



GUILDFORD CONTROLLED PARKING ZONE, REVIEW

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

14th JUNE 2007

KEY ISSUE

This report presents a number of issues to be considered during the Controlled Parking Zone (CPZ) review. It also provides an option for looking at the main parking problems outside the CPZ.

SUMMARY

This report describes the need for consolidating the CPZ Parking Order, addressing congestion in the town centre on Sundays, changes to permit charges, pilot car clubs, ad hoc changes to restrictions, consideration of extending the Controlled Parking Zone into St Omer Road and others. It also suggests using a consultant to assess areas outside the CPZ.

Report by

GBC PARKING SERVICES MANAGER

Surrey Atlas Ref.

N/A

GUILDFORD B.C. WARD(S)

ALL, but in particular
FRIARY & ST NICOLAS
HOLY TRINITY

COUNTY ELECTORAL DIVISION(S)

ALL, but in particular
GUILDFORD WEST, SOUTH & EAST

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the changes made to the CPZ Traffic Order are consolidated and that the order is clarified,
- (ii) that all addresses in catchment areas A,B,C & D are consulted on the potential for creating an inner controlled parking zone with controls on Sunday between 11.00am and 5.00 pm,
- (iii) that the permit charge is increased to £40 for the first and £80 for the second from the annual renewal on 1st October 2007,
- (iv) that from the annual renewal a 20% discount is introduced for vehicles under 1200cc or those using alternative fuels,
- (v) that the proposals in (iii) and (iv) are advertised under the terms of the Road Traffic Regulation Act 1984 to give them effect,
- (vi) that the minor changes to restrictions listed in **ANNEXE 3** are advertised under the relevant parts of the Road Traffic Regulation Act 1984 with a view to Surrey County Council making an order. Furthermore any objections received to these changes which cannot be resolved are reported back to the Committee,
- (vii) that addresses in St Omer Road, Tangier Road and the part of Warren Road between its junction with Downside Road and the current CPZ boundary be consulted on extending the Controlled Parking Zone,
- (viii) that a consultant is employed to assess the effectiveness of solutions to the parking issues outside the CPZ.

INTRODUCTION and BACKGROUND

- 1 In December 2004, following the introduction of Decriminalised Parking Enforcement the Committee agreed a cyclic programme of reviews of parking restrictions alternating between the Controlled Parking Zone (CPZ) and Outer Areas.
- 2 It was anticipated that each review would take approximately one year with an additional six months to implement the changes. A diagrammatic representation of the anticipated review cycle is attached in **ANNEXE 1**.
- 3 Officers have been working on reviews of Ash/Ash Vale and Ripley and a report on the outcome of the formal advertisement of the Ash/Ash Vale proposals is also on this agenda. The Ripley proposals are being advertised and a report on any formal objections will be presented to the September 27th Committee.

- 4 This report sets out issues for consideration under the next CPZ review. It is also recognised that there are areas outside the CPZ with continuing parking issues. One of the limitations on increasing restrictions outside the CPZ is a lack of resources to enforce new restrictions.
- 5 It was suggested in the Annual Report presented to the Committee on 22nd March 2007 that officers conduct the CPZ review and that a consultant could be employed to look at the effectiveness of restrictions in areas outside the CPZ.

CPZ REVIEW

- 6 Officers have identified the following areas as major issues:

Consolidation of the Parking Order

- 7 Before making any further amendments to the CPZ Order it is recommended that the existing changes be consolidated into one order. This process requires a public advertisement to incorporate all previous changes into one order. At the time this is done it is also suggested that changes are made to the wording and presentation of the order to remove ambiguity and ensure it reflects the way the Committee have agreed that the scheme should operate.

