



Northumberland

County Council

RECORD OF DECISION TAKEN BY SERVICE DIRECTOR - LOCAL SERVICES

Paul Jones

Proposed 'No Waiting at Any Time' parking restrictions on Corchester Lane, Corbridge

Cabinet Member: Councillor John Riddle

14/02/2023

Purpose of Report

To consider the results of the public consultation exercise, regarding the proposed 'No Waiting at Any Time' parking restrictions on Corchester Lane, Corbridge.

Recommendations

It is recommended that the 'No Waiting at Any Time' parking restrictions, should **NOT** be introduced.

Link to Corporate Plan

Living - "We want you to feel safe, healthy and cared for"

Enjoying - "We want you to love where you live"

Learning - "We want you to achieve and realise your potential"

Key Issues

1. Local residents have raised concerns about road safety on Corchester Lane, Corbridge.
2. Residents have reported that there have been a number of near misses, when pulling out from their driveways.
3. With cars parked either side of the carriageway, traffic is down to a single running lane. It is significantly reducing the visibility of vehicles joining the carriageway. Leading to vehicles pulling out in front of oncoming traffic.

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4. Vehicles are parking on the footpath, forcing pedestrians into the live carriageway to get past.

Background

Corchester Lane is a section of the C242, which links Corbridge and Hexham via Stagshaw Road and the A6079. It is also part of Hadrian's Cycleway.

As you initially enter Corchester Lane from the Stagshaw Road, you will find that vehicles park on both sides of the carriageway, leaving enough room for a single running lane of traffic.

Concerns have been raised regarding road safety on Corchester Lane. Residents have reported that there have been a number of "near misses" when pulling out of their driveways. With the problem being that vehicles are parking in such a manner that residents are unable to see approaching vehicles when attempting to join the main carriageway.

As can be seen from the pictures below, that vehicles are parking on the footpath, which is leaving insufficient space for pedestrians to safely get by.

It was proposed that 'No Waiting at Any Time' parking restrictions be considered in order to improve road safety in the area.



Google images of Corchester Lane

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Consultation

The proposed 'No Waiting at Any Time' parking restrictions were the subject of a consultation exercise which concluded on the 3rd of February 2023. This involved the delivery of a consultation letter to 22 residents and 28 statutory consultees, including the emergency services and disabled and transport associations and organisations. A copy of the consultation letter and plan is attached as Appendix A.

Responses were received from 15 consultees with 5 in favor and 10 against the proposals. A summary of the responses received is attached as Appendix B.

Recommendation

Given the result of the consultation it is recommended that the 'No Waiting at Any Time' parking restrictions **NOT** be introduced.

Councilor Nick Oliver is in agreement that the proposed restrictions not be implemented. As this will maintain the additional parking spaces for the residents of Trinity Terrace. He was also concerned that removing these spaces, would lead to increased traffic speeds in that area.

Implications Arising out of the Report

Policy	Consistent with existing policies
Finance and value for money	N/A
Legal	N/A
Procurement	N/A
Human Resources	N/A
Property	N/A
Equalities	N/A

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(Impact Assessment attached) Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>	
Risk Assessment	N/A
Crime & Disorder	N/A
Customer Consideration	N/A
Carbon reduction	N/A
Wards	Corbridge

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Appendix Index

Appendix A – Consultation letter and plan

Appendix B – Summary of consultation responses

Appendix C – Layout of proposed 'No Waiting at Any Time' parking restrictions

Background Papers:

None

Author and Contact Details

Report Author **Michael McMonagle, Programme Officer**

DECISION TAKEN

Title of Officer: Service Director, Local Services

Subject: Proposed 'No Waiting at Any Time' parking restrictions on Corchester Lane, Corbridge.

Consultation: 15 responses received
5 in favor
10 against

Decision Taken: To **NOT** introduce the 'No Waiting at Any Time' parking restrictions on Corchester Lane, Corbridge.

Signature of Director



14.03.23

Appendix A – Consultation Letter



Your ref:
Our ref: Corchester Lane
Enquiries to: Highways Programme
Email: Highwaysprogramme@northumberland.gov.uk
Tel direct: 0345 600 6400
Date: 12th January 2023

Dear Sir/Madam,

Proposed Parking Restrictions – Corchester Lane

Concerns have been raised regarding vehicles parking on the footpath on Corchester Lane. With vehicles being parked fully on the footpath, this is forcing Pedestrians to walk in the live carriageway. As well as restricting the visibility of vehicles joining the carriageway.

