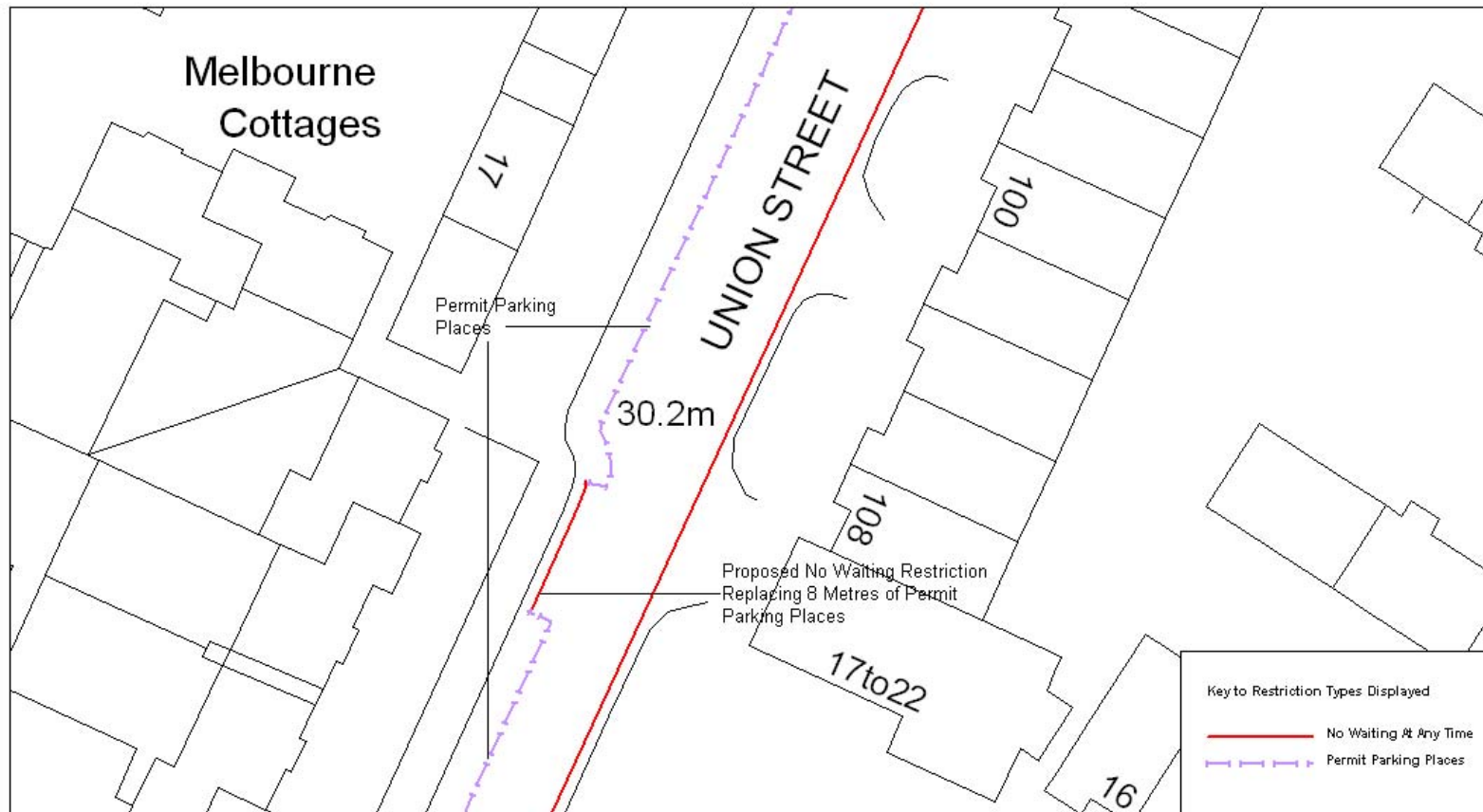
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Selected map area
Part of Limited Waiting Bay Replaced
by Single Yellow lines at Eastern End
on Trafalgar Street