Sundays

- 8 Sunday is normally the second busiest day for shopping in the town centre. However the only restrictions which apply on-street are the double yellow lines. All parking bays and single yellow lines are unrestricted and no charges are made.
- 9 A survey was conducted of parking patterns on Sunday 13th May. In selected areas the number of empty parking bays and the number of vehicles parking on yellow lines were noted at three times during the day. The results are included in **ANNEXE 2**. A similar survey was conducted in these areas at 2.00pm on Saturday 12th May so the situation on Sunday can be compared to the busiest time on Saturdays when restrictions do apply.
- 10 On Sunday the results show that by the time the shops open at 11.00am all the parking bays closest to the town centre were full. The major car parks were also heavily used. This is likely to be predominantly as a result of shop workers parking free of charge as close to their work as possible. It is likely that these users remain parked for most of the day.
- 11 This leaves the remaining car park spaces, any on-street parking space and single yellow lines as the options for shoppers arriving in the town. The short stay car parks became full by about lunchtime and in the afternoon there were queues at these car parks. There was also a build-up of vehicles parked on single yellow lines. The long stay car parks further out from the town centre remained lightly used.

- 12 Motorists will generally try to park as close as they can to their destination. When there is a significant demand for parking, tariffs and restrictions are used to create ordered parking with long stay users encouraged to use outer car parks so that space in the centre, both on street and off street, is available for short stay visitors who arrive throughout the day. On Sundays this does not happen and most visitors head for the centre, adding to congestion, and park on single yellow lines. There is also considerably more parking on double yellow lines. Some residents in the town centre also report that they are concerned about moving their vehicle because the parking bays will be occupied by shoppers and they believe they will not be able to park again.
- 13 Currently the Borough Council's car parks charge £1 per visit on a Sunday which does not deter long stay users from using the most central car parks. In June 2006 The Borough Council's Executive considered amending car park tariffs on Sunday. One effect of this would be to try to encourage long stay users to park in outer car parks to create more space in the central car parks.
- 14 However the Parking Manager advised the Executive that increasing the tariff in central car parks may discourage their use and encourage even more motorists to look for free parking either on single yellow lines or in parking bays on street. With the existing pressure on on-street parking space it would only take a small percentage of car park users to decide to look for space on-street greatly to increase the current problems.
- 15 The Executive decided not to change its tariff this year but asked the Local Committee to consider implementing on-street controls on Sundays to enable it to take this step without making the on-street situation worse. Many large towns with residential centres have controls on a Sunday; examples include Reading, Kingston & Canterbury.
- 16 The likely impacts of such a change needs to be considered. For the residents it would make the situation similar to Saturdays where the permit-only spaces are reversed for residents and single yellow lines are restricted. A survey on Saturday 12th May at 2.00pm, the busiest time of the day, showed that even at the time of greatest demand from shoppers there was always space in the residential areas surveyed.
- 17 Sunday controls would require additional enforcement. Parking Attendants receive double pay for working on a Sunday and it is unlikely that income from Penalty Charge Notices would cover the extra costs. From Monday to Saturday the tariff on-street is 60p for 30 minutes. A pay and display tariff on-street of 30p per half hour if applied from 11.00 to 17.00, with the current rate of occupancy, would generate £17,000 and be more than sufficient to provide extra enforcement.
- 18 Additional restrictions on a Sunday may be seen as a negative step by some retailers. However the result would be a better use of the available space and would reduce congestion and improve the turnover of spaces.

- 19 The introduction of restrictions on a Sunday would not be appropriate for the whole of the Controlled Parking Zone. Implementing a change in the times restrictions apply in part of the area would effectively create two zones, an inner and an outer. Careful consideration needs to be given to the potential boundary as people may tend to park just outside if the area is not large enough to deter this.
- 20 The times a controlled zone operates must be indicated on signs at each entry point. This system has been criticised as motorists find it difficult to recall details of the sign they passed when they entered the zone. The only way to minimise potential confusion is to keep controls simple and to ensure that boundaries occur at clear and logical places.
- 21 There have been requests to remove Saturday restrictions in the outer parts of the existing zone. These requests are on the extreme boundaries of the current zone and do not represent a majority in any particular catchment area. It would not be practical to have three zones with varying times of operation; one seven days a week, one excluding Sundays and the outer excluding Saturdays and Sundays.
- 22 It is therefore recommended that there is an inner zone controlled seven days a week and an outer zone controlled six days a week, with Sundays excluded. As the first step to creating such a zone, it is recommended that all addresses (residential, business and other) in catchment areas A, B, C, & D are consulted on being included in the inner zone and that the comments are reported back to the Committee with a recommendation on how to proceed. A layout of the zones is attached as **ANNEXE 4**.