In order to address ongoing road safety concerns, the County Council is proposing the addition of double yellow lines in the areas highlighted yellow on the plan overleaf.

I am therefore writing to you to ask for your views on this proposal. Please visit <https://www.northumberland.gov.uk/Highways/Roads/Traffic.aspx> or send your views via email to HighwaysProgramme@northumberland.gov.uk. For those who don't have access to emails, a free post response form is attached to facilitate the consultation process.

Regrettably, it is not possible to reply to individual comments, but you may wish to note that comments may be included in a Decision Report to the Director of Local Services and may be available for public inspection.

This consultation is open until **Friday the 3rd of February 2023**.

Thank you in advance for your participation.

Yours sincerely,

Michael McMonagle

Michael McMonagle
Programme Officer



County Hall, Morpeth, Northumberland, NE61 2EF
www.northumberland.gov.uk





Northumberland County Council

Proposed parking restrictions - Corchester Lane



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Appendix B – Summary of consultation responses

	FOR	AGAINST	NEITHER	
Thoroughfare				Other Relevant Comments
Trinity Terrace		1		I oppose this proposal in the strongest possible terms. As s resident, parking on the side of the road, where this is proposed is a requirement. There are multiple reasons for my objection. 1) There is limited parking outside of our houses so the only other parking place is on the proposed side to the road. 2) Our parking spaces become even more limited when visitors to the Corbridge park on our road and walk into the town. 3) I've never seen cars blocking the pathway on that side of the road. The residents are always careful to park with enough space for pedestrians to walk comfortably. A better solution would be the removal of foliage tat encroaches onto he path. If this plan was to go ahead I would seek legal advice to oppose this.
Trinity Terrace		1		As a resident of Trinity Terrace no X I received your letter dated 12 January regarding your proposed parking restrictions on Corchester Lane. What we need is not double yellow lines, but residential parking permits for this road. The facts are -Trinity Terrace side of the road and far side of the road (alongside Trinity Manor & Trinity Barns properties) are used regularly by Corbridge shopkeepers, shoppers and restaurant/pub customers to park their car for long periods of time, often all day. This is because it is one of the most convenient roads to park on, near the centre of the village, that has no charge nor restrictions to parking and does not involve a walk up a steep hill, thus particularly attractive for the elderly. Trinity Terrace property owners often cannot find parking for their own cars. Sometimes we have to resort to parking on the opposite side of the road (alongside Trinity Manor & Trinity Barns properties). At other times we have to park away from our own road. I personally always ensure that there is ample space for pedestrians and pushchairs, etc. to pass on the pavement if I do park on the opposite side of the road. Most other cars who park there are respectful of this too, but I acknowledge that there are the odd exceptions. Therefore, we the residents need protection of our residential parking, meaning residential parking permits for this road.
Trinity Terrace		1		People should be allowed to park outside their property - possibly permit parking instead of yellow lines for those with more than one car per household to stop others parking all day free.

