

## **Parking and Waiting Restrictions – Update summary**

To: **Ashford Joint Transportation Board**

By: **Chris Miller - Parking Highways and Transportation Team Leader**

Date: **12<sup>th</sup> September 2017**

Classification: **For decision**

Ward: **Across the district – Various**

### **Summary:**

#### **This report;**

- (i) Provides an update and summary of parking and waiting restriction schemes and**
- (ii) Seeks the Board's recommendations regarding the recent public consultation on changes to Amendment 1.**

### **Introduction and Background**

1. The consultation period relevant to the schemes addressed within this report ran from midnight on Thursday 13<sup>th</sup> July 2017 to midnight on Thursday 03 August 2017.
2. This report provides an update and summarises parking and waiting restrictions and any schemes that have been through the Joint Transportation Board (JTB) and at the stage in the process reached since the last meeting (see Appendix 1).
3. The next quarterly liaison meeting between Kent County Council (KCC) and Ashford Borough Council (ABC) to discuss proposed matters to take forward to consultation is on Thursday 7th September.
4. Members are asked to indicate whether they support the introduction of the recently advertised Amendments 1. Plans are provided at Appendix 2.
5. Appendix 2 provides a breakdown of the responses received during the consultation period from members of the public and statutory consultees.

## The Schemes

### Cobbs Wood Industrial Estate

6. Introduction of extended no waiting restrictions on Hilton Road (junction with Brunswick Road- southern arm) and along Brunswick Road. Removal of unrestricted parking on northern side of the road. Replacement of two areas of unrestricted parking with no waiting restrictions and removal of an area of single yellow lining with time restriction to afford parking provision.

Consultation letters sent	65
Objections	3
Support	2
Stakeholder support	0

7. The purpose of this restriction is to promote free flow and safe movement of traffic and pedestrians whilst at the same time improving amenity access.
8. Changes to A28 (dual carriageway project) commissioned by KCC, represents a large infrastructure project offering improvement to the Borough. The design will lead to a change in the direction and volume of travel by vehicles through Cobbs Wood Industrial Estate.
9. Once the dual carriageway work is complete vehicles will only be able to turn left from Hilton Road onto the A28. It has been identified through traffic counts that an increased number of vehicles will use Hilton Road to access Brunswick Road and subsequently Carlton Road to egress the estate, especially at peak times onto the A28 when people are arriving at and leaving work.
10. The objections to this proposal were raised by:

#### Stagecoach buses

11. The objection was that parking would be lost near the Stagecoach depot, which is not the case. Stagecoach have since received an officer response explaining that the proposal will in no way affect their operation and it relates to a different area of the estate to that in which they operate.
12. Two local Ward Members
- (i) Objections related to the loss of parking in the area due to the extension of the no waiting restrictions to this extent.

- (ii) It is believed that the loss of parking in the area may simply increase displacement to other areas.
  - (iii) The provision of parking bays in Carlton Road provides additional safety by slowing traffic. By restricting both sides of the highway in this area the speed of vehicles may increase and negate the benefit of restricting the traffic in the first place.
13. The widening of the A28 represents a major infrastructure project. Due to the importance of this scheme and as a result of the objections raised further investigations have been conducted by ABC and KCC officers as it is imperative suitable solutions are put in place prior to commencement of the A28 works in spring 2018.
  14. It was identified it may be prudent to retain as traffic calming measures the two unrestricted parking bays on Carlton Road. This has since been accepted by KCC though an element of monitoring will be required once the A28 opens.
  15. Officers identified various locations where current time restricted 0800-1800 Monday-Saturday single yellow lines can be reduced to afford parking places to replace some of the displacement caused by the introduction of double yellow lines on Brunswick Road. Photographs and details of these parking places and the two unrestricted parking bays on Carlton Road are included in Appendix 3.
  16. KCC officers have advised that the changes recommended in points 14 and 15 are minor amendments and accept the changes suggested
  17. It is proposed that the amendments in identified in paragraphs 14 and 15 address the objections raised during the consultation. It is the view of officers that the benefits of the scheme outweigh the merits of the objections, all of which have been suitably investigated given the significance of the wider infrastructure project.

**North Street, Ashford**

18. Removal of doctor's parking bay and replacement with time restricted parking.

Consultation letters sent	24
Objections	0
Support	0
Stakeholder support	0

19. The purpose of this restriction is to improve Town Centre amenity access.

20. This location was formally home to a doctor's surgery that no longer exists. The bay is no longer required or used at this location. It is the intention to remove and revert to reflect the existing underlying no waiting time restriction already in this pedestrian area from 0600-1800hrs.
21. It will in addition provide increased parking provision outside of these times in the Town Centre area.

**Church Road, Kennington**

22. No waiting restriction (double yellow lines) to be introduced.

Consultation letters sent	19
Objections	1
Support	0
Stakeholder support	0

23. The purpose of this restriction is to promote free flow and safe movement of traffic and pedestrians whilst at the same time improving amenity access for waste collection vehicles and emergency services.
24. An objection was received from the ward member to this proposed amendment. After consultation with the Chair and Vice-Chair of the JTB, officers will conduct further investigations with key stakeholders and report to the JTB in December 2017.

**Ellingham Way (Area serving units 104-110)**

25. Revocation of the existing parking zone in this area with retention of the overnight controlled parking for vehicles in excess of five tonnes.