Permit Charges

- 23 The County Council policy is that permit schemes should be largely self-financing. In December 2005 the Committee considered a report which highlighted that the on-street permit scheme ran at a deficit of around £50,000 per annum. The Committee agreed to increase charges for resident and business permits from £30 for the first and £50 for the second to £35 for the first and £65 for the second. It was estimated that this would cover half the deficit. The increase was implemented for the annual renewal of all permits at the beginning of October and although the rise only became effective part way through the year an additional £21,000 was generated.
- 24 To make the scheme largely self-financing a further increase is needed. It is recommended that a further increase to £40 for the first permit and £80 for the second should be agreed.
- 25 It is also recommended that a 20% discount is introduced for those driving vehicles with engine capacities under 1200cc or powered by an alternative fuel source. To qualify as an alternative fuel source the vehicle must be (a) powered solely by electricity, (b) run on a gaseous fuel such as LPG, CNG or hydrogen, (c) a hybrid using a parallel system in which a petrol, diesel or gas engine provides the main power with an electric motor assists or (d) a fuel cell vehicle.

- 26 Residents will be required to prove the vehicle's status by producing the vehicle registration document. In cases where vehicles have been converted and the classification is not shown on the vehicle registration document the applicant will need to produce documentation confirming that the vehicle was converted by an approved supplier as listed in the Transport Energy Powershift Register maintained by the Energy Saving Trust.
- 27 The discount would mean that for qualifying vehicles the new permit charges would be £32 and £64, slightly less than the current permit price. No data is currently available to show what proportion of vehicles currently fall into the discount category but the overall effect on income will be monitored.

Car Clubs

- 28 The Borough and County Councils are setting up a trial car club using two off street parking spaces in Eagle Road and Stoke Fields areas of catchments area A. Car clubs have proved very successful in reducing car ownership in London and other large towns and cities by providing a locally available car which can be hired.
- 29 A review of the success of this project will be conducted after the club has been operating for a period. The results will be reported to the Committee and if it proves successful consideration could be given to widening the scope of the scheme using on-street parking spaces.

Essential Minor Changes

- 30 The list of changes in **ANNEXE 3** is proposed to accommodate new vehicle crossovers, create formal disabled bays for residents, to correct minor discrepancies between the order and the markings on the street and to make local improvements.

Boundary Changes

- 31 It has previously been agreed by the Committee that residents will be consulted on changing the boundaries in two areas. Change the boundary of areas B/F so that all of Wodeland Avenue falls within area F. Secondly to change the boundary of areas C/H so that Pewley Way becomes part of area C. This work will be progressed during this review.

St Omer Road/Tangier Road/Warren Road

- 32 The Committee agreed at its meeting on 14th December 2006 that the parking situation in St Omer Road and Tangier Road needed to be reviewed. A survey conducted by the Downsedge Residents Association (DRA) indicated that there had been a change in residents' views particularly in St Omer Road. It was agreed that driveway protection markings should be placed outside houses in St Omer Road which wanted this protection. Since the DRA survey was conducted all but one of the houses in St Omer Road opted for driveway access protection markings.

