



DRAFT PORTFOLIO HOLDER DECISION NOTICE

PROPOSED INDIVIDUAL DECISION BY THE PORTFOLIO HOLDER FOR ENVIRONMENT

TOPIC – TRAFFIC REGULATION ORDER – UPPER STANMORE AREA, WINCHESTER

PROCEDURAL INFORMATION

The Access to Information Procedure Rules – Part 4, Section 22 of the Council's Constitution provides for a decision to be made by an individual member of Cabinet.

In accordance with the Procedure Rules, the Legal Services Manager, the Chief Executive and the Strategic Director: Resources are consulted together with Chairman and Vice Chairman of The Overview and Scrutiny Committee and any other relevant overview and scrutiny committee. In addition, all Members are notified.

If five or more Members from those informed so request, the Leader may require the matter to be referred to Cabinet for determination.

If you wish to make representation on this proposed Decision please contact the relevant Portfolio Holder and the following Democratic Services Officer by 5.00pm on Monday 12 February 2018.

Contact Officers:

Case Officer: Neville Crisp – Traffic Engineer. Tel: 01962 848484. Email: ncrisp@winchester.gov.uk.

Democratic Services Officer: Nancy Graham – Senior Democratic Services Officer. Tel: 01962 848235. Email: ngraham@winchester.gov.uk.

SUMMARY

- Due to access and obstruction issues for residents caused by inconsiderate commuter parking in some roads in the upper Stanmore area of Winchester, waiting and parking restrictions are being proposed to control parking to ensure clear access is maintained.
- Informal consultation carried out with all residents established that many were not supportive of having restrictions introduced, despite the potential for restrictions to be introduced in other roads and the possibility of this leading to displaced parking in the future.

- The options were discussed with the local Ward Members and a draft scheme produced covering the roads where the majority of residents were in favour of restrictions, which reflected the areas where there were the most significant problems.
- The proposed changes were subsequently formally advertised on 22nd November 2017. Notices were posted on street in the immediate vicinity of the proposed changes, published in the Mid Hants Observer, placed on the Council's website and held on deposit in the city Office reception. In addition to this 1350 letters were sent to all residents in the area notifying them that the proposal was being advertised together with information of how to view the full details.
- 29 responses were received to the formal consultation – 5 comments / enquiries seeking clarification, 2 in support of the proposals, 13 objections which will be resolved by the proposed withdrawal of restrictions for Fairfax Close, Olivers Battery Road North, Westminster Gate and Monmouth leaving 9 unresolved objections. A summary of the responses is attached (Appendix 1).
- Due to the number of objections from residents of Fairfax Close it is recommended to withdraw this area from the proposal. It is possible to review this if problems are encountered once restrictions are introduced in the other roads locally. Residents of Fairfax Close, Olivers Battery Road North, Westminster Gate and Monmouth Square will be notified of this decision and the effect of the new restrictions, if implemented, will be monitored accordingly. This change is covered in the revised proposal plan and schedule attached (Appendix 4 and 5).
- The proposal is in keeping with the Corporate Priorities in its attempt to improve traffic management, road safety and the environment.
- The cost of implementing the proposal is funded through the Traffic Management Agency Agreement with Hampshire County Council. There may be very minimal additional enforcement resource implications, which should be covered by the additional permit fee income.
- Copy of the plan showing the location and extent of the proposal as advertised is attached (Appendix 2).
- Copy of the schedule and statement of reasons as advertised is attached (Appendix 3).
- Copy of the plan showing the location and extent of the revised proposal being recommended is attached (Appendix 4).
- Copy the revised schedule and statement of reasons as being recommended is attached (Appendix 5).

PROPOSED DECISION

- That restrictions be introduced as detailed in the revised schedule attached (Appendix 5).
- That the Legal Services Manager be authorised to make the necessary order.

REASON FOR THE PROPOSED DECISION AND OTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

See Summary.

RESOURCE IMPLICATIONS:

- The cost of advertising and implementing the traffic regulation order is covered by the Traffic Management Agency Agreement with Hampshire County Council.
- There is unlikely to be any discernible increase in enforcement resources or costs, however any minor increases should be covered by the additional income from permit fees.

CONSULTATION UNDERTAKEN ON THE PROPOSED DECISION

- Informal consultation was carried with all residents of the upper Stanmore area to establish whether restrictions were supported and if so what kind and their extent. The results of this exercise were discussed with the local Councillors and a draft proposal formulated accordingly and circulated for approval.
- Following support for the draft proposal requests for consent to proceed to formal advertisement were sent to all local Ward Members, County Councillor, Police and Parking Office Manager and duly confirmed.
- Proposal notices were posted on street in the immediate vicinity of the proposed changes, published in the Mid Hants Observer, placed on the Council's website and held on deposit in the City Office reception. In addition to this all residents in the upper Stanmore area were written to directly to notify them of the proposal.

**FURTHER ALTERNATIVE OPTIONS CONSIDERED AND REJECTED
FOLLOWING PUBLICATION OF THE DRAFT PORTFOLIO HOLDER DECISION
NOTICE**

N/A

**DECLARATION OF INTERESTS BY THE DECISION MAKER OR A MEMBER OR
OFFICER CONSULTED**

N/A

DISPENSATION GRANTED BY THE STANDARDS COMMITTEE

N/A

Approved by: (signature)

Date of Decision

Councillor Warwick – Portfolio Holder for Environment

APPENDICES:

Appendix 1 – Summary of responses received

Appendix 2 – Copy of plan showing the location and extent of the proposed restrictions as advertised.

Appendix 3 – Copy of schedule and statement of reasons for the proposed restrictions as advertised.




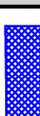


Appendix 4 - Copy of plan showing the revised location and extent of the proposed restrictions being recommended.

Appendix 5 – Copy of revised schedule and statement of reasons for the proposed restrictions being recommended.

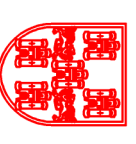
upper Stanmore area TRO replies to formal consultation			PHD780 - APPENDIX 1
Address	Comment	Detail	Officer response
Olivers Battery Road North	Objection	Olivers Battery Road North has few parking problems outside school drop-off/pick-up times. Question if restrictions are justified. No need for them at weekends.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Fairfax Close	Objection	Only problem at the moment is down to school drop-off/pick-up parking which causes potential obstructions along Olivers Battery Road North. Solution could be yellow lines all way on one side of the road.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Olivers Battery Road North	Objection	Non-residents parking is not a problem on Saturdays. Restrictions would cause inconvenience to residents at weekends, so if intyroduced should only be Mon-Fri.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Battery Hill	Objection	There are already insufficient parking spaces in Battery Hill and restrictions would make this worse. Scheme will only work if road is widened. Already have problem finding a space near house which will only get worse. Scheme being opushed through by Councillors despite low response and marginal support. More residents will construct driveways further reducing on-street space for those who are unable to do so. Will need to pay for permits which wont guarrantee being able to park anywhere near house.	Proposed parking bays reflect the maximum area that the council is able to condone for formal parking provision however the proposed single yellow line restrictions are such that residents will be able to park on the verges outside the hours of the restricted times at their own discretion.
The Valley	Comment	Agree with having restrictions but do not see the need for them on Saturday as main problem is with students. Mon-Fri would be sufficient.	Several comments as to the need for restrictions on Saturday have been received and it is recommended that the restrictions can be changed to Monday to Friday only as these have now been introduced sucessfuklkly elsewhere in Winchester without any enforcement problems.
Fairfax Close	Objection	To date there is no evidence of parking problems caused by students, commuters or care home staff. No need for residents to suffer the inconvenience or the cost of implementing restrcitions until evidence suggest otherwise.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Fairfax Close	Support	Fully support proposed restrictions.	Support noted.
Olivers Battery Road North	Objection	Would prefer that no restrictions are introduced, but if they are then they do not need to include Saturdays.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Fairfax Close	Objection	To date there is no evidence of parking problems caused by students, commuters or care home staff. No need for residents to suffer the inconvenience or the cost of implementing restrcitions until evidence suggest otherwise.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Mildmay Street	Comment	Question if Battery Hill is wide enough to have parking both sides. Parking in Mildmay street should be on the west side as there are less dropped kerbs.	Parking bays are only proposed for one side of Battery Hill. It is not practical to have parking bays on the west side of Mildmay Street due to the adjacent grass bank and lack of footway, which is why motorists already park on the east side.
Stanmore Lane	Objection	No one other residents of Stanmore Lane and permitted visitors should be able to park on the road at any time due to various traffic issues including potential congestion, obstruction of driveways, safety for pedestrians, visitors to care home will be encouraged to parking for up to 2 hours on the road.	It is not considered appropriate to remove all parking for non-residents as this would cause significant enforcement displacement and potential enforcement issues.
Olivers Battery Road North	Objection	We have friends who visit on Saturdays and the proposed restrictions would prevent this. The Council is just trying to make money and not respecting the social lives of residents.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Stanmore Lane	Objection	Supports restrictions but without 2 hour limited waiting provision.	It is not considered appropriate to remove all parking for non-residents as this would cause significant enforcement displacement and potential enforcement issues.
Stanmore Lane	Objection	Supports restrictions but without 2 hour limited waiting provision as this will not stop parents parking for school drop-off/pick-up or visitors/staff to care home.	It is not considered appropriate to remove all parking for non-residents as this would cause significant enforcement displacement and potential enforcement issues.
Olivers Battery Road North	Objection	I accept the proposal that parking restrictions be imposed but with the exception of their including Saturdays as there is no good reason for the restrictions to apply at weekends.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.