Consultation letters sent	32
Objections	0
Support	1
Stakeholder support	1

26. The purpose of this restriction is to promote free flow and safe movement of traffic and pedestrians whilst at the same time improving amenity access for emergency services vehicles.
27. These restrictions were imposed on the main roads on Ellingham Estate in 2016 (Amendment 1). Ellingham Way is managed by ABC (Corporate Property and Projects). The area affected is not part of the public highway network.
28. It has been noted that South East Kent Ambulance Service have had issues with the restrictions due to the size of ambulances and the layout of the area.
29. As with any amendment the opportunity to review and amend to ensure the restrictions operate effectively is available to the highway authority. In this case, the restrictions have brought about movement issues for vehicles within the area and it is therefore recommended that the restrictions be removed to promote free flow and safe movement of traffic and pedestrians whilst at the same time improving amenity access for emergency services.

**High Street, Wye**

30. No waiting restriction (double yellow lines).

Consultation letters sent	40
Objections	0
Support	0
Stakeholder support	0

31. The purpose of this restriction is to promote free flow and safe movement of traffic and pedestrians.
32. The existing unrestricted parking leads to an overlap to a dropped footway intended to allow pedestrians access to the highway. The proposal recommends to introduce a short section of double yellow lines simply to cover the extent of the dropped footway to prevent parking here. Unrestricted parking reduced in length by the same measure (approximately 10 meters).
33. The below listed amendments are administrative alterations in order to make enforceable lining and signing currently in place on the highway at the given locations. They effectively cover restriction that are already in place but require inclusion within the traffic regulation order. Each of the below matters were

consulted upon during the same three week period and no objections were received.

## **In the Town of Ashford**

<b>Location</b>	<b>Description of Scheme</b>
Apsley Street	Amendment of descriptions to reflect the marked restrictions
High Street (between Bank St & North Street)	Amendment of descriptions relating to disabled
High Street (between Bank St & North Street)	Amendment of descriptions relating to taxi bays to reflect the marked restrictions
High Street (between Bank Street & North Street)	Amendment of descriptions to reflect the marked restrictions
Hoxton Close,	Formalise existing school keep clear markings
Kent Avenue (located between no's 44 & 46a)	Formalise existing disabled persons parking bay
Whitfeld Road (located between no's 23 & 27)	Formalise existing disabled persons parking bay

34. The formalising of Hoxton Close School keep clear markings, existing disabled parking bays and taxi ranks as detailed in the table at point 4.7 permits civil enforcement should the areas be misused by other road users.
35. For the reasons given the JTBS approval is requested to introduce this amendment order (Amendment 1).

### **JTB are asked to note the following Traffic Regulation Orders for information only**

36. At the last JTB in June 2017, information was provided on a several related projects to improve Station Approach. Key to the projects is the relocation of the taxi waiting layby from Station Approach to the Civic Centre car park. The projects aims are to improve pedestrian connectivity between the Commercial Quarter, the railway station and the Stour Centre car park, to reduce vehicle congestion on Station Approach and to improve the flow of vehicles through the Station Forecourt at peak times.
37. A consultation took place from 13<sup>th</sup> July to 3<sup>rd</sup> August regarding the proposals and no objections were received. As this is private land the consultation for the associated traffic order sat outside of the usual JTB process. An update is provided, however, for member's information.
38. An agreement has now been reached with Network Rail, who own this area of land to introduce a Traffic Regulation Order. ABC's Civil Enforcement Officers will be empowered to take action should a motorist be in contravention of the parking and waiting restrictions.

## **Elwick Road Temporary Car Park**

39. At the June JTB, information was provided on a proposal to introduce a new temporary car park on Elwick Road. A consultation on a Traffic Regulation Order took place from 13<sup>th</sup> July to 3<sup>rd</sup> August and no objections were received.
40. The Elwick Road car park has spaces for 105 vehicles, plus parking for motorcycles and cycles. Work started in July and the car park is now open. Planning permission was granted for a three year period linked to the development of Elwick Place.
41. The new car park operates 24 hours a day with chargeable periods between 0700 and 1800 seven days a week. Charges are in line with other car parks in the town centre, such as Dover Place and Station Road.

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Reporting to:	James Hann – Health, Parking and Community Safety Manager James.hann@ashford.gov.uk

<b>Appendix List</b>	
Appendix 1	List of sites and current status
Appendix 2	Plans of restrictions proposed in amendment 1
Appendix 3	Explanatory photographs and descriptions of Cobbs Wood additional amendments investigated by KCC and ABC officers

## Appendix 1

<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Ashford/Tenterden - Various</b>			
Brunswick Road (southern arm)	Revocation of certain lengths of existing waiting restrictions (single yellow lines) and removal of some existing areas where parking is permitted. Replacement with unlimited waiting restrictions (double yellow lines)	September 2017	Consultation complete, report to this JTB
Carlton Road (between Godinton Bus Gate and Brunswick Road- southern arm)	Revocation of certain lengths of existing waiting restrictions (single yellow lines) and removal of existing areas where parking is permitted. Replacement with unlimited waiting restrictions (double yellow lines)	September 2017	Consultation complete, report to this JTB
Hanover Close	Revocation of certain lengths of existing waiting restrictions (single yellow lines) at junction with Brunswick Road and replacement with double yellow lines at the junction.	September 2017	Consultation complete, report to this JTB
Hilton Road	Revocation of certain lengths of limited waiting restrictions (single yellow lines) and their replacement with double yellow lines (no waiting at any time)	September 2017	Consultation complete, report to this JTB
North Street	Removal of 'Doctors permit' bay and replacement with single yellow lines reflecting the underlying pedestrian zone restrictions (no waiting Mon-Sat 6am-6pm) to reflect change of business use and allow for additional parking outside of restricted hours	September 2017	Consultation complete, report to this JTB

