

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT No.
2008.02 - WEST END PROJECT) ORDER 2008**

The City of Plymouth in exercise of their powers under the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act of 1984, hereby make the following Order:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT No. 2008.02 - WEST
END PROJECT) ORDER 2008

This shall have the effect of amending "The City of Plymouth (Traffic Regulation and Street Parking Places)(Consolidation) Order 2004" as follows:

1) The following items be added to the specified Schedules in the correct alphabetical Order:

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
WEST END PROJECT) ORDER 2008**

LIST OF SCHEDULES

- 1 No Waiting At Any Time
- 4 Pay And Display Maximum Stay 1 hour No Return Within 2 Hours 8am-6pm
- 4 Pay And Display Maximum Stay 3 Hours No Return Within 4 Hours 6pm-midnight
and midnight-8am
- 6 Goods Loading Bay At Any Time
- 7 Disabled Driver Only Parking Bay At AnyTime
- 9 No Loading/Unloading At Any Time
- 201 One Way Traffic
- 205 20 mph maximum speed limit

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
WEST END PROJECT) ORDER 2008**

Schedule No

1.1 No Waiting At Any Time

- (i) Cornwall Street, the north & n-w side from its junction with Market Avenue for a distance of 15 metres in a northeasterly and easterly direction
- (ii) Cornwall Street, the north side from a point 12 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iii) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iv) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (v) Cornwall Street, the north side from a point 35 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (vi) Cornwall Street, the north side from a point 42 metres west of its junction with Market Way for a distance of 1.5 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 50 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (viii) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (ix) Cornwall Street, the north side from its junction with Market Way for a distance of 37 metres in a southerly and easterly direction

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- (x) Cornwall Street, the south side from its junction with the extended western kerbline of Market Avenue for a distance of 24 metres in an easterly direction and 7 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 13 metres west from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xii) Cornwall Street, the south side from a point 21 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xiii) Cornwall Street, the south side from a point 29 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xiv) Cornwall Street, the south side from a point 36 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xv) Cornwall Street, the south side from a point 44 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xvi) Cornwall Street, the south side from a point 51 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xvii) Cornwall Street, the south side from a point 59 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xviii) Cornwall Street, the west side from its junction with Market Way for a distance of 6 metres in a southerly direction

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- (xxii) Market Avenue, the east & south side from a point 38 metres north of its junction with the extended northern kerbline of Frankfort Gate for a distance of 21 metres in a northerly and easterly direction
- (xxiii) Market Avenue, the east side from its junction with the extended northern kerbline of Frankfort Gate for a distance of 18 metres in a northerly direction
- (xxiv) Market Avenue, the east side from its junction with the extended northern kerbline of Frankfort Gate for a distance of 23 metres in a southerly direction
- (xxv) Market Avenue, the west side from its junction with Frankfort Gate to its junction with Cornwall Street
- (xxvi) Market Avenue, the west side from its junction with Frankfort Gate to its junction with New George Street
- (xxvii) New George Street, the east & north side from a point 6 metres south of its junction with the extended southern kerbline of Campbell Court Car Park entrance to its junction with Courtenay Street
- (xxviii) New George Street, the east & south side from a point 26 metres north and east from its junction with Raleigh Street for a distance of 26 metres in a westerly and southerly direction
- (xxix) New George Street, the south & west side from a point 23 metres north and west from its junction with Raleigh Street for a distance of 24 metres in an easterly and southerly direction
- (xxx) New George Street, the south & west side from its junction with Courtenay Street for a distance of 19 metres in a northerly and westerly direction

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- (xxxi) New George Street, the south & west side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 4 metres in a northerly and westerly direction
- (xxxii) New George Street, the south side from a point 65 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxiii) New George Street, the south side from a point 51 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxiv) New George Street, the south side from a point 37 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxv) New George Street, the south side from a point 29 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxvi) New George Street, the south side from a point 43 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxvii) New George Street, the south side from a point 57 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxviii) New George Street, the south side from a point 32 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxix) New George Street, the south side from a point 47 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xi) New George Street, the south side from a point 61 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
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- (xli) Raleigh Street, the east side from its junction with New George Street for a distance of 58 metres in a southerly direction