Fairfax Close	Objection	There are presently no parking issues whatsoever in Fairfax Close save for busy periods around school drop-off/pick-up times. These proposals will not address that and therefore we do not understand the requirement for parking restrictions in Fairfax Close.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Westminster Gate	Objection	The existing restrictions are perfectly adequate and the proposed 2 hour limited waiting will effectively open up the road to parking by irresponsible parents dropping-off/picking-up, whilst actually being more restrictive for residents./	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
General Johnson Court, Waynelete Place	Comment	Concerned that proposed restrictions will adversely affect residents of General Johnson Court, especially elderly residents who may not be able to afford to purchase permits.	Parking area for General Johnson Court is private and therefore not included in the proposal so residents will not necessarily need to purchase permits.
Fairfax Close	Objection	Do not see the need for restrictions in Fairfax Close until the impact of the other restrictions in the Stanmore area are understood.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Bailey Close	Objection	There is no problem with overcrowded cars even when students park locally. The majority of residents of Bailey Close do not have driveways and so will be forced to purchase a permit which is unfair and unreasonable.	If restrictions are implemented elsewhere in Stanmore this situation is likely to change if Bailey Close is not included.
Olivers Battery Road North	Objection	I feel this is an unnecessary proposal. The road is busy with school drop-off/collections but this is OK and well managed by the school. The restrictions could also affect events such as the school summer fete, etc.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Stanmore Lane	Objection	The decision to impose restrictions has already been made based on councillor's opinions which considering they do not live in Stanmore Lane I find disappointing. Stanmore Lane has a significant number of HMO/student houses who can be assumed to have not responded to surveys which would significantly affect the outcome of the survey and it would then not be representative. Restrictions will do nothing to alleviate the issues of parking as they only fall between the hours of 10am-4pm. Problem is with the number of students and their cars. Council seem hell bent on penalising the long-term residents because the student population problem has not been tackled. Will cost more to patrol than the fines collected. Yet another cost to residents. Not transparent or with figures to back it up.	The proposal has been carried out as openly and democratically as possible with residents being written to directly several times during the process and the results being fully discussed with the local councillors when preparing the proposals being advertised formally. The consultations carried out have been beyond the statutory requirements. The proposed restrictions are intended to be as flexible as possible for residents whilst controlling commuter parking, etc. The permit fees are kept to the minimum to cover the cost of administering and enforcing the restrictions on a cost neutral basis and not as a profit making exercise for the Council.
Selborne Place	Support	Supports restrictions being introduced and wants a bar marking to help protect driveway access.	support noted and access protection bar marking being ordered.
Olivers Battery Road North	Objection	The proposed restrictions are unnecessarily restrictive. If there is a perceived demand to prevent all day parking the limited waiting period should be increased to 4 hours and not imposed on Saturdays. Do not agree with charging residents for permits.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Bailey Close	Objection	The roads are not overcrowded with cars in The Valley area and the restrictions would cause a lot of trouble when we have visitors.	If restrictions are implemented elsewhere in Stanmore this situation is likely to change if Bailey Close is not included.
Thurmond Crescent	Objection	The restrictions will not solve the problem with parking which begins at 6pm when working people and residents in HMOs return. This is just a scam to make residents pay to park where they do now.	If implemented the restrictions will prevent all day commuter parking which will help protect parking spaces for residents when returning home in the evenings. The Council is also planning to reconstruct the parking bays along Thurmond Crescent to give hardstanding for cars to park end on and thereby increase capacity.
Olivers Battery Road North	Comment	Whilst I have no objection to the main provisions of the order I question whether it is necessary to extend it to include Saturdays.	Due to level of objections locally it is recommended to withdraw the proposed restriction for this location. If restrictions are implemented elsewhere then their impact on parking in Olivers Battery Road North, etc will be monitored and residents re-consulted if there are significant problems.
Bailey Close	Comment	I am the only who drives and parks outside my house so just wondering if I have to do anything such as apply for a permit?	replied stating that this is only at the advert stage at the moment. Residents will be notified if/when the proposal is implemented with details about the restrictions and how to get permits if necessary.
Not given	Objection	As a student this proposal is incredibly frustrating as there are limited areas to park in Winchester as it is. I take it that I would have to buy a permit if I want to continue to park outside my home. As a student I am financially limited and may not be able to afford this which would prevent me from having my car with me whilst at university.	The proposed restrictions are intended to be as flexible as possible for residents whilst controlling commuter parking, etc. The permit fees are kept to the minimum to cover the cost of administering and enforcing the restrictions on a cost neutral basis and not as a profit making exercise for the Council.

EXTENT OF PROPOSED NEW RESTRICTIONS

-  NO WAITING AT ANY TIME
(DOUBLE YELLOW LINES)
-  NO WAITING 8.00am TO 6.00pm
MONDAY TO FRIDAY
(SINGLE YELLOW LINES)
-  2 HOUR LIMITED WAITING PARKING
WITH PERMIT HOLDERS EXEMPTION
8.00am TO 6.00pm MONDAY TO SATURDAY
-  2 HOUR LIMITED WAITING PARKING ZONE
WITH PERMIT HOLDERS EXEMPTION
8:00am TO 6:00pm MONDAY TO SATURDAY
-  DISABLED BADGE HOLDERS ONLY
-  NO STOPPING EXCEPT BUSES