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Trinity Terrace	1		Excellent proposal for safety reasons especially for cyclist please carry out this work as soon as possible
Trinity Terrace	1	1	<p>Further to your letter of 12 January regarding the proposed parking restrictions on Corchester Lane, I agree that parking is an issue in that area, but I completely disagree that adding double yellow lines is the solution. The main reason that parking is an issue is the number of vehicles parking on the street that belong to people who work in the village. Space is taken up by these vehicles which in turn leaves less space for residents to park forcing them to park on the path. I have never seen a car parked fully on the path as I doubt there is space to do so! There is no need for these vehicles to park on Corchester Lane as there is a perfectly adequate free car park on the south side of the village which is pretty much the same distance from the centre of the village. I believe the solution to this would be to introduce residents parking which would reduce the number of cars being forced to park on the path. In my view, the footpath on that side of the road is unnecessary and I don't understand why pedestrians would be forced to walk in the live carriageway when there is a perfectly adequate wide footpath on the other side which leads towards the Roman Site. As the footpath ends at the entrance of Town Barns, pedestrians have to cross the road anyway so I don't see there being an issue crossing further down the road. I think a better use for the space would be to create parking bays for residents only, but leaving enough space at each end so the view isn't restricted for the residents of Town Barns and Trinity Barns. Installing double yellow lines would force the residents of Trinity Terrace and those choosing to park and then walk to the village to park further up the road or round the corner at Roman Way. This would cause a safety issue due to the already restricted parking at Roman Way (residents are averse to non-residents parking there now so I dread to think what their response would be if there was no other option for the residents of Trinity Terrace) and the potential of cars being parked close to the bend in the road. Many cars already, in my opinion drive too fast up the road and the fact that cars are parked on the path means that at the moment they have no choice but to slow down. I would be very concerned about the safety of anybody crossing the road at any point on the road should the double yellow lines be added. I would also be concerned about my own and my family's safety when getting in to our car parked in front of my house (if I were actually able to be able to park there) as there would be little space between myself and a car coming down the road if one were to be travelling in the opposite direction at the same time and they were squeezing past each other. I believe the best and safest solution would be to introduce residents parking to the street as this would reduce the number of cars being forced to park on the path. In turn this would allow pedestrians to cross the road more safely and the residents of Town Barns and Trinity Barns to have an</p>

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				unrestricted view when joining the road.
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			<p>My mother and I write in full support of the additional double yellow lines from the junction with Stagshaw Road to the bridleway on the west boundary of Trinity Barns. The issue of parking over the pavement and adjacent to the entrances to Trinity Barns and associated properties, Trinity Manor as well as Town Barns, has been raised by me several times over the last few years. The situation has worsened dramatically over the last two years. As the attached photographs shows, it is impossible to see traffic approaching from either direction with vehicles parked so close to the drive entrance. You need to pull so far out into the road to see, creating the potential for a collision between vehicles coming up from the junction with Stagshaw Road or going towards it. It is necessary to have the windows down to try and hear if traffic is approaching. Cyclists are even harder to see and travel just as fast as a car, obviously making no sound. I've lost count of the number of near misses. I look after the border outside of Trinity Barns (my mother's property) and have to walk up the middle of the road with the wheelbarrow as cars are parked so far over it make the pavement impassable. Pushchairs can't get along and I've seen parents walking up the middle of the road. The Council is unable to sweep the pavements/side of the road and debris builds up over time. With cars parked on both sides of the road, the junction has become a bottleneck. There are daily impasses as buses, vans, cars, lorries get stuck trying to go west causing traffic to stack up on Stagshaw Road on what is already a dangerous junction. It is not a question of whether a serious accident may happen, but when. The whole issue of parking on Corchester Lane is a considerable health and safety concern. Large delivery vehicles cannot access these properties as there is no room to manoeuvre. In one instance, goods has to be craned in over our wall which caused considerable damage to the wall and border. I have taken the liberty of attaching photographs of how the situations is on most days. Having to cope with this on a daily basis is as infuriating as it is stressful. We therefore fully support the Councils proposal which we believe will dramatically improve road safety in this area.</p>
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Trinity Terrace	1	1	<p>Thank you for your letter 12 January asking for resident's views on the proposed parking restrictions on Corchester Lane. My comments are as follows- I have lived at number X Corchester Lane (actually called Trinity Terrace) since XX, and in that time I have never once seen the south side pavement blocked. People do park with two wheels on the pavement, but always leave room for pedestrians to pass, and never park fully on the pavement as stated in your letter. The pavement stops at the entrance to the track leading to Town Barns. At that point anyone wanting to walk further West has to cross over. The majority of pedestrians choose to cross just after the junction with the main Stagshaw road, so the South side pavement is rarely used beyond the entrance to Trinity Barns. During working hours the street is used for parking by people who work in the village, and tourists, as there is inadequate parking elsewhere. (This might be alleviated by the long overdue car park extension over the bridge) Because of this, residents are often unable to park anywhere near their house, which can be awkward to some of the older residents who might have to walk 50 yards or so carrying their shopping. If parking were to be prohibited as proposed, then residents would be forced to park even further away from their homes, which would impact on Roman way residents. Parking on the South side also has a beneficial effect, as it serves as a traffic calming measure for large vehicles and tractors using the road for access to Egger and farms to the West. The imposition of a 20mph speed limit would also help reduce the amount of speeding vehicles. So parking for residents is already inadequate and the addition of restrictions would make matters worse. A better option would be to create a residents only parking zone, between the hours of 0800 - 1800, and issue each household with two permits. This would significantly reduce the amount of parking on the South side, whilst ensuring elderly and disabled residents are able to park nearer their homes. To sum up, the imposition of parking restrictions on Corchester Lane would cause considerable inconvenience to most if not all of the residents, whilst being of dubious benefit to a tiny minority of pedestrians.</p>
Mill View	1		<p>Please revise the planned parking restrictions to include yellow lines further West by a few metres so the drive from Town Barns (which is also a busy public footpath/right of way regularly used by families/dog walkers and a place of crossing the road) as cars are frequently parked on the corner obscuring the view of both drivers and pedestrians from Town Barns.</p>
Town Barns	1		no comments