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Schedule No

4.23 Pay And Display Maximum Stay 1 hour No Return Within 2 Hours 8am-6pm

- (i) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ii) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iii) Cornwall Street, the north side from a point 36 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iv) Cornwall Street, the north side from a point 43 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (v) Cornwall Street, the north side from a point 51 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 8 metres west of its junction with Market Way for a distance of 3 metres in a westerly direction
- (viii) Cornwall Street, the north side from a point 13 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ix) Cornwall Street, the south side from a point 7 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction

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- (x) Cornwall Street, the south side from a point 15 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 30 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xii) Cornwall Street, the south side from a point 37 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiii) Cornwall Street, the south side from a point 45 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiv) Cornwall Street, the south side from a point 52 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xv) Cornwall Street, the south side from a point 52 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xvi) Cornwall Street, the south side from a point 60 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xviii) New George Street, the south side from a point 18 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xix) New George Street, the south side from a point 32 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
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- (xx) New George Street, the south side from a point 46 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xxi) New George Street, the south side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxii) New George Street, the south side from a point 34 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiii) New George Street, the south side from a point 41 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiv) New George Street, the south side from a point 48 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxv) New George Street, the south side from a point 56 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxvi) New George Street, the south side from a point 63 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxvii) New George Street, the south side from a point 8 metres east of its junction with Market Avenue for a distance of 2 metres in an easterly direction
- (xxviii) New George Street, the south side from a point 60 metres west of its junction with Courtenay Street for a distance of 12 metres in a westerly direction

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Schedule No

**4.24 Pay And Display Maximum Stay 3 Hours No Return Within 4 Hours 6pm-
midnight and midnight-8am**

- (i) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ii) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iii) Cornwall Street, the north side from a point 36 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iv) Cornwall Street, the north side from a point 43 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (v) Cornwall Street, the north side from a point 51 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 8 metres west of its junction with Market Way for a distance of 3 metres in a westerly direction
- (viii) Cornwall Street, the north side from a point 13 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ix) Cornwall Street, the south side from a point 7 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction

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- (x) Cornwall Street, the south side from a point 15 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 22 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xii) Cornwall Street, the south side from a point 30 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiii) Cornwall Street, the south side from a point 37 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiv) Cornwall Street, the south side from a point 45 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xv) Cornwall Street, the south side from a point 52 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xvi) Cornwall Street, the south side from a point 60 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xviii) New George Street, the south side from a point 18 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xix) New George Street, the south side from a point 32 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction

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- (xx) New George Street, the south side from a point 46 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xxi) New George Street, the south side from a point 63 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxii) New George Street, the south side from a point 56 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiii) New George Street, the south side from a point 48 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiv) New George Street, the south side from a point 41 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxv) New George Street, the south side from a point 34 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxvi) New George Street, the south side from a point 8 metres east of its junction with Market Avenue for a distance of 2 metres in an easterly direction
- (xxvii) New George Street, the south side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction

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Schedule No

6.01 Goods Loading Bay At Any Time

- (i) Market Avenue, the east side from a point 17 metres north of its junction with the extended northern kerbline of Frankfort Gate for a distance of 20 metres in a northerly direction

- (ii) Market Avenue, the east side from a point 18 metres south of its junction with the extended southern kerbline of Frankfort Gate for a distance of 23 metres in a southerly direction

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Schedule No

7.01 Disabled Driver Only Parking Bay At AnyTime

- (i) Cornwall Street, the north side from a point 8 metres west of its junction with Market Way for a distance of 3 metres in a westerly direction
- (iii) New George Street, the south side from a point 72 metres west of its junction with Courtenay Street for a distance of 3 metres in a westerly direction
- (iv) New George Street, the south side from a point 5 metres east of its junction with Market Avenue for a distance of 3 metres in an easterly direction