Row	Description	Date	Drawn
A	Disabled bay removed - 103 The Valley	12/10/17	NVC



Winchester
City Council

OPERATIONS GROUP
ENVIRONMENT

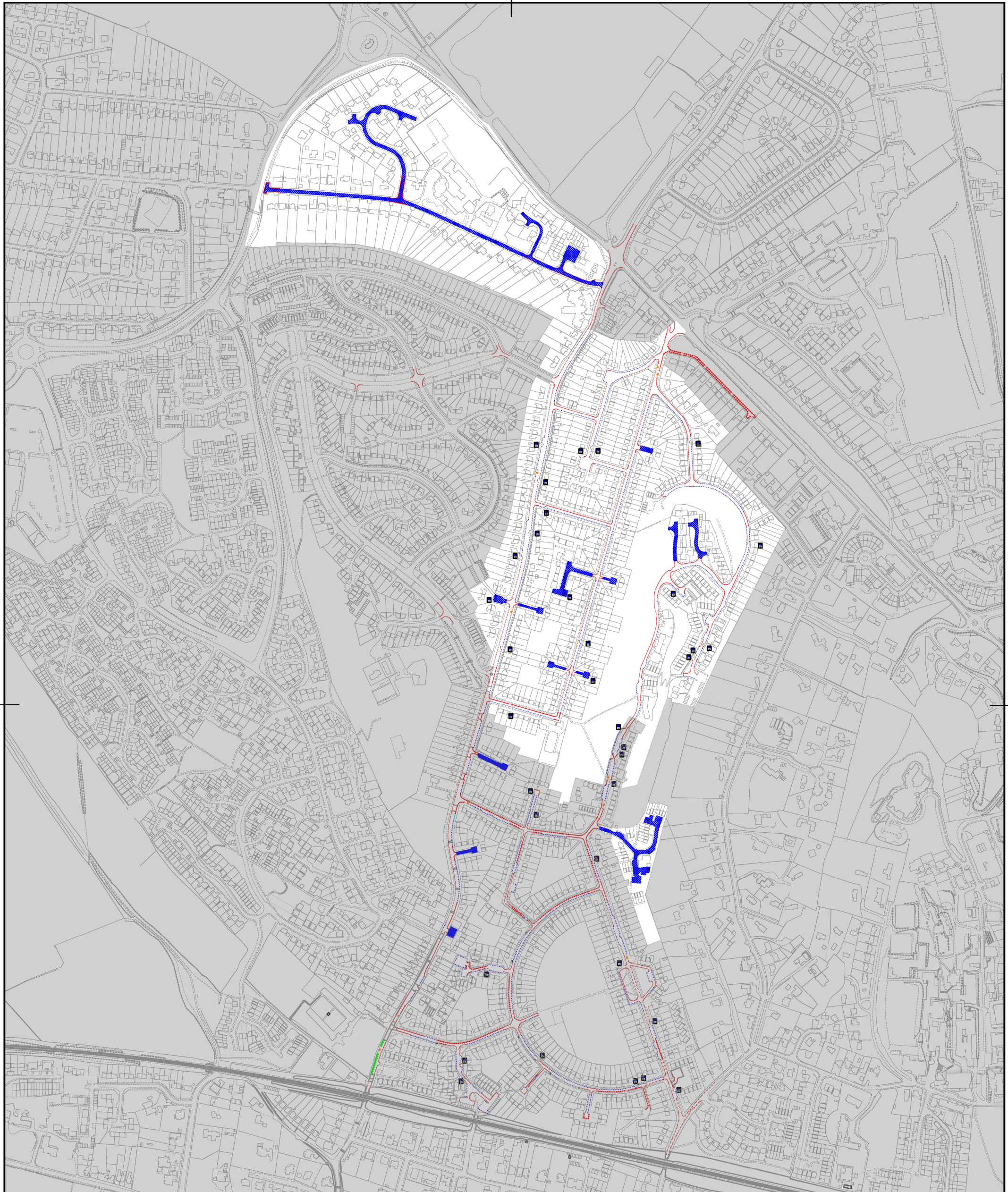
City Offices
Colebrook Street
Winchester,
SO23 9LJ



Project: TRAFFIC REGULATION ORDERS
PERMANENT

Title: UPPER STANMORE AREA REVIEW
WINCHESTER
PROPOSED RESTRICTIONS

Scale: NTS	Date: 26/06/2017
Drawn: NVC	CAD
CHK. No. 810402/356/005 A	Status:



PROPOSED VARIATION TO:-

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (NO.2) ORDER 2012

and

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(NO.2) ORDER 2001 (VARIATION NO. 20) ORDER 2007

STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility, obstruction and/or to increase on-street parking provision. There is a significant problem with commuter and long-term non-residents that park in the area. Consequently the extension/introduction of residents permit parking and limited waiting restrictions should help diffuse the existing parking problems.

EXISTING ITEMS TO BE DELETED IN NO. 2 (VARIATION NO. 20) ORDER

SCHEDULE II

No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
BATTERY HILL	BOTH	BETWEEN ITS JUNCTION WITH MILD MAY STREET AND A POINT 8.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	BOTH	BETWEEN A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 13.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	NORTH	BETWEEN A POINT 100.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 89.0 METRES EAST OF THAT JUNCTION	*
BATTERY HILL	NORTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 15.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	SOUTH	BETWEEN A POINT 8.0 METRES EAST OF ITS EASTERLY JUNCTION WITH DRAYTON STREET A POINT 8.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS WESTERLY JUNCTION WITH DRAYTON STREET A POINT 6.0 METRES WEST OF THAT JUNCTION	*
DRAYTON STREET	SOUTH-EAST	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 7.5 METRES SOUTH-EAST OF THAT JUNCTION	*
DRAYTON STREET	SOUTH-WEST	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 17.5 METRES SOUTH-EAST OF THAT JUNCTION	*
DRAYTON STREET	BOTH	BETWEEN ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION	*
DRAYTON STREET	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES NORTH OF THAT JUNCTION	*
DRAYTON STREET	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET SPUR TO STANMORE LANE	*

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
		AND A POINT 5.0 METRES WEST OF THAT JUNCTION	
DRAYTON STREET (SPUR TO STANMORE LANE)	BOTH	BETWEEN ITS JUNCTION WITH DRAYTON STREET AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION	*
KEBLE STREET	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION	*
KEBLE STREET	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION	*
MILDMAY STREET	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION	*
MILDMAY STREET	WEST	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION	*
MINDEN WAY	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION	*
SELBOURNE PLACE	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION	*
STANMORE LANE	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 7.0 METRES EAST OF ITS JUNCTION WITH SELBOURNE PLACE AND A POINT 6.50 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 14.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 7.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 6.0 METRES EAST OF ITS JUNCTION WITH MILDMAY STREET AND A POINT 4.0 METRES WEST OF THAT JUNCTION	*
THE VALLEY	BOTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 15.0 METRES SOUTH OF THAT JUNCTION	*
THURMOND CRESCENT	NORTH	BETWEEN A POINT 1.0 METRE EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 24.0 METRES WEST OF THAT JUNCTION	*
THURMOND CRESCENT	NORTH	BETWEEN A POINT 102.0 METRES NORTH-EAST OF ITS JUNCTION WITH	*

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
		THURMOND ROAD AND A POINT 124.0 METRES NORTH-EAST OF THAT JUNCTION	
THURMOND CRESCENT	NORTH	BETWEEN A POINT 8.0 METRES NORTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 8.0 METRES SOUTH OF THAT JUNCTION	*
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 15.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 24.0 METRES WEST OF THAT JUNCTION	*
THURMOND ROAD	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 12.0 METRES NORTH-EAST OF THAT JUNCTION	*
THURMOND ROAD	BOTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
THURMOND ROAD	NORTH	BETWEEN A POINT 82.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 104.0 METRES WEST OF THAT JUNCTION	*

NEW ITEMS TO BE INCLUDED IN CONTROLLED ZONE NO. 2 ORDER

SCHEDULE 1 Pt XVII
Disabled Permit Holders Only

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BAILEY CLOSE	SOUTH-EAST	BETWEEN A POINT 17.5 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 22.7 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 44.7 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 49.7 METRES WEST OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN A POINT 203.3 METRES SOUTH-EAST OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 209.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 63.5 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 66.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
KEBLE STREET	EAST	BETWEEN A POINT 20.4 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 26.0 METRES NORTH OF THAT JUNCTION.	O	2B
MILDMAY STREET	EAST	BETWEEN A POINT 45.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 50.5 METRES NORTH OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 37.7 METRES WEST OF ITS JUNCTION WITH MILDMAY STREET AND A POINT 43.6 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 233.5 METRES WEST OF ITS JUNCTION WITH SELBORNE PLACE AND A POINT 239.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 35.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 41.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 108.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 114.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 292.0 METRES EAST OF ITS JUNCTION WITH MINDEN	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WAY AND A POINT 298.0 METRES EAST OF THAT JUNCTION.		
STANMORE LANE (SPUR)	EAST	BETWEEN A POINT 26.2 METRES SOUTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 29.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 154.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 160.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 90.0 METRES SOUTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 96.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 114.6 METRES SOUTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 127.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
THURMOND ROAD	NORTH	BETWEEN A POINT 68.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 73.5 METRES WEST OF THAT JUNCTION.	O	2B
WYKEHAM PLACE	EAST	BETWEEN A POINT 23.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 28.0 METRES NORTH OF THAT JUNCTION.	O	2B