- 33 It is recommended that an initial consultation is carried out with properties in Tangier Road and St Omer Road to assess views on extending the controlled parking zone. It is also recommended that households in Warren Road between the existing boundary of the CPZ and Warren Road's junction with Downside Road are also included. The consultation would formally establish the current views of those likely to be affected by a proposal to extend the zone and the results would be reported back to the Committee.
- 34 This recommendation is made on the basis that it is an extension to the existing zone and therefore has the same hours of control which include Saturdays. During the previous consultation some residents complained that they could not see the point in controls on a Saturday as the area was unlikely to be affected by parking. However the main issue is that controls are signed in zones with common hours and it would be impractical and confusing to establish a separate zone for two roads or three roads.
- 35 The issue of Saturday restrictions was raised when controls were extended in April 2006 to North East of Maori Road. There have been no complaints about the operation of the scheme in this area and the fact that Saturdays are included does not appear to create a problem. The households in roads adjacent to London Road, and opposite Stoke Park, benefit from the restrictions to stop space being monopolised by people attending events in Stoke Park.

Review of the Extension of the CPZ to the North East of Maori Road.

- 36 In April 2006 parking controls were extended into an area roughly bounded by London Road, Boxgrove Road and Epsom Road. The scheme is working well and there have been few complaints during the first year of operation.
- 37 There were a number of issues raised during the pre-implementation consultation which caused residents concern.
- 38 **Saturdays:** There were concerns that Saturday restrictions were unnecessary in the area. Restrictions are signed as part of a zone. It is important that changes in restrictions do not confuse motorists. To achieve this zones need to be large in area with clear boundaries. The controls were implemented on the basis that they were an extension of the existing zone. There have been no complaints during the first year of operation and observations indicate the scheme working well on Saturdays. The roads off London Road benefit from Saturday restrictions to control space when there is an event in Stoke Park. No change is recommended.
- 39 **Pit Farm Tennis Club:** The tennis club was concerned that there would not be sufficient space for users of the club. Officers have had conversations with representatives from the club and they are satisfied with the scheme and the flexibility it allows members to park.

- 40 **Parking Outside Tormead and Lanesborough Schools:** Parents were concerned about the amount of space available to pick up and drop off children. The situation has improved since the introduction of the scheme. Representatives have contacted officers since the scheme was implemented to discuss further improvements. The situation can be improved by changing the two equal sized bays in Cranley Road to bring the one with a 4 hour maximum parking closer to the schools and the one which is unrestricted further away from the school. The 4 hour bay is likely to have space available at the start and end of the school day. This change is proposed as one of the amendments listed in **ANNEXE 3**.
- 41 **Cranley Road:** There was concern about the fact that parking had been placed on both sides of the road in the North East section of Cranley Road, past its junction with Pit Farm Road. There was also concern that there may not be sufficient parking in the road to accommodate the needs of the NHS facility there. Observations show the scheme to be working satisfactory and no issues have been raised during the time it has been operating. It is possible to create a new bay without a significant impact on traffic flow and this has been proposed in **ANNEXE 3**.

ISSUES OUTSIDE THE CPZ

- 42 There are a number of areas where reviews have been requested and parking problems continue. The main areas are:
- Stoughton – especially the Grange Road & New Cross Road area
 - Park Barn – the area around Southway and Egerton Road
 - Burpham – New Inn Lane / Burpham Lane
 - Slyfield Industrial Estate
- 43 One key limitation on creating new restrictions outside the CPZ is the availability of resources to effectively enforce them. The CPZ is the financial responsibility of the Local Committee (Guildford). The CPZ generates a surplus and there are funds to carry out reviews and there are sufficient resources to enforce new restrictions. However enforcement of waiting restrictions (yellow lines) and all areas outside the CPZ are the financial responsibility of the County Council's Executive. There is a limit on the enforcement resources that can be deployed to cover these restrictions. There is already concern that there are insufficient resources to cover existing restrictions. This concern was highlighted by comments made by the public during the consultations on Ripley and Ash. New schemes will expand the amount and geographic spread of the restrictions and dilute the limited resources still further.
- 44 It is recommended that a consultant be engaged to review these areas. The consultant would be asked to review the problems and consider where parking restrictions would be most effective bearing in mind the limit on enforcement resources and the potential effect on existing areas if the resources are stretched.