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Trinity Terrace		1	<p>Thank you for your letter with the information about the proposed parking restrictions. I live at X Trinity Terrace and have lived here for XX years. I am surprised that concerns have been raised and I do not support restrictions for the following reasons: I have never seen vehicles parked fully on the pavement. People park responsibly and on the far side of the road they park partially on the pavement, leaving enough space for people to walk on the pavement still. There is an issue with leaves on that pavement which turn to mulch and can be Slippery however. I would suggest it is sensible to walk on the wider pavement next to the houses and cross further down the road if this is an issue. I agree that as the road goes round the corner onto Stagshaw Road where the bus stop is it would be helpful to have double yellow lines (for 5 metres or so) However, this is not necessary further up the road as it does not restrict visibility here. In fact the presence of parked cars act to calm traffic ensuring cars do not travel too fast, especially when travelling towards the junction onto Stagshaw Road. Vehicles can travel at some speed and this would definitely be worse if they had a clear run. Despite the fact that many visitors to the village are people who work in Corbridge park on my street I have not seen any residents become angry or upset by this. I fear that if there were double yellow lines and therefore far less parking then people would become extremely upset if they were unable to park near their homes (we also have elderly residents on the street who would find this particularly difficult) For this reason I feel that if double yellow lines were put in then it would be necessary to have residents permits. However, I feel this would only shift the problem further up the road in front of the flats and round the corner onto Roman Way as visitors and other non-residents would still need somewhere to park. From experience I have found that people in the flats and on Roman Way are a lot less used to people parking outside their houses and get much more upset about it. I hope this helps to inform your decision. I have lived here over twenty years and one of my neighbours has lived here for over thirty and parking has always been managed amicably on both sides of the street. I worry that brining in restrictions will cause stress and upset on our otherwise friendly terrace.</p>
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Town Barns	1		<p>In favour of the project. There has been a growing problem with parking on Corchester Lane over the last ten years with cars often double parked on the road. Observation on matter - 1. When leaving the lane from Town Barns, Visibility is often restricted due to cars parked on both side of the road. It is necessary to edge out into the road which has a risk of accidents with this narrow line of view available to the driver. On two separate occasions near misses with Cyclist have occurred at this junction, where the cyclist has had to swerve at the last moment and fallen off their bike onto the roads. 2. Cars are often parked on the pavement due to the restricted road width. This causes problems to people with either prams or have disabilities. Often it is necessary to walk on the Road. 3. The Pavement is often slippery due to the build-up of leaf litter. With cars parked on the pavement, no cleaning is possible. 4. It is thought that many of the vehicles parked on the road belong to either visitors to the town or people who work in the centre of the village. Is it worth considering residual parking zone to discourage this? 5. If the scheme is introduce, I would prefer if the yellow lines were extending 20 yards further (towards Hexham along the field) This would ensure that the displaced parked cars would not restrict visibility on exit form Town Barns.</p>
Trinity Terrace	1		<p>Putting yellow lines in this location is simply going to push the problem elsewhere because people need somewhere to park! One option could be to narrow the footpath on the south side of the road/remove it altogether and pedestrians can simply use the footpath on the north side of the road which is not obstructed. Another option would be to go ahead with the double yellow lines but make the north side of the road residents only parking. Many people who are visiting Corbridge or work in the village park on the street and there is simply not room for their cars and those of residents if there are double yellows on the south side. It is already often very challenging to get parked anyway. Visitors should of course be using the car park over there bridge and this would encourage them to do so, rather than parking where residents practically need to do so.</p>
Trinity Terrace			<p>Only support if residents parking for residents of Trinity Terrace is provided</p>