SCHEDULE 1 Pt XVIII

2 Hour Limited Waiting With Permit Holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BAILEY CLOSE	NORTH-WEST	BETWEEN A POINT 35.9 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 41.4 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BAILEY CLOSE	SOUTH-EAST	BETWEEN A POINT 9.0 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 17.5 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BAILEY CLOSE	SOUTH-EAST	BETWEEN A POINT 22.7 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 41.4 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 8.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WYKEHAM PLACE.		
BATTERY HILL	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 44.7 METRES WEST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 49.7 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 13.0 METRES WEST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 100.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 88.6 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 10.0 METRES EAST OF THAT JUNCTION.	O	2B
BATTERY HILL (SPUR)	BOTH	BETWEEN A POINT 3.5 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 26.5 METRES NORTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	EAST	BETWEEN A POINT 5.0 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 56.5 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN A POINT 76.0 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 203.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN A POINT 209.3 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 67.5 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL.	O	2B
DRAYTON STREET	WEST	BETWEEN A POINT 17.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 90.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO STANMORE LANE)	EAST	BETWEEN A POINT 10.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH DRAYTON STREET.	O	2B
FAIRFAX CLOSE	BOTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD NORTH AND A POINT 256.0 METRES WEST OF THAT JUNCTION – INCLUDING THE TURNING HEADS AND SPURS.	O	2C
KEBLE STREET	EAST	BETWEEN A POINT 7.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 20.4 METRES NORTH OF THAT JUNCTION.	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
KEBLE STREET	EAST	BETWEEN A POINT 26.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 5.0 METRES SOUTH OF ITS JUNCTION WITH BATTERY HILL.	O	2B
MONMOUTH SQUARE	BOTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD NORTH AND A POINT 41.0 METRES NORTH-WEST OF THAT JUNCTION.	O	2C
OCTAVIA HILL	BOTH	BETWEEN A POINT 8.0 METRES NORTH OF ITS JUNCTION WITH THE VALLEY AND A POINT 157.0 METRES NORTH OF THAT JUNCTION – INCLUDING THE SPURS AND TURNING AREAS.	O	2A
SELBORNE PLACE	BOTH	BETWEEN A POINT 7.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 48.0 METRES NORTH OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 4.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 14.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 37.7 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 43.6 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 13.5 METRES EAST OF ITS JUNCTION WITH SELBORNE PLACE.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 6.5 METRES WEST OF ITS JUNCTION WITH SELBORNE PLACE AND A POINT 233.5 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 239.0 METRES WEST OF ITS JUNCTION WITH SELBORNE PLACE AND A POINT 7.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 35.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 41.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES WEST OF ITS JUNCTION WITH DRAYTON STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		MINDEN WAY AND A POINT 119.0 METRES EAST OF ITS JUNCTION WITH ROMSEY ROAD.		
STANMORE LANE	SOUTH	BETWEEN A POINT 92.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 108.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 114.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 147.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 233.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 292.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE (SPUR)	BOTH	BETWEEN A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 29.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 215.8 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 237.0 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 271.3 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 285.3 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 300.6 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 315.6 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 355.0 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 369.0 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 402.1 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 40.0 METRES EAST OF ITS JUNCTION WITH BAILEY CLOSE.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 14.5 METRES NORTH-WEST OF ITS JUNCTION WITH BAILEY CLOSE AND A POINT 15.0 METRES SOUTH OF ITS JUNCTION WITH THURMOND CRESCENT.	O	2B
THE VALLEY	SOUTH	BETWEEN A POINT 258.5 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 278.3 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	EAST	BETWEEN A POINT 158.6 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 181.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 1.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 48.0 METRES EAST OF THAT JUNCTION.	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
THURMOND CRESCENT	NORTH	BETWEEN A POINT 59.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 67.5 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 71.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 90.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 99.5 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 122.8 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 126.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 135.7 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 24.0 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 160.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 154.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 124.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 102.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 8.0 METRES NORTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 8.0 METRES SOUTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 47.5 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 75.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 89.8 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 100.8 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 114.6 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 29.0 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 81.3 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 87.8 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 105.9 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 117.2 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 166.8 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 174.7 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 223.7 METRES	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		SOUTH-WEST OF THAT JUNCTION.		
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 227.0 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 275.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 68.0 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	NORTH	BETWEEN A POINT 73.5 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 82.0 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	SOUTH	BETWEEN A POINT 102.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 12.0 METRES NORTH-EAST OF ITS JUNCTION WITH BATTERY HILL.	O	2B
WAYNEFLETE PLACE	BOTH	BETWEEN A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 94.0 METRES SOUTH-EAST OF THAT JUNCTION – INCLUDING THE TURNING HEADS.	O	2B
WAYNEFLETE PLACE	BOTH	BETWEEN A POINT 4.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 28.0 METRES NORTH OF THAT JUNCTION.	O	2B
WESTMINSTER GATE	BOTH	BETWEEN ITS JUNCTION WITH OLIVERS BATTERY ROAD NORTH AND A POINT 91.5 METRES SOUTH-WEST OF THAT JUNCTION – INCLUDING THE TURNING HEAD.	O	2C
WILBERFORCE CLOSE	BOTH	BETWEEN A POINT 10.5 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 71.8 METRES WEST OF THAT JUNCTION – INCLUDING THE TURNING HEADS.	O	2B
WOODFORD CLOSE	BOTH	BETWEEN A POINT 6.5 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 72.5 METRES WEST OF THAT JUNCTION – INCLUDING THE TURNING HEADS.	O	2B
WYKEHAM PLACE	BOTH	BETWEEN A POINT 3.0 METRES SOUTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 37.0 METRES SOUTH OF THAT JUNCTION.	O	2B
WYKEHAM PLACE	BOTH	BETWEEN A POINT 4.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 28.0 METRES NORTH OF THAT JUNCTION.	O	2B

SCHEDULE 1 PART 2A
Echelon Parking

2 Hour Limited Waiting With Permit Holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
DRAYTON STREET	SOUTH	BETWEEN A POINT 105.0 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 121.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 66.0 METRES SOUTH-EAST OF IS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 78.7 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	EAST	BETWEEN A POINT 90.6 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 98.1 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	EAST	BETWEEN A POINT 46.5 METRES SOUTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 61.7 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B