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Schedule No

9.01 No Loading/Unloading At Any Time

- (i) Cornwall Street, the north side from a point 12 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (ii) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iii) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iv) Cornwall Street, the north side from a point 36 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (v) Cornwall Street, the north side from a point 43 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (vi) Cornwall Street, the north side from a point 51 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (vii) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (viii) Cornwall Street, the north side from its junction with Market Way for a distance of 37 metres in a southerly and easterly direction
- (ix) Cornwall Street, the south side from its junction with the extended western kerbline of Market Avenue for a distance of 24 metres in an easterly direction and 7 metres in a westerly direction

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- (x) Cornwall Street, the south side from a point 13 metres west from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xi) Cornwall Street, the south side from a point 21 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xii) Cornwall Street, the south side from a point 29 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xiii) Cornwall Street, the south side from a point 36 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xiv) Cornwall Street, the south side from a point 44 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xv) Cornwall Street, the south side from a point 51 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xvi) Cornwall Street, the south side from a point 59 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction
- (xvii) Cornwall Street, the south side from its junction with Cornwall Street Access Road and Perimeter Road of Car Park for a distance of 20 metres in a northerly and easterly direction

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
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- (xviii) Cornwall Street, the west side from its junction with Market Way for a distance of 6 metres in a southerly direction
- (xxii) Market Avenue, the east & south side from a point 38 metres north of its junction with the extended northern kerbline of Frankfort Gate for a distance of 20 metres in a northerly and easterly direction
- (xxiii) Market Avenue, the east side from its junction with the extended northern kerbline of Frankfort Gate for a distance of 18 metres in a northerly direction
- (xxiv) Market Avenue, the east side from its junction with the extended northern kerbline of Frankfort Gate for a distance of 23 metres in a southerly direction
- (xxv) Market Avenue, the east side from its junction with Frankfort Gate to its junction with Cornwall Street
- (xxvi) Market Avenue, the west side from its junction with Frankfort Gate to its junction with Cornwall Street
- (xxvii) New George Street, the east & north side from a point 6 metres south of its junction with the extended southern kerbline of Campbell Court Car Park entrance to its junction with Courtenay Street
- (xxviii) New George Street, the east & south side from its junction with Raleigh Street for a distance of 25 metres in a northerly and easterly direction
- (xxix) New George Street, the south & west side from its junction with Raleigh Street for a distance of 23 metres in a northerly and westerly direction
- (xxx) New George Street, the south & west side from its junction with Courtenay Street for a distance of 17 metres in a northerly and westerly direction

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- (xxxix) New George Street, the south side from a point 29 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxii) New George Street, the south side from a point 43 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxiii) New George Street, the south side from a point 57 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxiv) New George Street, the south side from a point 37 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxv) New George Street, the south side from a point 51 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxvi) New George Street, the south side from a point 65 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxvii) New George Street, the south side from a point 61 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxviii) New George Street, the south side from a point 47 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxix) New George Street, the south side from a point 32 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xl) New George Street, the south side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 4 metres in a northerly and westerly direction

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
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- (xli) Raleigh Street, the east side from its junction with New George Street for a distance of 58 metres in a southerly direction

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Schedule No

201 One Way Traffic

- (i) New George Street, the all side from a point 10 metres north of its junction with Raleigh Street to a point 10 metres south of its junction with Courtenay Street in an easterly and southerly direction

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Schedule No

205.2 20 mph maximum speed limit

- (i) Cornwall Street, from its junction with Market Avenue to its junction with Cornwall Street Access Road and Perimeter Road of Car Park
- (ii) Courtenay Street, from its junction with New George Street to its junction with Royal Parade
- (iv) Market Avenue, from its junction with Frankfort Gate to its junctions with Cornwall Street and New George Street
- (v) New George Street, from its junction with Market Avenue to its junction with Courtenay Street
- (vi) Raleigh Street, from its junction with New George Street to its junction with Derrys Cross

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WEST END PROJECT) ORDER 2008**