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Trinity Terrace		1	<p>I do not support the proposal for parking restrictions on Corcherster Lane. The reasons for this are as follows -</p> <ol style="list-style-type: none">1. Residents try to park considerably on that side of the road as there is clearly not enough parking on the other side of the street, I have never seen the footpath blocked.2. There are two footpaths to use the one mentioned only leads up to the footpath down to the river, you would use the other footpath if you wanted to continue towards Hexham.3. The parked cars help to reduce the speed at which the traffic comes down the lane, the speed would significantly increase as traffic would no longer have to courteously give way to oncoming traffic.4. Introducing double yellow lines would simply push the issue elsewhere as it is hard enough getting parked on the street.5. As for accessing the carriageway I can only think of Trinity Barns, I come out of this junction on a regular basis and can only say it is like any other "T" junction you proceed with caution.6. No alternative proposal has been put forward to mitigate such a change.7. It is not a perfect situation but I believe changing it would only create a problem elsewhere, however I do think there is room to discuss a residents only parking for certain times as I think this would reduce the amount of cars that are parked here from employees in the area i.e. XX and are often parked for days on end
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Trinity Terrace			<p>I have received your letter outlining the very badly thought-out plans for proposed parking restriction on Corchester Lane. I live at X Trinity Terrace and my family and I and our neighbours would be significantly affected by any changes. A number of those neighbours are elderly people who rely on being able to park outside their homes or very nearby. Your proposals if implemented would make that very difficult. I therefore wish to register my objections to this proposal. My views and representations on the matter in more details are follows. First of all I would be interested to know just how many "views" you have received. Please take this letter as including a formal freedom of information request to provide me with full details of theses. I doubt these views represent a balanced assessment of what the real problem, if indeed there is one. I understand that these represent a fraction of the number of people who will be inconvenienced as a result of yellow lines being introduced. I also wonder if you have directly assess the issue as opposed to making proposals from a distance with no practical first-hand experience of the situation. Again under the Freedom of information provisions can I please see the detailed process and findings of any such assessment? The footpath to the stretches of road you are considering adorning with double yellow lines services a handful of residents, mainly within a small stretch of its total distance. The footpath ends anyway at Trinity Barns after which it is a grass verge which is unsuitable for pedestrian use so doesn't go anywhere. There is a footpath on the north side, serving Trinity Terrace and beyond. So there is in reality no issue of "forcing pedestrians to walk in the live carriageway". It doesn't happen. Indeed the relatively short stretch of footpath we are talking about is unpleasant to use because it is fouled by rotten foliage which also clogs the gutter that you would be painting yellow lines along. So before you can paint yellow lines the County Council would need to take steps to clean the gutter, which has not been done in our X years of living on Trinity Terrace and probably far longer. Maybe at the same time you could clear the years of debris on the Trinity Terrace side of Corchester Lane too as it is pretty unpleasant getting in and out of our cars unless one can step directly from the pavement and avoid stepping in the rotten mush. The direct problem we are dealing with is a result of a number of both very local and also wider Corbridge issue. Corchester Lane and especially the Trinity Terrace stretch is used extensively by visitors and workers going into Corbridge and walkers and others accessing the way down the footpath past Trinity Barns to the river. Without these cars parked on both sides of Corchester Lane there would be enough parking for residents outside our homes with little or no parking on the other side. In support of this may I mention that after opening your letter, late on the afternoon of Friday 13 January and therefore after daylight hours I note that there was a total of two cars parked on the supposed "problem" stretch of</p>	