SCHEDULE II
No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BAILEY CLOSE	NORTH-WEST	BETWEEN A ITS JUNCTION WITH THE VALLEY AND A POINT 35.9 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BAILEY CLOSE	SOUTH-EAST	BETWEEN A ITS JUNCTION WITH THE VALLEY AND A POINT 9.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	BOTH	BETWEEN ITS JUNCTION WITH MILDMAY STREET AND A POINT 8.0 METRES WEST OF THAT JUNCTION	O	2B
BATTERY HILL	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 10.0 METRES WEST OF THAT JUNCTION	O	2B
BATTERY HILL	BOTH	BETWEEN A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 13.0 METRES WEST OF THAT JUNCTION	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 100.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 88.6 METRES EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		THURMOND ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION.		
BATTERY HILL	NORTH	BETWEEN A POINT 25.0 METRES WEST OF ITS JUNCTION WITH THURMOND ROAD AND ITS JUNCTION WITH ROMSEY ROAD.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 15.0 METRES WEST OF THAT JUNCTION.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 8.0 METRES EAST OF ITS EASTERLY JUNCTION WITH DRAYTON STREET A POINT 8.0 METRES WEST OF THAT JUNCTION.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS WESTERLY JUNCTION WITH DRAYTON STREET AND ITS JUNCTION WITH ROMSEY ROAD.	O	2B
BATTERY HILL (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 3.5 METRES NORTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	BOTH	BETWEEN ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 7.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 17.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 90.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 105.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 5.0 METRES WEST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 78.7 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 90.6 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	EAST	BETWEEN A POINT 56.5 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 73.0 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO STANMORE LANE)	EAST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES NORTH OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO	EAST	BETWEEN ITS JUNCTION WITH DRAYTON STREET AND A POINT 7.0	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
STANMORE LANE)		METRES SOUTH OF THAT JUNCTION.		
DRAYTON STREET (SPUR TO STANMORE LANE)	WEST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND ITS JUNCTION WITH DRAYTON STREET.	O	2B
KEBLE STREET	EAST	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION.	O	2B
KEBLE STREET	EAST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION.	O	2B
KEBLE STREET	WEST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND ITS JUNCTION WITH BATTERY HILL.	O	2B
MILDMAY STREET	EAST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION.	O	2B
MILDMAY STREET	EAST	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 114.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE.	O	2B
MILDMAY STREET	WEST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND ITS JUNCTION WITH BATTERY HILL.	O	2B
MINDEN WAY	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION	O	2B
OCTAVIA HILL	BOTH	BETWEEN ITS JUNCTION WITH THE VALLEY AND A POINT 8.0 METRES NORTH OF THAT JUNCTION.	O	2A
ROMSEY ROAD (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 17.0 METRES WEST OF THAT JUNCTION.	O	2B
SELBOURNE PLACE	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION.	O	2B
STANMORE LANE	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 14.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 4.0 METRES EAST OF ITS JUNCTION WITH SELBOURNE PLACE AND A POINT 6.5 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 7.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 6.0 METRES EAST OF ITS JUNCTION WITH MILDMAY	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		STREET AND A POINT 4.0 METRES WEST OF THAT JUNCTION.		
STANMORE LANE	SOUTH	BETWEEN A POINT 109.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 126.5 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH STANMORE LANE.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 237.0 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 271.3 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 285.3 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 300.6 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 315.6 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 355.0 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 369.0 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 402.1 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 40.0 METRES SOUTH-EAST OF ITS JUNCTION WITH BAILEY CLOSE AND A POINT 14.5 METRES NORTH-WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH-EAST	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 15.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THE VALLEY	SOUTH	BETWEEN A POINT 215.8 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 258.5 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	SOUTH-WEST	BETWEEN A POINT 278.3 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND ITS JUNCTION WITH THURMOND CRESCENT.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 47.5 METRES SOUTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 53.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 8.0 METRES NORTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 8.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 102.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 124.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
THURMOND	NORTH	BETWEEN A POINT 1.0 METRE EAST	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CRESCENT		OF ITS JUNCTION WITH THE VALLEY AND A POINT 24.0 METRES WEST OF THAT JUNCTION.		
THURMOND CRESCENT	NORTH	BETWEEN A POINT 48.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 59.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 67.5 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 71.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 96.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 99.5 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 126.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 135.7 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 282.0 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 275.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 227.0 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 223.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 174.7 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 166.8 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 117.2 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 105.9 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 87.8 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 81.3 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 29.0 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 46.5 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 61.7 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 75.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 89.8 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 100.8 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 127.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 158.6 METRES	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		EAST OF THAT JUNCTION.		
THURMOND ROAD	NORTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 82.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT.	O	2B
THURMOND ROAD	NORTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 12.0 METRES NORTH OF THAT JUNCTION.	O	2B
THURMOND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 102.0 METRES WEST OF THAT JUNCTION.	O	2B
WAYNEFLETE PLACE	BOTH	BETWEEN A POINT 3.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION.	O	2B
WILBERFORCE CLOSE	BOTH	BETWEEN ITS JUNCTION WITH THE VALLEY AND A POINT 10.5 METRES WEST OF THAT JUNCTION.	O	2B
WOODFORD CLOSE	BOTH	BETWEEN ITS JUNCTION WITH THE VALLEY AND A POINT 6.5 METRES WEST OF THAT JUNCTION.	O	2B
WYKEHAM PLACE	BOTH	BETWEEN A POINT 4.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 3.0 METRES SOUTH OF THAT JUNCTION.	O	2B

SCHEDULE XII

No Waiting 10:00am to 4:00pm Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH MILDWAY STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WYKEHAM PLACE.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 13.0 METRES WEST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 15.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 8.0 METRES EAST OF ITS EASTERLY JUNCTION	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WITH DRAYTON STREET.		
BATTERY HILL	SOUTH	BETWEEN A POINT 8.0 METRES WEST OF ITS EASTERLY JUNCTION WITH DRAYTON STREET AND A POINT 20.0 METRES EAST OF ITS WESTERLY JUNCTION WITH DRAYTON STREET.	O	2B
DRAYTON STREET	NORTH-EAST	BETWEEN A POINT 5.0 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 67.5 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH-WEST	BETWEEN A POINT 7.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 76.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 121.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES WEST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE).	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 5.0 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 63.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 14.0 METRES WEST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 109.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 126.5 METRES WEST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 298.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 233.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 158.4 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 92.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 10.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 119.0 METRES EAST OF ITS JUNCTION WITH ROMSEY ROAD.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 135.7 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 150.6 METRES EAST OF THAT JUNCTION.	O	2B

EXTENT OF PROPOSED NEW RESTRICTIONS

— NO WAITING AT ANY TIME
(DOUBLE YELLOW LINES)

- - - NO WAITING 8.00am TO 6.00pm
MONDAY TO FRIDAY
(SINGLE YELLOW LINES)

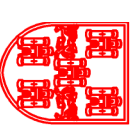
- - - 2 HOUR LIMITED WAITING PARKING
WITH PERMIT HOLDERS EXEMPTION
8:00am TO 6:00pm MONDAY TO SATURDAY

■ 2 HOUR LIMITED WAITING PARKING ZONE
WITH PERMIT HOLDERS EXEMPTION
8:00am TO 6:00pm MONDAY TO SATURDAY

■ DISABLED BADGE HOLDERS ONLY

NO STOPPING EXCEPT BUSES

Rev	Description	Date	Drawn
B	O B Road North, Fairfax Close, etc withdrawn from proposal 24/01/18 N/C	12/01/17	N/C
A	Deleted by removed - 103 The Valley		