FINANCIAL IMPLICATIONS

- 45 **Consolidating changes into one order:** This recommendation will lead to the advertising and re-printing of the CPZ Order and is likely to cost £3,000.
- 46 **Consulting on Sunday Restrictions:** There are estimated to be around 6,000 addresses in catchment areas A to D and the response to a consultation of this nature is likely to be high. It is planned to carry out the work in-house but using temporary staff to input the data received back. The estimated cost of printing, postage, and inputting returns is estimated to be £10,000. To implement an inner zone would require changing all the signs in each bay and erecting new zone entry signs. The actual cost would depend on the area selected but a budget is estimated of £40,000.
- 47 **Increase in the Permit Charge:** The proposed increase in the permit charge is estimated to increase income by £25,000.
- 48 **Minor Changes described in ANNEXE 3:** There is the cost of an advertisement in the Surrey Advertiser and of re-printing the order. The estimate is £2,000.
- 49 **St Omer Road, Tangier Road and Warren Road:** The cost of the consultation can be covered from existing budgets but the cost of implementing a scheme in this area, would depend on the nature and extent of controls but is estimated at £10,000.
- 50 **Consultant to review outer areas:** This depends on the extent of work required but it is intended to ask for an initial assessment and for approximately £10,000.
- 51 All of the above costs can be funded from the CPZ on-street account.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

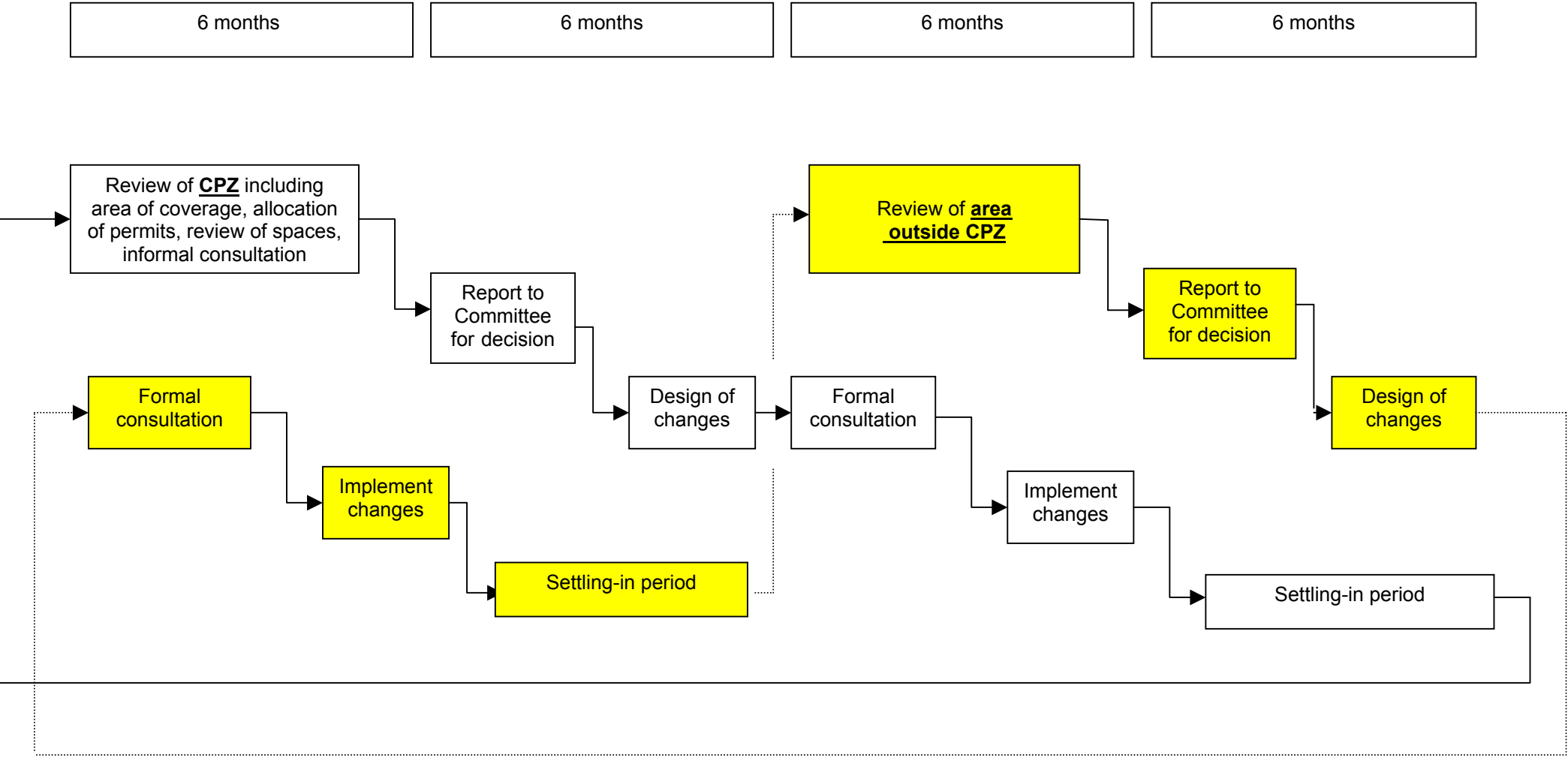
- 52 The proposals help control the use of vehicles and ensure traffic can flow and reduce congestion.