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			<p>road, one of which belongs to a resident of the properties whose sight lines are allegedly affected, and was blocking his own sight lines. This pattern is regularly repeated. Having taken regular note since, the typical volume of parked cars is that the north side of Corchester Lane and Trinity Terrace is fully parked up with residents cars, obviously more so in the evenings. There are exceptions, but typically there might be half a dozen cars on the other side. This leaves plenty of room with sensible parking to avoid affecting the sight lines of residents on the south side, which I believe is the real concerns behind the "views" you have received. A wider issue which I won't go into further than this, but which is part of, is the complete lack of any coherent and effective parking and traffic management strategy for Corbridge as a whole. This is a contributing factor to the excess parking along Trinity Terrace stretch of Corchester Lane. What you will actually do is push the problem, as far as there is a problem, around the corner into Roman Way. A more sensible solution to the immediate "problem" would be to do something actively, if you must, to prevent inappropriate parking on the south side (opposite Trinity Terrace) along the very short stretches which affect sight lines without inconveniencing residents. Because if you slap your yellow lines down it will be us who are unable to park outside our own homes. Why not introduce residents parking permits which would enable those of us who live there to park our cars rather than being penalised by the inconsiderate parking of others, and would also fundamentally reduce the volume of parked vehicles. I hope that on reflection and in the light of the above comments you will recognise what a very bad idea this would be. I refer to this matter again. I have since seen proposals to re-model the market square involving much reduced parking capacity. The market square proposal may be a good thing in the sense of improving the appeal of Corbridge. But surely you can see the problems that will be created by the combined impact of these ideas. You really do need to think again please.</p>
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Trinity Terrace	1	<p>We write in objection to the proposed introduction of parking restrictions on Corchester Lane Corbridge (Trinity Terrace) on the following grounds. 1.The residents of Trinity Terrace (TT) collectively own XX vehicles and property owners from the properties opposite additionally park their vehicles on street, these can be accommodated if parking happens on both sides of Corchester Lane: if the restrictions were implemented this would therefore displace approximately XX vehicles to alternative area of the village especially into Roman Way and further west along Corchester lane which would extend the distance to such an extent that it would be difficult for vehicles to see each other at each end of the line of parked vehicles. 2. The footpath on the south side on to which cars mount serves no individual properties and an alternative footpath exits on the north side. 3. The residents of Trinity Terrace are considerate in their parking and will balance both pedestrian access on the southern side whilst minimising road traffic disruption. Evidence of the offending vehicles would determine where the offending vehicles originate i.e. from TT and if so the owners could be reminded of the need for considerate parking. There are very many vehicles that regularly use Corchester Lane for all day parking whilst attending work locations in the village and many visitors also park here. 4. The current parking practice effectively manage traffic speeds, if the parking restrictions were introduced this would increase traffic speeds and increase the danger for the elderly residents of Trinity Court crossing Corchester lane, cyclist using the cycle route and children crossing on their way to and from school and school transport pick up points. 5. There has been incidents of damage to vehicles parked on the northside of Corchester lane in the past by vehicles trying to squeeze past each other and the risk of this happening in future would be increased by creating the perception of sufficient, but limited passing space. 6. We have met with our Chair of the Parish Council, XX and our Local Councillor XX who support our view that the restrictions would not serve the best interests of the residents or the safety of road users.</p>
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Trinity Terrace		1	<p>I have lived in Trinity Terrace Corchester Lane for X years and I have found that during that time both sides of the road have cars parked. On the north side of the road next to the Terrace most of the home owners park their cars and along the south side of the road (where you are proposing to put double yellow lines) visitors/tourists/people working in the village park their cars. If you put yellow lines here it will mean visitors to the village will park on the north side of the road Infront of Trinity Terrace and residents will not be able to park near their homes. Vehicles are never parked on the footpath on the north side of the road, in front of the Terrace, so here is always a clear footpath for pedestrians to walk along. When joining any carriageway drivers have to be particularly careful, look both ways and drive slowly until they are sure there are no oncoming vehicular. This is the same at Corchester Lane. There are numerous other locations when joining a carriageway is more hazardous than here. Corbridge is a very busy village, lots of new homes have been built over the last few years and with them lots more cars on the roads. Lack of parking has always been an issue. I don't think taking away parking spaces is going to cure the problem. If you do decide to put double yellow lines on this road I think the north side of the road should be permit parking only for residents of Trinity Terrace. They should all get one permit only to park Infront of their homes as there is only room for one car Infront of each house.</p>
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Appendix C – Layout of proposed ‘No Waiting at Any Time’ parking restrictions