Church Road (Kennington)	Introduction of double yellow lines, on western side of Church Road (adjacent to footway)	September 2017	Consultation complete, report to this JTB
Ellingham Way (area serving units 104-110)	Revocation of the extent of the restricted parking zone in this area and maintenance of the existing Controlled Parking Zone relating to vehicles over 5 tonnes waiting overnight	September 2017	Consultation complete, report to this JTB

### In the village of Wye

Location	Description of Scheme	Date at JTB	Current Status
High Street	Minor reduction in extent of existing parking bays to avoid bays intruding over existing dropped footway	September 2017	Consultation complete, report to this JTB

**THE FOLLOWING AMENDMENTS IN THE TOWN OF ASHFORD DO NOT CHANGE ANY OF THE RESTRICTIONS AS THEY CURRENTLY APPEAR ON THE GROUND, THEY ARE ADMINISTRATIVE CHANGES ONLY TO FORMALISE ALREADY MARKED RESTRICTIONS**

### In the Town of Ashford

Location	Description of Scheme	Date at JTB	Current Status
Apsley Street	Amendment of descriptions to reflect the marked restrictions	September 2017	Consultation complete, report to this JTB
High Street (Btw Bank St & North Street)	Amendment of descriptions relating to disabled	September 2017	Consultation complete, report to this JTB
High Street (Btw Bank St & North Street)	Amendment of descriptions relating to taxi bays to reflect the marked restrictions	September 2017	Consultation complete, report to this JTB
High Street ( <i>between Bank Street &amp; North Street</i> )	Amendment of descriptions to reflect the marked restrictions	September 2017	Consultation complete, report to this JTB
Hoxton Close,	Formalise existing School Keep Clear markings	September 2017	Consultation complete, report to this JTB

Kent Avenue ( <i>located between no's 44 &amp; 46a</i> )	Formalise existing Disabled Persons Parking Bay	September 2017	Consultation complete, report to this JTB
Whitfeld Road ( <i>located between no's 23 &amp; 27</i> )	Formalise existing Disabled Persons Parking Bay	September 2017	Consultation complete, report to this JTB

### **Scheme Updates**

<b>Location</b>	<b>Description of scheme</b>	<b>Date at JTB</b>	<b>Current Status</b>
<b>Ashford/Tenterden - Various</b>			
Cypress Avenue/Springwood Drive/Loudon Way	No waiting restrictions	June 2017	Order sealed and scheme complete.
Chapel Road, Hothfield	No waiting restrictions	June 2017	Order sealed and scheme complete.
Cuckoo Lane, Ashford	No waiting restrictions	June 2017	Order sealed and scheme complete.
Grosvenor Road	Amend current no waiting restriction to permit disable persons parking bay to be installed.	June 2017	Order sealed and scheme complete.
Marshalls Land, Tenterden	No waiting restrictions to protect hammerhead of cul-de-sac.	June 2017	Order sealed and scheme complete
The Wish, Kenardington (nos. 1-16)	No waiting restrictions	June 2017	Order sealed and scheme complete
Glebelands, Mersham	No waiting restrictions	June 2017	Order sealed and scheme complete
Borough wide	Consolidation of 2016 order with subsequent amendments to create 2017 Consolidated order	June 2017	Order sealed and scheme complete