Winchester

City Council

OPERATIONS GROUP
ENVIRONMENT

City Offices
Colebrook Street
Winchester,
SO23 9LJ

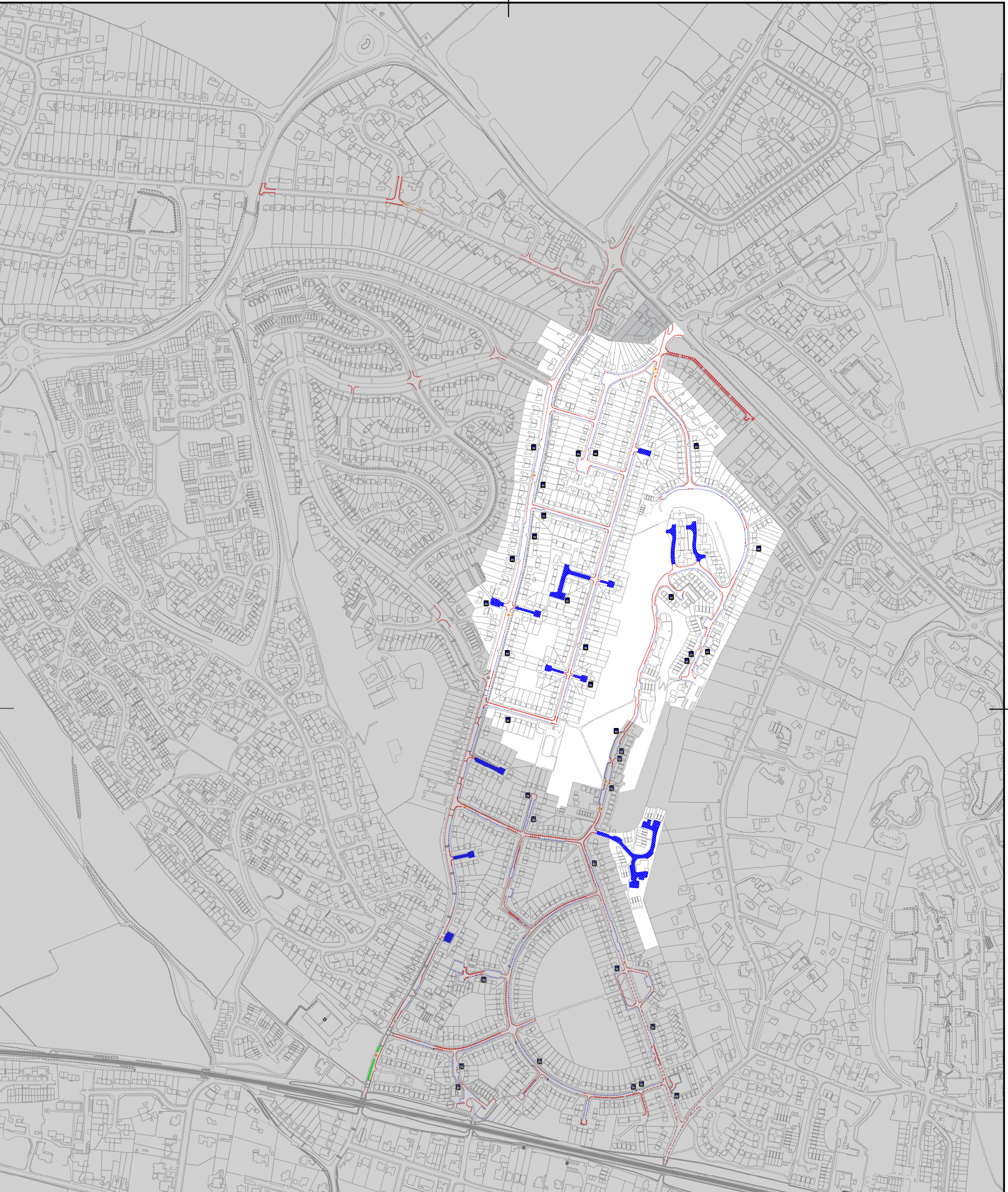


Project: TRAFFIC REGULATION ORDERS
PERMANENT

Title: UPPER STANMORE AREA REVIEW
WINCHESTER
PROPOSED RESTRICTIONS

Scale: NTS	Date: 26/06/2017
Drawn: N/C	CAD:
DRG. No.	Status:

810402/356/005 B



PROPOSED VARIATION TO:-

HAMPSHIRE COUNTY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(CONTROLLED ZONE) (NO.2) ORDER 2012

and

THE HAMPSHIRE (VARIOUS ROADS, WINCHESTER)
(PARKING PLACES AND RESTRICTION OF WAITING)
(NO.2) ORDER 2001 (VARIATION NO. 20) ORDER 2007

STATEMENT OF REASONS FOR REVISION:-

The proposals are to address issues of visibility, obstruction and/or to increase on-street parking provision. There is a significant problem with commuter and long-term non-residents that park in the area. Consequently the extension/introduction of residents permit parking and limited waiting restrictions should help diffuse the existing parking problems.

EXISTING ITEMS TO BE DELETED IN NO. 2 (VARIATION NO. 20) ORDER

SCHEDULE II

No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
BATTERY HILL	BOTH	BETWEEN ITS JUNCTION WITH MILD MAY STREET AND A POINT 8.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	BOTH	BETWEEN A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 13.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	NORTH	BETWEEN A POINT 100.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 89.0 METRES EAST OF THAT JUNCTION	*
BATTERY HILL	NORTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 15.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	SOUTH	BETWEEN A POINT 8.0 METRES EAST OF ITS EASTERLY JUNCTION WITH DRAYTON STREET A POINT 8.0 METRES WEST OF THAT JUNCTION	*
BATTERY HILL	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS WESTERLY JUNCTION WITH DRAYTON STREET A POINT 6.0 METRES WEST OF THAT JUNCTION	*
DRAYTON STREET	SOUTH-EAST	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 7.5 METRES SOUTH-EAST OF THAT JUNCTION	*
DRAYTON STREET	SOUTH-WEST	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 17.5 METRES SOUTH-EAST OF THAT JUNCTION	*
DRAYTON STREET	BOTH	BETWEEN ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION	*
DRAYTON STREET	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES NORTH OF THAT JUNCTION	*
DRAYTON STREET	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET SPUR TO STANMORE LANE	*

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
		AND A POINT 5.0 METRES WEST OF THAT JUNCTION	
DRAYTON STREET (SPUR TO STANMORE LANE)	BOTH	BETWEEN ITS JUNCTION WITH DRAYTON STREET AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION	*
KEBLE STREET	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION	*
KEBLE STREET	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION	*
MILDMAY STREET	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION	*
MILDMAY STREET	WEST	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION	*
MINDEN WAY	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION	*
SELBOURNE PLACE	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION	*
STANMORE LANE	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 7.0 METRES EAST OF ITS JUNCTION WITH SELBOURNE PLACE AND A POINT 6.50 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 14.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 7.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION	*
STANMORE LANE	NORTH	BETWEEN A POINT 6.0 METRES EAST OF ITS JUNCTION WITH MILDMAY STREET AND A POINT 4.0 METRES WEST OF THAT JUNCTION	*
THE VALLEY	BOTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 15.0 METRES SOUTH OF THAT JUNCTION	*
THURMOND CRESCENT	NORTH	BETWEEN A POINT 1.0 METRE EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 24.0 METRES WEST OF THAT JUNCTION	*
THURMOND CRESCENT	NORTH	BETWEEN A POINT 102.0 METRES NORTH-EAST OF ITS JUNCTION WITH	*

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Zone</u>
		THURMOND ROAD AND A POINT 124.0 METRES NORTH-EAST OF THAT JUNCTION	
THURMOND CRESCENT	NORTH	BETWEEN A POINT 8.0 METRES NORTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 8.0 METRES SOUTH OF THAT JUNCTION	*
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 15.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 24.0 METRES WEST OF THAT JUNCTION	*
THURMOND ROAD	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 12.0 METRES NORTH-EAST OF THAT JUNCTION	*
THURMOND ROAD	BOTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 10.0 METRES WEST OF THAT JUNCTION	*
THURMOND ROAD	NORTH	BETWEEN A POINT 82.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 104.0 METRES WEST OF THAT JUNCTION	*

NEW ITEMS TO BE INCLUDED IN CONTROLLED ZONE NO. 2 ORDER

SCHEDULE 1 Pt XVII
Disabled Permit Holders Only

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BAILEY CLOSE	SOUTH-EAST	BETWEEN A POINT 17.5 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 22.7 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 44.7 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 49.7 METRES WEST OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN A POINT 203.3 METRES SOUTH-EAST OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 209.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 63.5 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 66.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
KEBLE STREET	EAST	BETWEEN A POINT 20.4 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 26.0 METRES NORTH OF THAT JUNCTION.	O	2B
MILDMAY STREET	EAST	BETWEEN A POINT 45.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 50.5 METRES NORTH OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 37.7 METRES WEST OF ITS JUNCTION WITH MILDMAY STREET AND A POINT 43.6 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 233.5 METRES WEST OF ITS JUNCTION WITH SELBORNE PLACE AND A POINT 239.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 35.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 41.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 108.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 114.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 292.0 METRES EAST OF ITS JUNCTION WITH MINDEN	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WAY AND A POINT 298.0 METRES EAST OF THAT JUNCTION.		
STANMORE LANE (SPUR)	EAST	BETWEEN A POINT 26.2 METRES SOUTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 29.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 154.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 160.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 90.0 METRES SOUTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 96.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 114.6 METRES SOUTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 127.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
THURMOND ROAD	NORTH	BETWEEN A POINT 68.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 73.5 METRES WEST OF THAT JUNCTION.	O	2B
WYKEHAM PLACE	EAST	BETWEEN A POINT 23.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 28.0 METRES NORTH OF THAT JUNCTION.	O	2B