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BACKGROUND PAPERS:

ITEM 14 : ANNEXE 1
 REVIEW PROGRAMME FLOWCHART



ITEM 14: ANNEXE 2
SUNDAY PARKING SURVEY - SUMMARY RESULTS

NUMBER OF ON-STREET PARKING SPACES AVAILABLE

Area	Time			
	Saturday 14.00 to 14.30	Sunday 9.30 to 10.00	Sunday 11.00 to 11.30	Sunday 14.00 to 14.30
William Road/Leas Road/Mary Road	4 (PO2/DU2)	5 (PO5)	5(PO4/DU1)	6(PO4/2DU)
Church Road/Artillery Road/George Road	8 (PO6/DU2)	4 (PO4)	9 (PO9)	9(PO6/DU3)
Markenfield Road	6 (PO3/DU3)	4(PO4)	8(PO8)	8(PO6/DU2)
Haydon Place/WardStreet	1 (P&D1)	12(P&D12)	0	0
South Hill	1 (P&D1)	12(P&D12)	0	0
Millmead Terrace, Bury Street , Bury Fields , Lawn Road	7 (PO6/DU1)	20(DU15/PO5)	0	12(DU8/PO4)
Millmead	1(P&D1)	25(P&D25)	0	3(P&D3)
Farnham Road (from Town up to Agraria Road)	3 (DU3)	5(DU5)	1(DU1)	4(DU4)

The details in brackets indicate the type of space available: PO Permit holders only
DU Dual Use – Permit holders unlimited and Non permit holders up to 2 hours
P&D Pay and Display

NUMBER OF VEHICLES PARKED ON YELLOW LINES

Area	Time			
	Saturday 14.00 to 14.30	Sunday 9.30 to 10.00	Sunday 11.00 to 11.30	Sunday 14.00 to 14.30
William Road/Leas Road/Margaret Road	0	5(DYL3/SYL2)	5(DYL3/SYL2)	6(SYL6)
Church Road/Artillery Road/George Road	1 (SYL1)	10 (DYL8/SYL2)	9(DYL5/SYL4)	21(DYL12/SYL9)
Markenfield Road	0	6 (DYL2/SYL4)	8(DYL4/SYL4)	4(DYL3/SYL1)
Haydon Place/Ward Street	0	0	0	0
South Hill	0	0	3(SYL3)	14(SYL14)
Millmead Terrace, Bury Street , Bury Fields , Lawn Road	2 (1DYL/1SYL)	0	15(DYL3/SYL12)	6(SYL4/DYL2)
Millmead	0	2(SYL2)	2(SYL2)	1(SYL1)
Farnham Road (from town up to Agraria Road)	0	3(SYL3)	3(SYL3)	7(SYL7)

NOTE: There is currently no restriction on parking on a single yellow line on a Sunday.