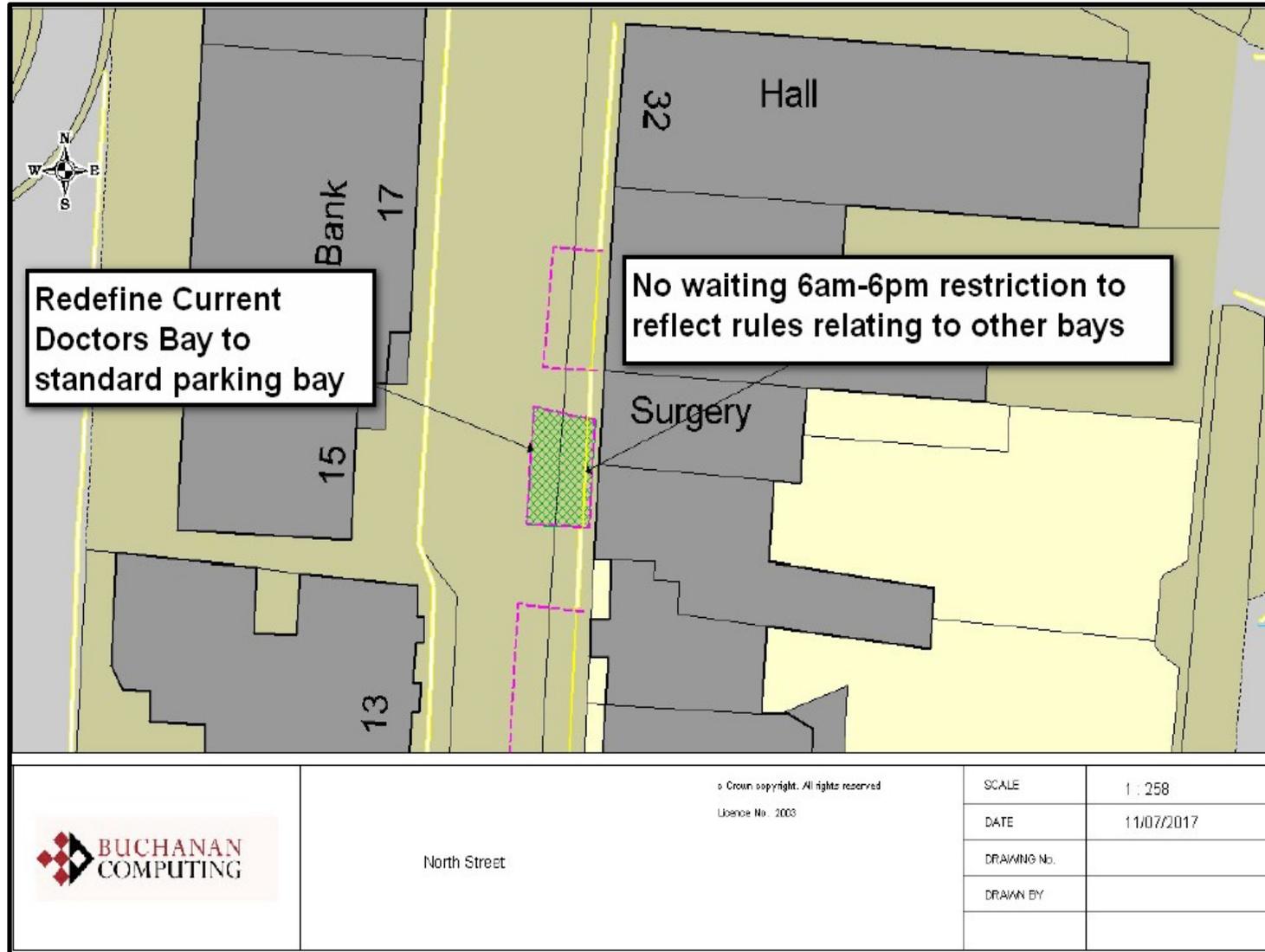
**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

<b>Location of amendment</b>	<b>North Street, Ashford</b>
<b>Proposal</b>	<b>Removal of existing single ‘Doctors’ bay within the pedestrian zone and reversion to standard zone restriction</b>
<b>Notes</b>	<p>1. There is a single bay that was placed in the order to reflect the presence of an adjacent doctors practice.</p> <p>The practice is no longer in place. This places a restriction on a single bay on North Street, and reduces on-street parking provision in the area, close to a number of businesses with a strong trade after the pedestrian zone is not in place. Proposal to restrict bay between 06:00am and 6:00pm in line with other bays within the Pedestrian Zone.</p> <p>2. No additional letters were sent to residents or businesses in relation to these amendments. There is no additional enforceable area over what already is in situ, but rather the number of potential parking bays is being increased during the evenings and Sundays by one. The order was advertised, notices were placed in the affected area and letters were sent to statutory consultees, as per LATOR.</p>
<b>Correspondence OUT</b>	
Number of advice letters sent to residents in immediate area	0 (see point 2 above)
Number of letters with all proposals to statutory consultees	25

**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

Number of advice letters to statutory consultees relating to this proposal	3
<b>Correspondence IN</b>	
Number of responses received from residents	0
Responses received as a % of letters sent out to residents	N/A
Number of responses in support <b>or in support with additional points</b> (total % of responses)	0
Number of objections (total % of responses)	N/A
Number of objections from stakeholders	0
Number of responses in support from stakeholders	
<b>Objection Comments</b>	
	N/A