SCHEDULE 1 Pt XVIII

2 Hour Limited Waiting With Permit Holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BAILEY CLOSE	NORTH-WEST	BETWEEN A POINT 35.9 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 41.4 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BAILEY CLOSE	SOUTH-EAST	BETWEEN A POINT 9.0 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 17.5 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BAILEY CLOSE	SOUTH-EAST	BETWEEN A POINT 22.7 METRES NORTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 41.4 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 8.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WYKEHAM PLACE.		
BATTERY HILL	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 44.7 METRES WEST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 49.7 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 13.0 METRES WEST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 100.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 88.6 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 10.0 METRES EAST OF THAT JUNCTION.	O	2B
BATTERY HILL (SPUR)	BOTH	BETWEEN A POINT 3.5 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 26.5 METRES NORTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	EAST	BETWEEN A POINT 5.0 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 56.5 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN A POINT 76.0 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 203.3 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN A POINT 209.3 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 67.5 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL.	O	2B
DRAYTON STREET	WEST	BETWEEN A POINT 17.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 90.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO STANMORE LANE)	EAST	BETWEEN A POINT 10.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH DRAYTON STREET.	O	2B
KEBLE STREET	EAST	BETWEEN A POINT 7.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 20.4 METRES NORTH OF THAT JUNCTION.	O	2B
KEBLE STREET	EAST	BETWEEN A POINT 26.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 5.0 METRES SOUTH OF ITS JUNCTION WITH BATTERY HILL.	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
OCTAVIA HILL	BOTH	BETWEEN A POINT 8.0 METRES NORTH OF ITS JUNCTION WITH THE VALLEY AND A POINT 157.0 METRES NORTH OF THAT JUNCTION – INCLUDING THE SPURS AND TURNING AREAS.	O	2A
SELBORNE PLACE	BOTH	BETWEEN A POINT 7.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 48.0 METRES NORTH OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 4.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 14.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 37.7 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 43.6 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 13.5 METRES EAST OF ITS JUNCTION WITH SELBORNE PLACE.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 6.5 METRES WEST OF ITS JUNCTION WITH SELBORNE PLACE AND A POINT 233.5 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 239.0 METRES WEST OF ITS JUNCTION WITH SELBORNE PLACE AND A POINT 7.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 35.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 41.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES WEST OF ITS JUNCTION WITH DRAYTON STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 119.0 METRES EAST OF ITS JUNCTION WITH ROMSEY ROAD.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 92.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 108.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 114.0 METRES EAST OF ITS JUNCTION WITH MINDEN	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WAY AND A POINT 147.0 METRES EAST OF THAT JUNCTION.		
STANMORE LANE	SOUTH	BETWEEN A POINT 233.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 292.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE (SPUR)	BOTH	BETWEEN A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH STANMORE LANE AND A POINT 29.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 215.8 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 237.0 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 271.3 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 285.3 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 300.6 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 315.6 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 355.0 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 369.0 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 402.1 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 40.0 METRES EAST OF ITS JUNCTION WITH BAILEY CLOSE.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 14.5 METRES NORTH-WEST OF ITS JUNCTION WITH BAILEY CLOSE AND A POINT 15.0 METRES SOUTH OF ITS JUNCTION WITH THURMOND CRESCENT.	O	2B
THE VALLEY	SOUTH	BETWEEN A POINT 258.5 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 278.3 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	EAST	BETWEEN A POINT 158.6 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 181.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 1.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 48.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 59.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 67.5 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 71.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 90.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND	NORTH	BETWEEN A POINT 99.5 METRES	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
CRESCENT		EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 122.8 METRES EAST OF THAT JUNCTION.		
THURMOND CRESCENT	NORTH	BETWEEN A POINT 126.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 135.7 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 24.0 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 160.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 154.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 124.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 102.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 8.0 METRES NORTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 8.0 METRES SOUTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 47.5 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 75.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 89.8 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 100.8 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 114.6 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 29.0 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 81.3 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 87.8 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 105.9 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 117.2 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 166.8 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 174.7 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 223.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 227.0 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 275.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	NORTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		68.0 METRES WEST OF THAT JUNCTION.		
THURMOND ROAD	NORTH	BETWEEN A POINT 73.5 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 82.0 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	SOUTH	BETWEEN A POINT 102.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 12.0 METRES NORTH-EAST OF ITS JUNCTION WITH BATTERY HILL.	O	2B
WAYNEFLETE PLACE	BOTH	BETWEEN A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 94.0 METRES SOUTH-EAST OF THAT JUNCTION – INCLUDING THE TURNING HEADS.	O	2B
WAYNEFLETE PLACE	BOTH	BETWEEN A POINT 4.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 28.0 METRES NORTH OF THAT JUNCTION.	O	2B
WILBERFORCE CLOSE	BOTH	BETWEEN A POINT 10.5 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 71.8 METRES WEST OF THAT JUNCTION – INCLUDING THE TURNING HEADS.	O	2B
WOODFORD CLOSE	BOTH	BETWEEN A POINT 6.5 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 72.5 METRES WEST OF THAT JUNCTION – INCLUDING THE TURNING HEADS.	O	2B
WYKEHAM PLACE	BOTH	BETWEEN A POINT 3.0 METRES SOUTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 37.0 METRES SOUTH OF THAT JUNCTION.	O	2B
WYKEHAM PLACE	BOTH	BETWEEN A POINT 4.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 28.0 METRES NORTH OF THAT JUNCTION.	O	2B

SCHEDULE 1 PART 2A

Echelon Parking

2 Hour Limited Waiting With Permit Holders Exemption 8:00am to 6:00pm Monday to Saturday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
DRAYTON STREET	SOUTH	BETWEEN A POINT 105.0 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 121.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 66.0 METRES SOUTH-EAST OF IS JUNCTION WITH DRAYTON STREET (SPUR TO	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		STANMORE LANE) AND A POINT 78.7 METRES SOUTH-EAST OF THAT JUNCTION.		
DRAYTON STREET	EAST	BETWEEN A POINT 90.6 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 98.1 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	EAST	BETWEEN A POINT 46.5 METRES SOUTH-EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 61.7 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B