SCHEDULE OF REVOCATIONS

Items to be revoked from:

**THE COUNTY OF DEVON (CITY CENTRE AREA PLYMOUTH) (TRAFFIC
REGULATION) AMENDMENT ORDER 1986**

Prohibition of Driving

- (i) Courtenay Street, from its junction with New George Street southwards for a distance of 22 metres
- (ii) New George Street, from its junction with Raleigh Street eastwards to its junction with the eastern kerbline of the access road to the Weston Morning News rear court

Items to be revoked from:

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING
PLACES) (CONSOLIDATION) ORDER 2004**

No Waiting At Any Time

- (i) Cornwall Street (city Centre), the north side, from a point 4 metres east of the extended western building line of the properties on the eastern side of Market Avenue to a point 32 metres east of the junction with Market Way
- (ii) Market Avenue, the west side, from a point 3 metres south of the projected kerbline of Cornwall Street to the junction with New George Street
- (iii) New George Street, both sides, for the entire length .
- (iv) Raleigh Street, the east side, from the north kerbline of New George Street to a point 9 metres south of the projected southern building line of New George Street

Goods Loading Bay At Any Time

- (i) Cornwall Street, the south side, from the junction with Market Street for a distance of 17 metres in an easterly direction

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- (ii) Market Avenue, the east side, from the junction with Cornwall Street for a distance of 9 metres

No Loading/Unloading At Any Time

- (i) Cornwall Street (city Centre), the north side, from a point 4 metres east of the extended western building line of the properties on the eastern side of Market Avenue to a point 32 metres east of the junction with Market Way
- (ii) Cornwall Street (city Centre), the south side, from a point 17 metres east of its junction with Market Avenue to a point 17 metres east of the junction with the Market Square rear court access road
- (iii) Market Avenue, the east side, from a point 9 metres south of its junction with Cornwall Street to a point 9 metres north of the extended north kerbline of Colin Campbell Court Car Park Access Road
- (iv) Market Avenue, the west side, from the junction with Cornwall Street to the junction with New George Street
- (v) New George Street, the north side, from the junction with Raleigh Street to the junction with Market Avenue
- (vi) New George Street, the south side, from the junction with Market Avenue for a distance of 22 metres

No Loading/Unloading Mon-Sat 9am-6pm

- (i) New George Street, the south side, from the junction with Raleigh Street to a point 22 metres east of its junction with Market Avenue
- (ii) Raleigh Street, the east side, from the junction with Derrys Cross to the junction with New George Street

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Items to be revoked from:

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING
PLACES) (AMENDMENT NO 2004.03A/06A - VARIOUS ROADS) ORDER 2005**

No Waiting At Any Time

- (i) Cornwall Street, the north side, from a point 2 metres west to a point 4 metres east of the extended western face of building line of the buildings on the eastern side of Market Avenue
- (ii) Market Avenue, the east side, from a point 3 metres south of the junction with Cornwall Street to a point 9 metres north of the extended northern kerb line of Colin Campbell Court Car Park Access Road

Goods Loading Bay At Any Time

Market Avenue, the east side, from a point 9 metres north of the extended northern kerblines of Colin Campbell Court to the junction with New George Street

No Loading/Unloading At Any Time

Cornwall Street, the north side, from a point 2 metres west to a point 4 metres east of the extended western face of building line of the buildings on the eastern side of Market Avenue

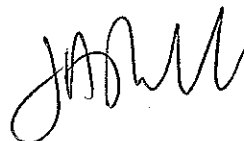
**THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT NO. 2008.02 -
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This Order shall come into force on the 10th September 2009
and may be cited as THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT
No. 2008.02 - WEST END PROJECT) ORDER 2008.

GIVEN under the Common Seal of the Council of the City of Plymouth

this 10th day of September 2009.

the COMMON SEAL of the
COUNCIL of the CITY of
PLYMOUTH was hereunto
affixed in the presence of



Plymouth City Council Authorised Signatory