## APPENDIX 2. Amendment 1, 2017- Consultation responses



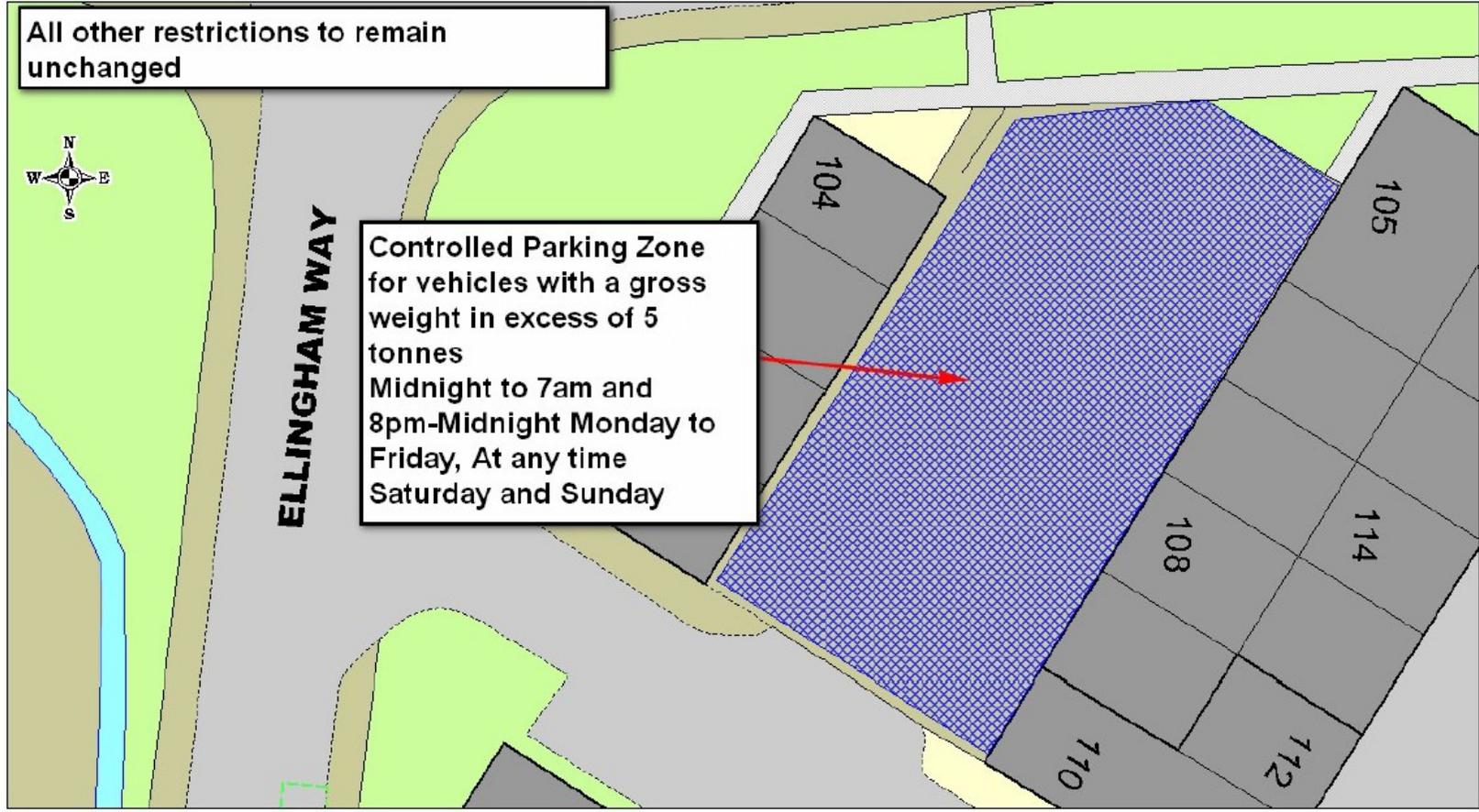
**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

<b>Location of amendment</b>	<b>Ellingham Way, Ashford (area serving units 104-110)</b>
<b>Proposal</b>	<b>Revocation of Restricted Parking Zone (RPZ) from this discrete area but the maintenance of the existing Controlled Parking Zone (CPZ) relating to the overnight waiting of Heavy Goods Vehicles in that area.</b>
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. These restrictions were imposed on the main roads on Ellingham estate in 2016 (Amendment 1). Certain discrete areas (the area serving units 11-24) were left out of the provisions of the RPZ.</li> <li>2. Ellingham Way is managed by Corporate Property department of Ashford Borough Council. The area affected is not part of the public highway network.</li> <li>3. The result of the creation of an RPZ in this discrete area led to the installation of a single parking bay. This would be removed as part of the removal of the waiting restriction relating to the RPZ. Bays would not need to be marked to continue enforcement of the CPZ.</li> <li>4. Corporate Property and businesses within units 104-110 requested that the provisions of the RPZ be revoked from that discrete area, to match the restrictions now in place for the area serving units 11-24. The overnight waiting ban for heavy goods vehicles to remain.</li> <li>5. Other areas and roads to remain subject to both RPZ and CPZ as before to prevent the inconsiderate parking which led to the proposal for Amendment 1 in 2016.</li> </ol>
<b>Correspondence OUT</b>	

**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

Number of advice letters sent to businesses in immediate area	7
Number of letters with all proposals to statutory consultees	25
Number of advice letters to statutory consultees relating to this proposal	3
<b>Correspondence IN</b>	
Number of responses received from residents/businesses	0
Responses received as a % of letters sent out to residents	N/A
Number of responses in support <b>or in support with additional points</b> (total % of responses)	0
Number of objections (total % of responses)	0
Number of objections from stakeholders	0
Number of responses in support from stakeholders	1 <sup>(i)</sup>
	(i) ABC Corporate Property supports the proposal.