The details in brackets indicate the type of yellow line: DYL – Double yellow line – no waiting (parking) at any time
SYL - Single Yellow line – no waiting (parking) Monday to Saturday 8.30 to 6.00.

**ITEM 14 : ANNEXE 3
ESSENTIAL MINOR CHANGES**

Road	Location	Amendment
Aldersey Road	Outside No.1	Amend existing parking place to allow for a vehicle crossover and replace with a Single Yellow Line.
Artillery Terrace	Adjacent to No.29 Church Road	Introduce a 2-hour Limited Waiting or Permit A parking place.
Bray Road	Outside No.2	Amend existing parking place to allow for a vehicle crossover, extending adjacent Single Yellow Line.
Bray Road	Outside Nos.21 & 23	Extend the existing parking place by 4 metres in a northerly direction.
Bridge Street	Outside YMCA	Amend Traffic Regulation Order so it shows the true extent of the no waiting at any time restriction.
Bury Street	Outside No15	Extend the existing parking place by 7 metres in a south-westerly direction.
Bury Street	Outside the Almshouses	Split the existing parking place introducing a 10-metre length of Single Yellow Line to allow elderly residents to be picked up by the dial-a-ride bus and others.
Clifford Manor Road	Outside No 11a	Amend existing parking place to allow for a vehicle crossover extending adjacent Single Yellow Line.
Cranley Road	Outside Shortlands	Introduce a parking place outside Shortlands.
Cranley Road	Outside No.53	Amend Traffic Regulation Order so that it reflects the situation on the ground and the presence of a length of Single Yellow Line.
Cranley Road	Outside Lanesborough School and adjacent to No.6 Fielders Green	Convert the existing Unrestricted parking place outside Lanesborough School to 4-Hour Limited Waiting or Permit I and convert the existing 4-Hour Limited Waiting or Permit I parking place adjacent to No.6 Fielders Green to Unrestricted.
East Meads	Opposite No.14	Shorten existing parking place slightly to ease access, extending adjacent Single Yellow Line.
Friars Gate	Outside No 6	Amend existing parking place to allow for a vehicle crossover and replace with a Single Yellow Line.
Guildown Road	Outside No. 7a	Amend Traffic Regulation Order to reflect what is on street by removing parking place and replacing with a single yellow.
Harvey Road	Outside Mt. Alvernia Hospital	Replace the Single Yellow Line with Double Yellow Line on the south side of the Harvey Road, lengthening the existing adjacent Double Yellow Line restriction, so that it extends 10 metres east of the junction with Jenner Road.
Irwin Road	Outside Nos.3 to 5	Amend Traffic Regulation Order so that it reflects the situation on the ground and the presence of a 2-Hour Limited Waiting or Permit F parking place.
Josephs Road	Outside No.11	Amend existing parking place, converting part of it into a disabled only parking place for one car.
Josephs Road	Outside No.39	Amend existing parking place to allow for a vehicle crossover extending adjacent Single Yellow Line.
Josephs Road	Outside No.53	Amend existing parking place to allow for a vehicle crossover and replace with a Single Yellow Line.
Kings Road	Adjacent to No.86 Nightingale Road	Amend Traffic Regulation Order so that it reflects the situation on the ground, replacing the 2-Hour Limited Waiting or Permit E parking place with a Permit E Only parking place.
Lancaster Avenue	Both Sides Outside Nos.1 & 2	Introduce Double Yellow Line at roundabout junction with Warren Road to start of first lay-by, a distance of approximately 17 metres.
Mareschal Road	Outside No.6	Amend existing parking place to allow for a vehicle crossover extending adjacent Single Yellow Line.
Maori Road	Outside Nos.10 & 12	Amend Traffic Regulation Order so that it reflects the situation on the ground, amending the position of the parking places and the Single Yellow Line.

