

ANNEX 2**HISTORY OF PROPOSALS****Albany Park Road**

It was decided that the installation of restrictions on Dilston Road would probably force people to park in Albany Park Road, thus causing problems there –the conclusion was not to continue with Dilston Road or Albany Park Road.

Bypass Road:

Problems seem to be arising between the start of the Clearway and Copthorne Road. SCC officers recommended that the Police should be asked to enforce the Clearway. It was also suggested that we introduce an 'At Any Time' restriction between the Clearway and Copthorne Road on the northern side.

It was suggested that this could have a knock on effect on Copthorne Road and Cressall Mead, but this would be taken up in Stage 2 of this process.

Cleeve Road

Consideration was given to implementing a working day restriction from the existing road narrowing restriction, south-westwards towards the junction with Randalls Road. It was felt however that this would lead to vehicular displacement within the area and simply move the problem.

As a first step it was considered a good idea that the businesses along this stretch of road be contacted and made aware of proposals and for them to be offered the chance to help to solve the parking problem with their staff.

Dilston Road

It was decided not to proceed with any parking restrictions in this road as the installation of Grasscrete on the northern side of the road allows residents to park on verges – the implementation of any restrictions would effectively stop residents using the Grasscrete and potentially cause problems.

It was however decided that the addition of some formal parking spaces at the western end of Dilston Road, near the turning area, could be of some benefit.

Epsom Road

It was agreed that the entire length of Epsom Road should have an 'At any time' restriction on both sides, apart from a short distance between nos 8 and 18 Epsom Road to allow for residents parking outside of the cottages, and a requirement to allow a limited 30min no return within 2hr bay near Downside Lodge Prep School.

Garlands Road

We did not feel it was necessary to add the At Any Time restrictions to the accesses to Linden Gardens or Tregarthen Place, however we considered that extending the existing double yellow lines at the south-eastern end of the road would benefit any motorists that queue to exit Garlands Road onto Epsom Road and those that are entering Garlands Road from Epsom Road. The implementation of this extension to the double yellow lines would hopefully stop any bottlenecks at this junction.

High Street

It was mentioned that High Street's parking restrictions differ from its surrounding area by a half hour, and says that it should be consistent with the surrounding area, therefore can we amend this for continuity.

There was a question about why some roads, that come off of the High Street were shown on the plan – these were eliminated and considered not to be relevant.

Kingscroft Road

It was decided that we should retain the previously suggested layout for additional restrictions, but would change the suggested times from Mon-Fri 0800-1800 to Mon-Fri 1000-1400. It is proposed to put in a blanket restriction of No Waiting Monday to Friday 10am to 2pm. This should prevent any commuter or business parking along the majority of Kingscroft Road.

There are some spaces available for unrestricted parking, these are placed in the longer sections between private driveway accesses.

Kingston Avenue

The existing proposals were considered to be the best option for Kingston Avenue. Proposed restrictions are set out to allow on street parking, but to stagger it in such a way that it creates a chicane affect.

The proposed restrictions should prevent commuters from parking in this road all together and should reduce the amount of shoppers who are likely to park here.

Kingston Road

The conclusion was that there isn't generally a problem, but the area could do with being regularly enforced.

Leach Grove

This seems to be a problematic area with no easy solutions to manage the existing parking problems.

It was considered that it may be of benefit to contact Mole Valley Housing to see whether or not they could supply off street parking within the existing green area at the south-eastern end of Leach Grove.

Leatherhead By-Pass Road

It was decided that a full survey need to be carried out before any recommendations can be put in place.

Leret way

The conclusion was that it would be beneficial to lay double yellow lines from the exit of The Swan Car Park, westwards to the junction with Bull Hill, on both sides.

Linden Road

From the minutes of the Leatherhead Parking Review meeting on 30th October 2008, it was mentioned that one resident required a disabled bay, but it wasn't obvious as to the location it was required. This matter needs to be referred back to Cllr Tim Hall for clarification. It was agreed that Linden Road could be made less restrictive, by the removal of the single yellow line between Queen Annes Terrace and Upper Fairfield Road.