## APPENDIX 2. Amendment 1, 2017- Consultation responses



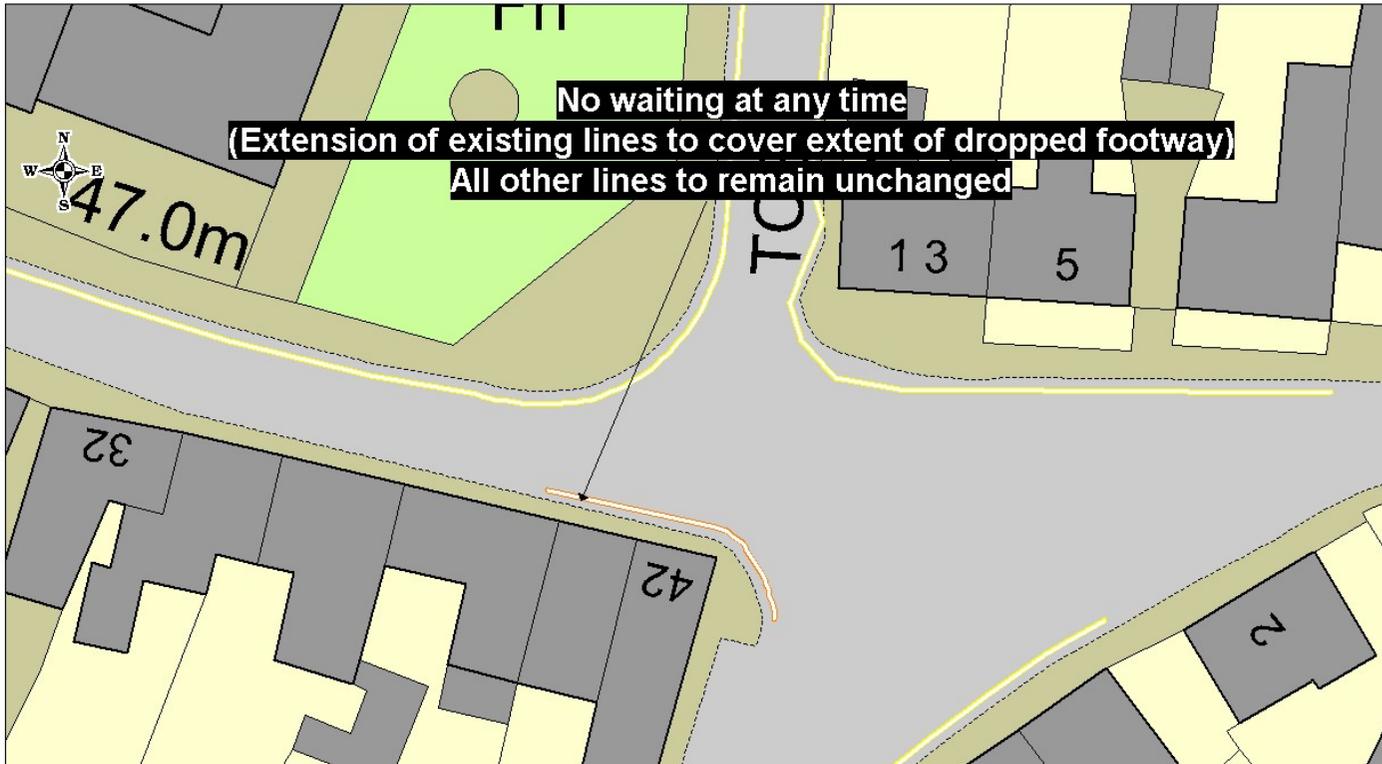
	© Crown copyright. All rights reserved Licence No. 2803  Ellingham Way (units 104-110_)	SCALE	1 : 302
		DATE	11/07/2017
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**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

<b>Location of amendment</b>	<b>High Street, Wye</b>
<b>Proposal</b>	<b>Reduction in unrestricted parking on High Street (and commensurate increase in length of existing double yellow lines)</b>
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. Existing unrestricted parking overlaps a dropped footway intended to allow pedestrians access to the highway.</li> <li>2. Increase in double yellow lines simply to cover the extent of the dropped footway to prevent parking here- unrestricted parking reduced in length by the same measure</li> </ol>
<b>Correspondence OUT</b>	
Number of advice letters sent to residents in immediate area	15
Number of letters with all proposals to statutory consultees	25
Number of advice letters to statutory consultees relating to this proposal	3
<b>Correspondence IN</b>	
Number of responses received from residents & other than statutory consultees	0
Responses received as a % of letters sent out to residents	N/A
Number of responses in support <b>or in support with additional points</b> (total % of responses)	0 ( )
Number of objections (total % of responses)	0 ( )
Number of objections from stakeholders	0

## APPENDIX 2. Amendment 1, 2017- Consultation responses

Number of responses in support from stakeholders	



	<small>© Crown copyright. All rights reserved Licence No. 2003</small>  High Street, Wye (Jct with Upper Bridge Street)	SCALE	1 : 300
		DATE	10/07/2017
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**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

<b>Location of amendment</b>	<b>Cobbs Wood, Ashford.</b>
<b>Proposal</b>	<b>Introduction of extended no waiting restrictions on Hilton Road (junction with Brunswick Road- southern arm) and along Brunswick Road. Removal of bays on northern side of the road here. Replacement of</b>
<b>Notes</b>	<ol style="list-style-type: none"> <li>1. Changes to A28 (dual carriageway project) by KCC has led to an amendment in the direction of travel by vehicles through the estate.</li> <li>2. Vehicles will only be able to turn right into Hilton Road, which remains a two way, and pass onto Brunswick Road. In order to return to the M20/A20, the likely increase in traffic will pass along Brunswick Road, from Hilton to Carlton Road.</li> </ol>
<b>Correspondence OUT</b>	
Number of advice letters sent to businesses in immediate area	40 <sup>(i)</sup>
Number of letters with all proposals to statutory consultees	25
Number of advice letters to statutory consultees relating to this proposal	3
<b>Correspondence IN</b>	
Number of responses received from businesses & other than statutory consultees	2
Responses received as a % of letters sent out to businesses	5%
<b>Number of responses in support or in support with additional points (total % of responses)</b>	<b>2(100%)</b>