**ITEM 14 : ANNEXE 3
ESSENTIAL MINOR CHANGES**

Road	Location	Amendment

**ITEM 14 : ANNEXE 3
ESSENTIAL MINOR CHANGES**

Road	Location	Amendment
Millmead Terrace	Outside No.10	Extend the existing Permit B Only parking place in a northerly direction to 10 metres from the bend.
Mountside	Outside No.1	Amend Traffic Regulation Order so that it reflects the situation on the ground, extending the existing parking place towards the garages and reducing the length of the Single Yellow Line.
Mountside	Outside Nos.3 & 5	Extend the existing Permit F only parking place in a north-easterly direction towards the garages.
Old Court Road	Outside No.23	Amend existing parking place to allow for a vehicle crossover and replace with a Single Yellow Line. introducing a 4-hour limited waiting or Permit J parking place by removing Single Yellow Line.
Park Road	Outside No.10	Introduce a formal disabled only parking place.
Pentreath Avenue	Outside No.12	Amend existing parking place to allow for a vehicle crossover and replace with a Single Yellow Line.
Pentreath Avenue	Outside Nos.1 & 3	Amend Traffic Regulation Order so that it reflects the situation on the ground, altering position of parking place and adjacent Single Yellow Lines.
Pewley Way	Adjacent to Mt. Alvernia Hospital	Amend Traffic Regulation Order so that it reflects the situation on the ground, changing the dual-use Pay & Display and permit holders parking place to Pay & Display Only parking place with a 2-Hour Maximum Stay.
Semaphore Road	Outside No.11	Amend Traffic Regulation Order so that it reflects the situation on the ground, splitting the parking place with short stretch of Single Yellow Line to protect fire hydrant.
Sandfield Terrace	Opposite Nos.16 & 18	Remove Double Yellow Line, extending adjacent Permit D Only parking place in a southerly direction so that it abuts the 2-Hour Maximum Stay Pay & Display or Permit D parking place.
Sycamore Road	Outside No.31	Amend existing parking place to allow for a vehicle crossover and replace with a Single Yellow Line, shortening the 2-Hour Limited Waiting or Permit E parking place, but extending the Permit E Only parking place.
St Johns Road	Adjacent to No.119 Raymond Crescent	Amend Traffic Regulation Order so that it reflects the situation on the ground, but introduce a 4-Hour Limited Waiting or Permit J parking place, avoiding fire hydrants.
St Luke's Square	Both Sides Outside and Opposite Knightsbridge House	Introduce Double Yellow Line at junction with Warren Road for a distance of 15 metres.
The Mount	Outside Nos.33 & 35	Amend Traffic Regulation Order so that it reflects the situation on the ground, converting the existing Permit F Only parking place to a Permit B Only parking place.
The Mount	Outside Nos.34 & 36	Amend Traffic Regulation Order so that it reflects the situation on the ground, splitting the existing Permit F Only parking place and introducing a short section of Double Yellow Line to protect the access to the steps.
Upper Edgeborough Road	Outside Chaucer House & Edgehill	Remove Single Yellow Line, extending adjacent Unrestricted parking places so that they combine.
Wodeland Avenue	Outside No.20	Amend existing parking place to allow for a vehicle crossover extending adjacent Single Yellow Line.
Wodeland Avenue	Opposite No.104	Amend existing parking place to allow for access to allotments and replace with a Single Yellow Line.
Yvonne Arnaud Theatre	Outside Old Town Mill	Amend Traffic Regulation Order so that it reflects the situation on the ground, introducing a formalised Disabled Only parking place with a 3-Hour Maximum Stay.

**ITEM 14 : ANNEXE 3
ESSENTIAL MINOR CHANGES**

Road	Location	Amendment
Access		