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SCALE	1 : 300
DATE	18/08/2008
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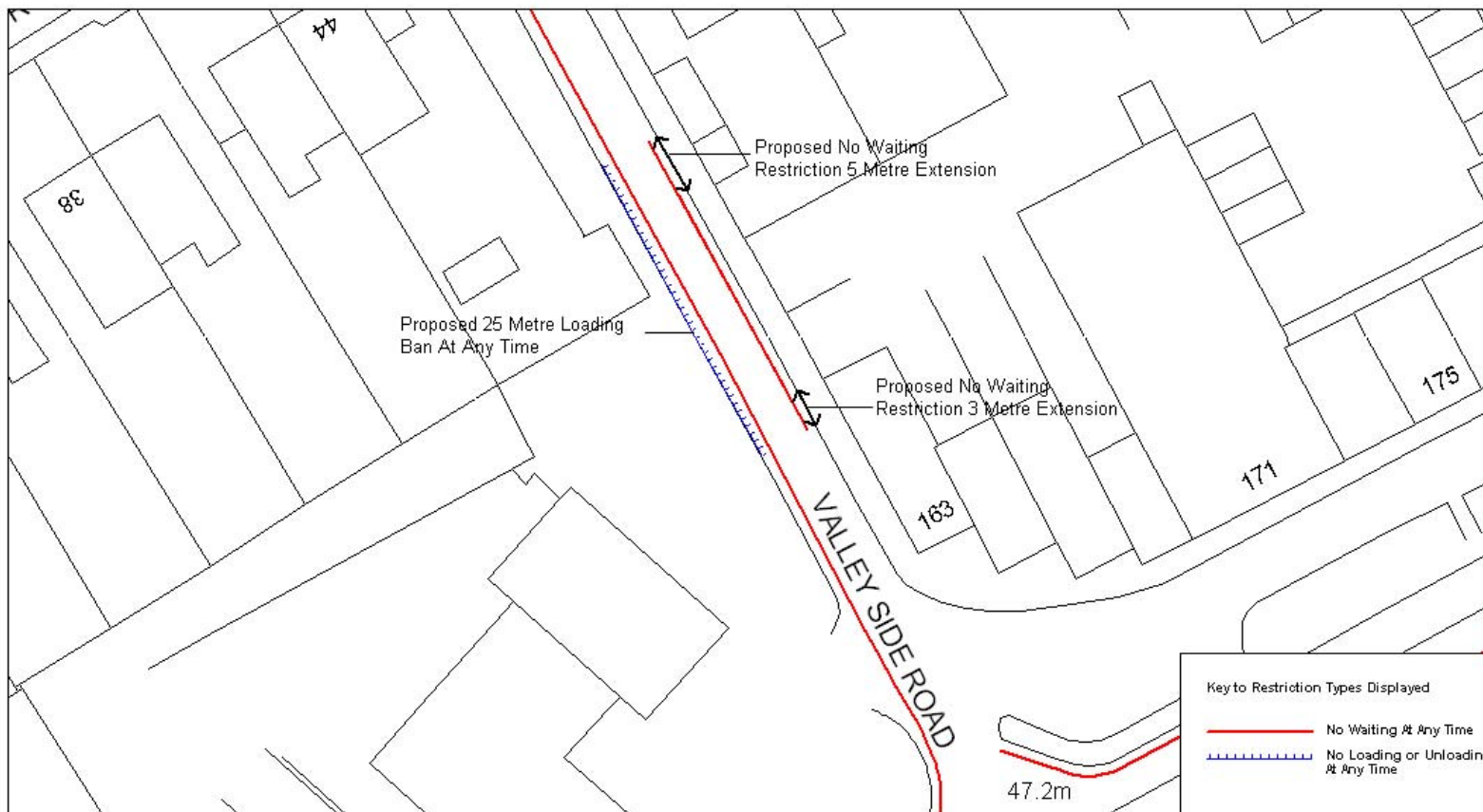
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Selected map area
Proposed Union Street No Waiting Restriction to Defend
Dropped Kerb Outside of No. 19 Melbourne Cottages