Minchin Close

It was agreed that we could use this road as an experiment to see if residents parking permits would work. During subsequent discussions with the County Solicitors it was determined that an experimental Order, which provided for on street parking could not be progressed because current legislation does not allow it. Any experimental Order could only include waiting restrictions, which does not help in this situation.

It needs to be decided whether we proceed with a permanent CPZ, which could of course be revoked in the future if it did not work.

It is proposed that this road should be made into a stand alone Controlled Parking Zone. The proposal is to keep the same waiting restrictions, but to change the parking restrictions to Resident Permit Holders Only.

This should prevent commuters and shoppers from parking in this road all together but at the same time allowing residents to park within the marked bays at any time. If this scheme goes ahead it will be necessary to charge residents for a permit. This cost is yet unknown, but residents will be advised of this as part of the next stage of any scheme. This will not guarantee a parking space as it will be on a first come, first served basis.

It will be necessary to restrict the number of permits to those residents who have either no or very limited off street parking. Residents with 2 or more off street spaces would not qualify for a permit.

Visitor permits would be available up to a maximum of 30 per annum per household.

The cost to be determined by committee

Carer permits would be available at no charge.

Oak Road

At the back of Travis Perkins it was requested that the removal of AAT restrictions should take place.

Oaks Close

The existing proposals for Oaks Close seem adequate, however, it was felt that there should be no gaps within the restriction to allow parking. All residents on this Close have off street parking and by implementing a blanket 1hr restriction we should only be affecting any commuter parking that may exist.

At the southern end of the road on the western side it was considered that extending the double yellow line would be more beneficial than adding a small section of one hour restriction, thus improving safety at the junction.

Park Rise

It was agreed that the whole length of Park Rise should have restrictions on both sides, without any gaps. Monday to Friday one hour restriction (10am – 11am)

Poplar Avenue

It was considered that this area hasn't got a problem and that installing small sections of double yellow line would not improve the situation.

An additional enquiry from a resident at no.41 Polar Avenue, to have a yellow box marking laid outside of their access was considered inappropriate and would not meet current regulations.

Poplar Road

The existing proposals were considered to be generally okay, however the proposed markings, on the south-eastern side, would need to be extended to Poplar Avenue to stop vehicles from parking on the footways. It is proposed to implement a restriction of Monday to Friday 8am to 6pm on the eastern side. This should allow free flow of traffic along this road.

Randalls Road

The north-eastern side should be marked 'At any time', as recommended on the existing proposals. The south-western side should be marked as 'At any time' from the junction with Station Road, north-westwards to the access of the new development near Randalls Park Drive. Parking should then be formalised from this point to a point that is close to the end of the tapering white lines that start the right turn filter lane into Cleeve Road.

St Johns Road

It is recommended that the south-western side has a working day restriction along its entire length.

It is considered that residents up to and including no.13 St Johns Road have access to off street parking. It is proposed that the south-western side of St Johns Road should have a restriction of Monday to Friday 8am to 6pm along its entire length, thus preventing any obstruction of driveways, and allowing clear forward visibility for motorists travelling in either direction.

It is proposed that the north-east side, has a similar restriction from the end of the existing 'At Any Time' restriction, south-eastwards to a point outside no.13 St Johns Road. This will prevent driveways from being obstructed and also create a shorter obstruction of traffic flow.

From no.13 to no.31 there would be free unlimited parking bays.

Waverley Place

It was generally decided that the existing restrictions are working well at present and that this road should be left as it is.

Windfield

It is proposed to apply a blanket restriction of No Waiting Monday to Friday 8am – 6pm, through the entire road, with a few designated parking places, also with restrictions – this should allow a turn around of parking for health visitors, district nurses etc.

The proposed restrictions should prevent commuters and shoppers from parking in this road all together.