SCHEDULE II
No Waiting At Any Time

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BAILEY CLOSE	NORTH-WEST	BETWEEN A ITS JUNCTION WITH THE VALLEY AND A POINT 35.9 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BAILEY CLOSE	SOUTH-EAST	BETWEEN A ITS JUNCTION WITH THE VALLEY AND A POINT 9.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	BOTH	BETWEEN ITS JUNCTION WITH MILD MAY STREET AND A POINT 8.0 METRES WEST OF THAT JUNCTION	O	2B
BATTERY HILL	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 10.0 METRES WEST OF THAT JUNCTION	O	2B
BATTERY HILL	BOTH	BETWEEN A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 13.0 METRES WEST OF THAT JUNCTION	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 100.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 88.6 METRES EAST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	2B
BATTERY HILL	NORTH	BETWEEN A POINT 25.0 METRES WEST OF ITS JUNCTION WITH THURMOND ROAD AND ITS JUNCTION WITH ROMSEY ROAD.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 15.0 METRES WEST OF THAT JUNCTION.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 8.0 METRES EAST	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		OF ITS EASTERLY JUNCTION WITH DRAYTON STREET A POINT 8.0 METRES WEST OF THAT JUNCTION.		
BATTERY HILL	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS WESTERLY JUNCTION WITH DRAYTON STREET AND ITS JUNCTION WITH ROMSEY ROAD.	O	2B
BATTERY HILL (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 3.5 METRES NORTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	BOTH	BETWEEN ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 7.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 17.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 90.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 105.0 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 5.0 METRES WEST OF THAT JUNCTION.	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 78.7 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 90.6 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
DRAYTON STREET	EAST	BETWEEN A POINT 56.5 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 73.0 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO STANMORE LANE)	EAST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES NORTH OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO STANMORE LANE)	EAST	BETWEEN ITS JUNCTION WITH DRAYTON STREET AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET (SPUR TO STANMORE LANE)	WEST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND ITS JUNCTION WITH DRAYTON STREET.	O	2B
KEBLE STREET	EAST	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES SOUTH OF THAT JUNCTION.	O	2B
KEBLE STREET	EAST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION.	O	2B
KEBLE STREET	WEST	BETWEEN ITS JUNCTION WITH	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		STANMORE LANE AND ITS JUNCTION WITH BATTERY HILL.		
MILDMAY STREET	EAST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION.	O	2B
MILDMAY STREET	EAST	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 114.0 METRES NORTH OF ITS JUNCTION WITH STANMORE LANE.	O	2B
MILDMAY STREET	WEST	BETWEEN ITS JUNCTION WITH STANMORE LANE AND ITS JUNCTION WITH BATTERY HILL.	O	2B
MINDEN WAY	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 10.0 METRES SOUTH OF THAT JUNCTION	O	2B
OCTAVIA HILL	BOTH	BETWEEN ITS JUNCTION WITH THE VALLEY AND A POINT 8.0 METRES NORTH OF THAT JUNCTION.	O	2A
ROMSEY ROAD (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 17.0 METRES WEST OF THAT JUNCTION.	O	2B
SELBOURNE PLACE	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES NORTH OF THAT JUNCTION.	O	2B
STANMORE LANE	BOTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 14.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 4.0 METRES EAST OF ITS JUNCTION WITH SELBOURNE PLACE AND A POINT 6.5 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 7.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 5.0 METRES EAST OF ITS JUNCTION WITH DRAYTON STREET AND A POINT 5.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	NORTH	BETWEEN A POINT 6.0 METRES EAST OF ITS JUNCTION WITH MILDMAY STREET AND A POINT 4.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 109.0 METRES EAST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 126.5 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE (SPUR)	BOTH	BETWEEN ITS JUNCTION WITH STANMORE LANE AND A POINT 7.0 METRES SOUTH OF ITS JUNCTION WITH STANMORE LANE.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 237.0 METRES	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 271.3 METRES WEST OF THAT JUNCTION.		
THE VALLEY	NORTH	BETWEEN A POINT 285.3 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 300.6 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 315.6 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 355.0 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 369.0 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 402.1 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH	BETWEEN A POINT 40.0 METRES SOUTH-EAST OF ITS JUNCTION WITH BAILEY CLOSE AND A POINT 14.5 METRES NORTH-WEST OF THAT JUNCTION.	O	2B
THE VALLEY	NORTH-EAST	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 15.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THE VALLEY	SOUTH	BETWEEN A POINT 215.8 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND A POINT 258.5 METRES WEST OF THAT JUNCTION.	O	2B
THE VALLEY	SOUTH-WEST	BETWEEN A POINT 278.3 METRES WEST OF ITS JUNCTION WITH CROMWELL ROAD AND ITS JUNCTION WITH THURMOND CRESCENT.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 47.5 METRES SOUTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 53.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 8.0 METRES NORTH OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 8.0 METRES SOUTH OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 102.0 METRES NORTH-EAST OF ITS JUNCTION WITH THURMOND ROAD AND A POINT 124.0 METRES NORTH-EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 1.0 METRE EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 24.0 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 48.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 59.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 67.5 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 71.0 METRES EAST OF THAT JUNCTION.	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
THURMOND CRESCENT	NORTH	BETWEEN A POINT 96.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 99.5 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 126.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 135.7 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 282.0 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 275.5 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 227.0 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 223.7 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 174.7 METRES SOUTH-WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 166.8 METRES SOUTH-WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 117.2 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 105.9 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 87.8 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 81.3 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 29.0 METRES WEST OF ITS JUNCTION WITH THE VALLEY AND A POINT 46.5 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 61.7 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 75.0 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 89.8 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 100.8 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND CRESCENT	SOUTH	BETWEEN A POINT 127.0 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 158.6 METRES EAST OF THAT JUNCTION.	O	2B
THURMOND ROAD	NORTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 82.0 METRES WEST OF ITS JUNCTION WITH THURMOND CRESCENT.	O	2B
THURMOND ROAD	NORTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 10.0 METRES WEST OF THAT JUNCTION.	O	2B
THURMOND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH BATTERY HILL AND A POINT 12.0	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
		METRES NORTH OF THAT JUNCTION.		
THURMOND ROAD	SOUTH	BETWEEN ITS JUNCTION WITH THURMOND CRESCENT AND A POINT 102.0 METRES WEST OF THAT JUNCTION.	O	2B
WAYNEFLETE PLACE	BOTH	BETWEEN A POINT 3.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 7.0 METRES SOUTH OF THAT JUNCTION.	O	2B
WILBERFORCE CLOSE	BOTH	BETWEEN ITS JUNCTION WITH THE VALLEY AND A POINT 10.5 METRES WEST OF THAT JUNCTION.	O	2B
WOODFORD CLOSE	BOTH	BETWEEN ITS JUNCTION WITH THE VALLEY AND A POINT 6.5 METRES WEST OF THAT JUNCTION.	O	2B
WYKEHAM PLACE	BOTH	BETWEEN A POINT 4.0 METRES NORTH OF ITS JUNCTION WITH BATTERY HILL AND A POINT 3.0 METRES SOUTH OF THAT JUNCTION.	O	2B

SCHEDULE XII
No Waiting 10:00am to 4:00pm Monday to Friday

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH MILD MAY STREET AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH WYKEHAM PLACE.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH WYKEHAM PLACE AND A POINT 13.0 METRES EAST OF ITS JUNCTION WITH WAYNEFLETE PLACE.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 13.0 METRES WEST OF ITS JUNCTION WITH WAYNEFLETE PLACE AND A POINT 10.0 METRES EAST OF ITS JUNCTION WITH KEBLE STREET.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 15.0 METRES WEST OF ITS JUNCTION WITH KEBLE STREET AND A POINT 8.0 METRES EAST OF ITS EASTERLY JUNCTION WITH DRAYTON STREET.	O	2B
BATTERY HILL	SOUTH	BETWEEN A POINT 8.0 METRES WEST OF ITS EASTERLY JUNCTION WITH DRAYTON STREET AND A POINT 20.0 METRES EAST OF ITS WESTERLY JUNCTION WITH DRAYTON STREET.	O	2B
DRAYTON STREET	NORTH-EAST	BETWEEN A POINT 5.0 METRES SOUTH OF ITS EASTERLY JUNCTION WITH BATTERY HILL AND A POINT 67.5 METRES SOUTH OF THAT JUNCTION.	O	2B
DRAYTON STREET	NORTH-	BETWEEN A POINT 7.5 METRES	O	2B

<u>Road Name</u>	<u>Side</u>	<u>Description</u>	<u>Area</u>	<u>Zone</u>
	WEST	SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 76.0 METRES SOUTH-EAST OF THAT JUNCTION.		
DRAYTON STREET	SOUTH	BETWEEN A POINT 121.5 METRES SOUTH-EAST OF ITS WESTERLY JUNCTION WITH BATTERY HILL AND A POINT 5.0 METRES WEST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE).	O	2B
DRAYTON STREET	SOUTH	BETWEEN A POINT 5.0 METRES SOUTH-EAST OF ITS JUNCTION WITH DRAYTON STREET (SPUR TO STANMORE LANE) AND A POINT 63.5 METRES SOUTH-EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 14.0 METRES WEST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 109.0 METRES WEST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 126.5 METRES WEST OF ITS JUNCTION WITH WAVELL WAY AND A POINT 298.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 233.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 158.4 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 92.0 METRES EAST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 10.0 METRES EAST OF THAT JUNCTION.	O	2B
STANMORE LANE	SOUTH	BETWEEN A POINT 10.0 METRES WEST OF ITS JUNCTION WITH MINDEN WAY AND A POINT 119.0 METRES EAST OF ITS JUNCTION WITH ROMSEY ROAD.	O	2B
THURMOND CRESCENT	NORTH	BETWEEN A POINT 135.7 METRES EAST OF ITS JUNCTION WITH THE VALLEY AND A POINT 150.6 METRES EAST OF THAT JUNCTION.	O	2B