SCALE	1 : 300
DATE	19/08/2008
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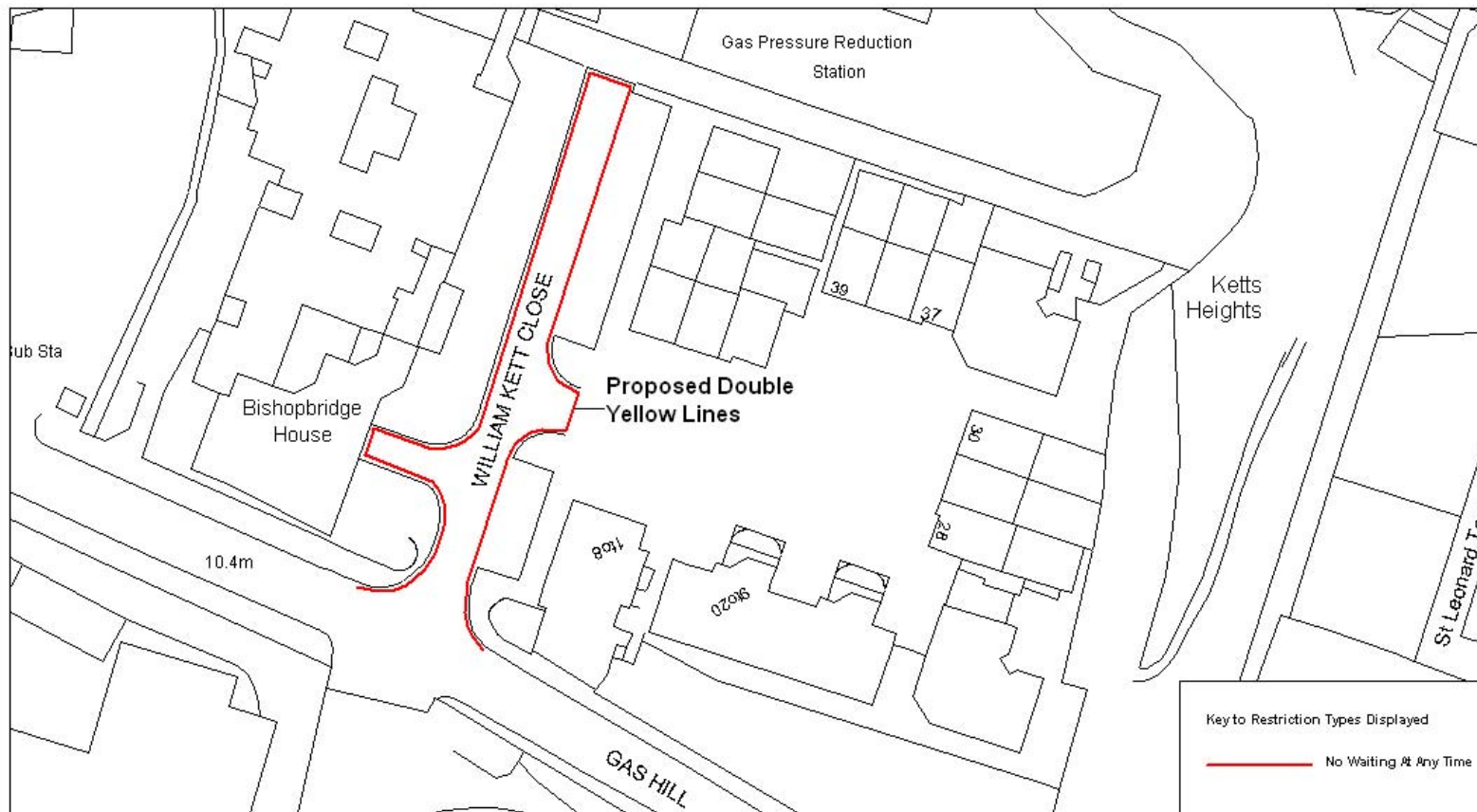
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Selected map area
Proposed No Waiting Restriction and
Loading Ban on Valley Side Road

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SCALE	1 : 400
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Selected map area

William Kett Close Proposed Waiting Restriction



SCALE	1 : 600
DATE	03/07/2008
DRAWING No.	PL/TR/3329/690
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