**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

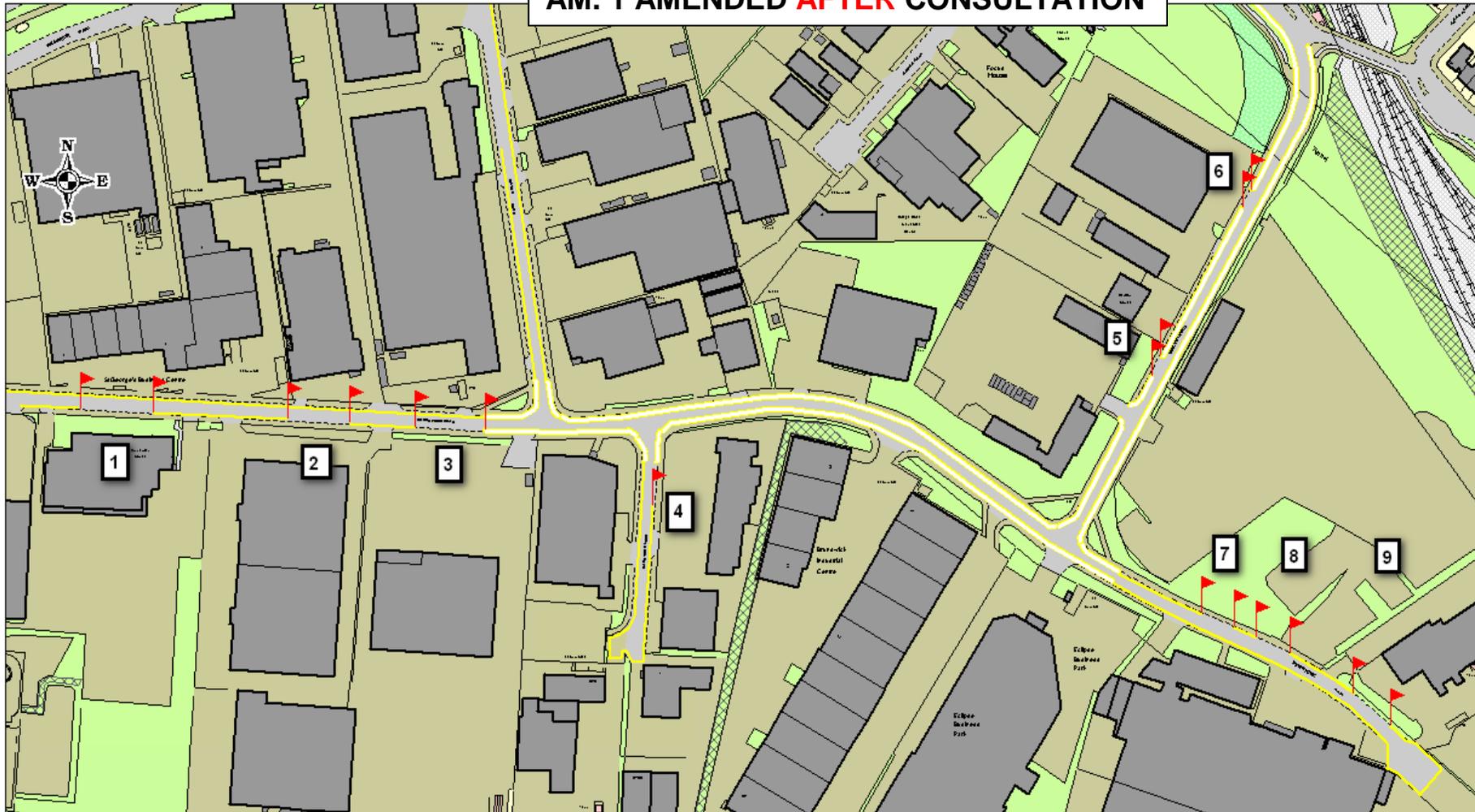
Number of objections (total % of responses)	0 ()
Number of objections from stakeholders	3 <sup>(ii)</sup>
Number of responses in support from stakeholders	1 <sup>(iii)</sup>
	(i) Hand delivered to businesses within 50 metres of extent of changes to current restrictions.
	<p>(ii) Councillors Feacey and Heyes have objected to the loss of parking in the area due to the extension of the no waiting restrictions to this extent. The loss of parking in the area may simply increase displacement to other areas.</p> <p>Councillor Heyes also pointed out that the provision of parking bays provides additional safety by slowing traffic passing along Carlton Road. By restricting both sides of the highway in this area in particular the speed of vehicles may increase and negate the benefit of restricting the traffic in the first place (<b>see plan, items 5 &amp; 6</b>)</p> <p>Stagecoach objected to any loss of parking that might prevent buses from waiting of an evening to refuel at the depot at the western end of Brunswick Road.</p> <p>With regards the objection by Stagecoach, there will be no extension of the restrictions west of the junction with Hilton Road, other than the junction protection, where waiting by any vehicle, including buses, would not be condoned. The single yellow lines and bays further west, towards the bus depot, will remain unaffected by the changes.</p>

**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

	<p>(iii) Arrow taxis supported the proposal on the proviso that parking opposite their depot is available.</p> <p>As with the response from Stagecoach, this parking area will not be affected by the proposals (<b>see plan, item 1</b>)</p> <p>Parking will also be increased on Brunswick Road, west of the junction with Hilton Road, through the reduction in existing no waiting restrictions, some of which has been due to changes in the underlying road layout since the creation of the Traffic Regulation Order (changes to entrance to KCC Waste site) (<b>See plan, item 2</b>)</p>
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## APPENDIX 2. Amendment 1, 2017- Consultation responses

### AM. 1 AMENDED **AFTER** CONSULTATION



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Cobbs Wood

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DATE	25/08/2017
DRAWING No.	AM1/Ver 6
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**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

**KEY- COBBS WOOD AREA.**

No.	Description
1	Retention of existing unrestricted highway- <b>area to remain unchanged</b> (Approx. 23m)
2	Reduction in existing 'no waiting' restriction (single yellow line) to allow for more parking (Approx. increase in available parking of 12.7m). <b>This retains protection of existing access points likely to be used by large vehicles.</b>
3	Retention of existing unrestricted highway- <b>area to remain unchanged</b> (Approx. 31m)
4	Reduction in existing 'no waiting' restriction (single yellow line) to allow for more parking (Approx. increase in available parking of 5m)
5	Retention of existing unrestricted highway- area to remain unchanged (Approx. 10m). <b>This section was to be removed in the original proposed plan.</b>
6	Retention of existing unrestricted highway- area to remain unchanged (Approx. 10m). <b>This section was to be removed in the original proposed plan.</b>
7	Reduction in existing 'no waiting' restriction (single yellow line) to allow for more parking (Approx. increase in available parking of 14.6m) <b>This section was to be restricted in the original proposed plan.</b>
8	N.B. Site of entrance to Gallagher site- proposal incorporates changes to location of access in this area which is not shown on the background map.
9	Reduction in existing 'no waiting' restriction (single yellow line) to allow for more parking (Approx. increase in available parking of 10m).

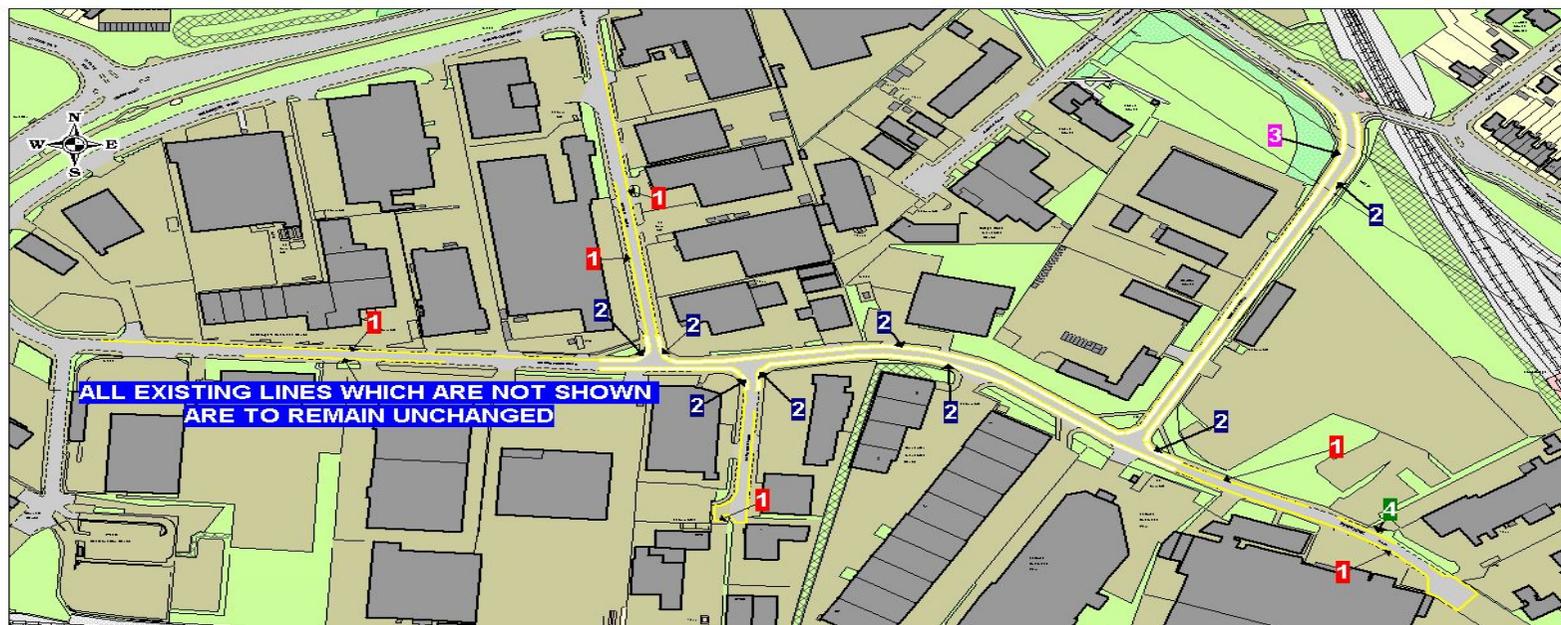
## APPENDIX 2. Amendment 1, 2017- Consultation responses

### AM. 1 ORIGINAL PLAN AND KEY

#### Key- Cobbs Wood Amendment 1, 2017

- 1** = Existing single yellow lines to be retained but double yellow lines to be introduced at selected junctions (see next item).
- 2** = Sections of existing single yellow lines to be replaced with double yellow lines- no waiting at any time.
- 3** = Existing single and double yellow lines to be combined. Existing unrestricted sections to be removed from this section.
- 4** = Existing single yellow lines to be amended- reduction in extent.

**N.B. All existing restrictions that are not marked on the plan are to remain unchanged**



Cobbs Wood Am2 2017

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SCALE	1 : 2528
DATE	07/07/2017
DRAWING No.	
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**APPENDIX 2.**  
**Amendment 1, 2017- Consultation responses**

### Appendix 3

1. Brunswick Road - Removal of time restricted single yellow line on right hand side from the front of the lorry in the photo to the drain in the foreground to afford additional parking.



2. Hanover Close - Removal of a section of time restricted single yellow line to left to afford additional parking for one vehicle behind the van.



3. Brunswick Road - Removal of section of time restricted single yellow line on the far left beyond junction to afford additional parking.



4. Carlton Road - Retention of the two small parking areas to act as traffic calming measure.

